

Assessment of the Contributions of Automobile Mechanic Services to Job Creation and Income Generation in Urban Zaria, Kaduna State, Nigeria

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ABSTRACT

Automobile mechanic services have an observable presence in urban Zaria but available studies have not empirically investigated their contributions to job creation and income generation in the Zaria economy which is a gap filled by this study. Specifically, the positive contributions of automobile mechanic services towards job creation and income generation in the study area were assessed. Questionnaires were used for data collection from 345 respondents (made up of auto-mechanics, auto-electricians, auto-body panel beaters, auto-wheel workers and auto-spray painters) under the auspices of the National Automotive Technician Association (NATA) in the study area. Simple random and stratified sampling techniques were used to administer questionnaires to the respondents. The data collected for the study were analyzed using descriptive and inferential statistics. The findings of the study revealed that there is a significant relationship between the activities of automobile mechanic services to job creation in the study area with R square and Adjusted R square values of 0.888, 0.788 and 0.783 greater than the R standard value of 0.400. Moreover, automobile mechanic services have a significant effect on income generation in the study area with R square and Adjusted R square values of 0.831, 0.691 and 0.682 not greater than the R standard value of 0.400. The study concluded that there was a statistically significant ($P < 0.05$) variation in the extent to which automobile mechanic service contributes to job creation and income generation in the study area. It was recommended that mechanic villages are needed in the study area to address the problems of the exorbitant cost of workshop rental, haphazard relocation of workshops and improve patronage of their services; also government need to enforce the regulations to end importation of substandard automobile spare parts to ease scarcity and reduce operational cost.

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INTRODUCTION

The term automobile refers to a self-propelled vehicle driven by an internal combustion engine and is used for the transportation of passengers and goods on the ground (Rajput, 2007). According to Fetherston (2009), an automobile is a complex technical system in which various sub-systems operate in harmony to

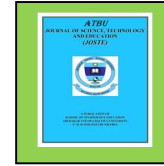
discharge a defined function. In the views of Abwage (2009), an automobile is a self-propelled land vehicle usually having four wheels and an internal combustion engine, used for personal and public transportation. It is of different types according to styles, number of doors and purpose of use. Since it is an automobile with a combustion engine and multiple components, it shall go faulty

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and require maintenance in form of repairs or servicing periodically.

Penn (2009), defined an automobile mechanics as a skilled personnel, trained in any of the trades in automobile repairs and servicing, which include: body repair and spray painting, electrical work, bodybuilding (panel beating) and spare parts merchandising. The automobile mechanics are responsible for a full range of automobile repairs and services needed to keep it in good running condition. Akinola, et al (2005) states that automobile mechanics as skilled personnel who specialized in automobile maintenance, repairs and sometimes modification. Some or all of these repairs and services are done in a workshop.

A workshop, according to Jubril (2011) is a place, area, room or building where machines, equipment, hand tools, workbenches and materials are used in manufacturing or repairing things. Therefore, an automobile workshop is a place where basic vehicle maintenance is carried out by automobile mechanics. In developing nations like Nigeria, an automobile mechanic service is usually classified as a "small scale" or "informal sector". This classification is because the automobile service sector is characterized by low capital-output ratio, that is the ratio of capital level relative to output is low (Ijaiya, 2004). Ijimdiya (2021) asserts that the automobile mechanic service industry is one of the most important industries in both the formal and informal sectors affecting not only the economy concerning job creation, source of revenue to the government, rendering of essential services to the populace as well as the basis for a multiple of related services; but there are also several socio-economic problems associated with auto mechanic activities.

Automobile mechanic services are vital to human resources in the automobile industry in virtually every nation's economy due to their significant contribution in terms of employment opportunities. The auto repairing workshop plays an important role in the economy of Bangladesh by maintaining motor vehicles in an efficient manner which helps in making transport services more efficient (Kayemuddin and Kayum, 2013). In

South Africa, the auto repair sector generates 60 percent of employment and contributes about 28 percent to the nation's Gross Domestic Product [GDP] Ghana Statistical Service (2010). The automobile mechanic service is therefore considered crucial to job creation in many developing countries.

Road transport uses automobiles which are constantly on the road hence resulting in damage from wear and tear. These automobiles cannot remain new forever, as the parts break down and wear out, and so, must be maintained. The place of automobile maintenance in the overall functioning of the road transport system is therefore crucial and the contributions of these mechanics specializing in mechanical, electrical, body work, spray painting and decoration, wheel works etc in influencing the economic development of the society cannot be overemphasized (Ujevbe, 2012).

Despite the strategic importance of automobile mechanic services to the economic development of societies, there are no studies that specifically document the extent to which automobile mechanic services contribute to job creation and income generation in the study area within the period under review. Whereas, if given the needed incentives and support by all stakeholders, the sector has the potential to contribute to curbing unemployment and raising the living standard of people in the urban areas. This is the focus of this study using urban Zaria as the study area.

Based on the available literature, it is becoming increasingly necessary to understand the extent to which automobile mechanic services contribute to job creation and income generation for the good people of urban Zaria using reported data obtained from the targeted respondents. This will help in bridging the knowledge gap in the area of study. Therefore, the focus of this study is to assess the contributions of automobile mechanic services to job creation and income generation in urban Zaria.

LITERATURE REVIEW

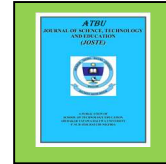
Historically, the Western world introduced the use of automobiles to Nigeria when

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oil was booming in the 1970s (Ohwojoro, 2013). The establishment of the six automobile assembly plants in Nigeria brought quick development to the country. Historically, automobile maintenance (repair and servicing) started in Nigeria at about the time the first automobile was brought into the country in 1907. The first automobile maintenance workshop was owned by the Nigerian Railway Corporation who maintained their Lorries alongside their rail locomotives. The pioneer auto-maintenance staff were Britons who employed Nigerians to help in the maintenance of cars and other automobiles. Thus, the first set of Nigerians got trained in the art and techniques of automobile maintenance. As more cars were imported, more branches of sales and service workshops were opened and consequently, more Nigerians were trained as automobile mechanics (Obodoechi, 1998). According to Elizabeth (2020), the background to the existence of an Automobile Mechanic workshops in Nigeria, Ibadan to be precise can be traced back based on the need to render services to vehicles that can suddenly develop a fault to require an emergency repair. So this makes it inevitable that some repairing workshops should be set up near the roadside to render services to the vehicles when they go out of order or become inoperative, and be very helpful for the operation of vehicles.

The establishment of the six automobile assembly plants in Nigeria brought quick development to the country. According to Aganga, one-time minister of trade and investment in 2013 "automobile industry is an engine of growth and stimulus to other economic activities like creating of employment opportunities growth of other satellite industries, enhancement of technology transfer of skill acquisition". Since the establishment of the six automobile industries in the country, the economy of the country has improved tremendously because refined petroleum products are easily transferred from the point of production to fuel filling stations. Farm produce are easily transferred from the northern part of the country to the South, West and eastern part of the country visa-vis. People can travel with less stress from one location to another.

Since the year 2000, it has been recorded that there is a decline in the production of the indigenous automobile because most of the automobile industries established between the 70s and 80s are no longer in operation due to economic, safety and political concerns. According to a new report by the United Nations Environment Programme (UNEP) of 2020, Nigeria is the highest importer of used cars in Africa and the third-highest destination for used cars globally. This is supported by Ajayi et al (2002) who assert that in Nigeria, the aftermaths of the devaluation of the currency in the 1990s have led to the importation of used vehicles, known as "Tokunbo". Ever since, the number of vehicles imported into the country increased annually as it became cheaper to buy used vehicles.

According to Elizabeth (2020), the background to the existence of an Automobile Mechanic workshops in Nigeria, Ibadan to be precise can be traced back based on the need to render services to vehicles that can suddenly develop a fault to require an emergency repair. So this makes it inevitable that some repairing workshops should be set up near the roadside to render services to the vehicles when they go out of order or become inoperative, and be very helpful for the operation of vehicles. Within a short time, the number of vehicles increased enormously and many workshops were set up. Nowadays, many roads and high ways are built and hundreds and thousands of vehicles are found plying on those roads. To provide services to those vehicles to make them operational, a large number of mechanic workshops are located near the roadside.

Automobile mechanic services have tended to strive higher in the poor economy where people demand to repair their old vehicles rather than spending huge amount on purchasing a new ones which calls for demand in maintenance. As the economy of the country dwindles, the number of automobile technicians is grossly increases and it is still in expectance to increase higher in the future (Oguzie, 2001).

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CONCEPTUAL FRAMEWORK

The Informal Economy

Opportunities for decent employment and income are extremely scarce in most nations (Mofokeng, 2005). The informal economy has escalated and there is nothing inevitable in its growth. Employment in this sector tends to grow in times of economic crisis/transition or adjustment (International Labour Organisation, 2002). This is so because people who lose their jobs and fail to get alternative employment in the formal sector have no option but to move into the informal economy. In such times of economic crises households and families tend to supplement their livelihoods and incomes from the informal economy (International Labour Organisation, 2002). Mofokeng (2005) believes that the informal economy is not a new form of work nor is it a new form of work organisation or is it by accident. It has been in existence for a long time.

Chen et al. (2004) argue that the informal economy has risen rapidly in all regions of the developing world and various forms of non-standard employment have emerged in most regions of the developed world. The situation is worsened by the low absorption capacity within the labour market, difficulties encountered by women, young persons and vulnerable groups in gaining access to training systems and employment, low literacy rates among adults and inadequacy of technical and vocational training (Mofokeng, 2005).

Automobile repair service as an informal sector

Automobile service means the repair, rental, and maintenance of automobiles and trucks, including but not limited to body shops, transmission shops, lube and emissions centers, tire stores, car washes as a Primary Use, auto glass shops, and car rental (George, 2018). This falls in the category of the secondary informal sector conceptualized by Baba (2010) that includes traditional crafts such as blacksmithing, carving, weaving and wood working, others are shoe making, including watch, radio, auto repair, vulcanizing, hair dressing and printing. The small – scale distribution essentially deals with petty

trading in essential commodities required in households and the last sector which is the tertiary sector comprises enterprises such as transport operators, house ownership, restaurant owners, hair dressing, laundering, photography and domestic service.

Concept of Job Creation

The informal sector may be viewed as the driving force in the job creation process since it typically includes many small and micro-enterprises. This is supported by Biggs and Srivastava (1996) whose findings confirm that small businesses with less than 50 employees are an important source of employment growth. For example, in Kenya employment growth for enterprises with 10-49 employees is 41%, for 50 – 99 employees 24% and for more than 100 employees only 12.5%. In total, the Kenyan informal sector employed 5.1 million people or 15% of the total population in 2003. This sector is therefore the fastest growing and adds to employment and investment through its crucial characteristic of growing anywhere. With this in mind, Hope (2004) believes that this sector's growth in Africa will overtake that of the formal sector by the year 2020.

Luiz (2002) cites Harper (2004) who maintains that comparative studies of large and small businesses carried out at all stages of development further endorse that small firms employ more labour per unit of capital than large firms do. Due to their labour intensive nature, informal businesses thus have a high labour absorption rate which makes them capable of creating many new jobs at low cost (Dhemba, 1999; Hansenne, 1991). This is supported by Kromberg (2005) who revealed that small businesses absorb between 50 and 60% of the labour force in South Africa.

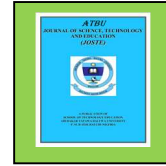
Apart from just creating jobs, Aswani (2007) further points out that this sector spends at least two-thirds of its income on the formal economy thereby contributing towards overall economic growth in the country. Having an economy running parallel to the main economy also creates competition which in turn enhances productivity (Aswani, 2007).

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Recent studies have shown that about 70% of the people live below the poverty line (NBS, 2012); it is no doubt that unemployment is contributory to this. Thus many stakeholders in the employment issues are worried about this development and have sought alternative sectors with high labour carrying capacity, ostensibly like the automobile mechanic service sector. These trends have contributed to the rapid expansion in job creation. An increasing number of households are becoming dependent on automobile repair services as a source of income and employment in both rural and urban areas.

Concept of Income Generation

The argument for the automobile mechanic service sector's contribution towards income per capita comes from the fact that they grow at a very rapid rate and gives even the unskilled and illiterate a chance to earn an income. This has made this sector to be one of the leading sectors in many national economies. For example, in South Africa, small businesses are estimated to contribute about 30% to GDP (Kromberg, 2005). One might argue that 30% is not high enough but in reality, the contribution of this sector could be higher than it is believed for two reasons. First, most of these small businesses do not register to avoid paying taxes, but if they were all to register and their output captured in the government records, then their true contribution to GDP would be seen to be higher than is currently predicted. Secondly, if the sector is promoted and given more support, then its contribution can exceed these figures and go beyond 30% with time. Be that as it may, Skinner (2006) thinks that the individual contributions of the informal traders remain modest but collectively they do make a sizeable contribution towards the national GDP.

EMPIRICAL REVIEW

Automobile Mechanic Services and Job Creation

Economic growth helps to reduce unemployment by creating jobs as a means of livelihood. This is significant because unemployment is a major source of a social problem. Automobile mechanic service as a small

scale enterprise plays a major role in curbing the menace of joblessness towards reducing poverty across the nation and achieving a fairer distribution of national resource, income, knowledge and power, helps to promote rural industrialization, and promoting export market. The automobile service sector in particular is contributing immensely to economic growth, more importantly to employment and job creation in both developed and developing nations (Mulugeta, 2008).

In realization of the key roles performed by the automobile service sector to the economic growth and development of the country, the Federal Government of Nigeria has neither relented nor given up in her bid to revamp the fortune of this sector to enable it to play the expected role in job creation and income generation. This is evidenced by the recent establishment of human capital development programmes and activities under the National Social Investments Programmes, for example, skills acquisition programmes were specifically designed for automobile mechanics like the mechatronics, car painting, vulcanizing, welding and fabrication under the auspices N-tech/N-power programmes spread across the nation. These efforts were made in recognition of the contributions the automobile mechanic service sector has been making to the overall economic development of the country.

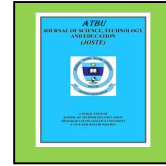
According to Kayemudin and Kayum (2013), automobile mechanic workshops have created avenues of employment for those unemployed youths with or without skills. Many uneducated youths are getting employment in these auto-workshops across Bangladesh. Saberi (2018) analyzed the role of automobile services in the economy of developed countries. The work reflects the extremely high role of the automotive industry in GDP growth and employment generation, the ability of the automotive industry to form a taxable base and revenues of the state budget, as well as the role of the automobile industry in the development of auxiliary industries and the stimulation of scientific and technological progress.

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In a study carried out by Akinbinu (1998) on liberalization policies and technological capability of the informal sector: A case study of auto-repair industry in Oyo State, whose main objective is to evaluate the impact of Nigeria's liberalization policies on technological capability development in the auto mechanic sub sector to identify capability gaps that need to upgrade operational techniques and increase productivity in the sub-sector. The study observed that the decline in the economy in recent years had made market conditions favourable to the sector and that the scarcity and high cost of spare parts coupled with the high cost of services in the formal sector induced many vehicle owners to turn to the informal sector for the repair of their vehicles. Akinbinu further made a case for institutional support and credit facilities to the small and medium service sectors like the automobile mechanic service to facilitate their operation. He stated that the number of people with auto-repair skills has continued to increase with post-structural adjustment programme (SAP) following the entry of several school leavers into the industry.

Automobile Mechanic Services and Income Generation

In the words of Keyamuddin and Kayum (2013), self-employment is viewed as a last hope in helping people to become income-earning members of society. The workshops help in income distribution and the dispersal of industries in various locations. Income received by the workshop mostly was given to the workers as their remuneration who are mostly poor and thus it contributes to poverty alleviation and employment creation.

Adenutsi, (2009) maintained that, the automobile mechanic services promotes income empowerment in an economy. In the modern world, entrepreneurship such as automobile service sector provides a new approach for fighting poverty and stimulating economic growth in developing countries. It has, to a very large extent, narrows the income gap and delivers a

consistent mechanism for earning incomes and thereby reducing income inequality and poverty substantially.

Sinhle et al, (2022) studies have revealed that the service sector generated income and helped secure their livelihood. They believed that the income generated from informal activities comes in handy in the fight against poverty. The study further revealed that the income generated in the service sector is also spread across a relatively large number of uses, such as education fees, food and shelter, based on the fact that most of the service providers had more than four dependents.

Several other studies have dwelled on diverse areas of the automobile mechanic service sector yet none among them has specifically focused on its impact on job creation and income generation. This study, therefore, seeks to focus on assessing the contributions of automobile mechanic services to job creation and income generation of the people of urban Zaria to fill the existing knowledge gap in this sector.

MATERIALS AND METHODS

This study is conducted in urban Zaria covering Zaria and Sabon Gari Local Government Areas. The Zaria urban area constitutes two out of twenty three (23) LGAs in Kaduna State of Northwestern region Nigeria. Zaria urban area is located between Latitudes 11°02'N & 11°12'N and Longitudes 7°38'E & 7°46'E of the Greenwich meridian [Figure 1]. The urban Zaria is made up of eight (8) and six (6) political wards respectively. In terms of total land area, the two LGAs cover about 45.567 km² and are bordered by Makarfi LGA on the northeast, to the east by Soba LGA, to the west by Giwa LGA and to the south by Igabi LGA (Useh, 2006). The locations of the mechanic workshops within the study area are shown in Figure 2. The automobile mechanic service workshops are usually scattered in all cities and towns in urban Zaria. Ijimdiya (2021) affirms that the automobile mechanic workshops are found in clusters of open plots of land in the vicinity of urban towns and cities in Nigeria.

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LOCATIONAL MAP OF THE STUDY AREA



Fig. 1: Locational Map of the study area

The climate of Zaria is also characterized between November and March by dust-laden harmattan and wind, which is dry cold and often strong blocks, from north-west originating from the Sahara region across the country with maximum intensity between

December and January. The area is influenced by the tropical wet and dry climate (AW by Koppen's classification) with seasonal alteration of moist maritime air mass (tropical maritime/SW trade wind), and dry continental air mass (North easterly trade wind/harmattan) (Garuba, 2021).

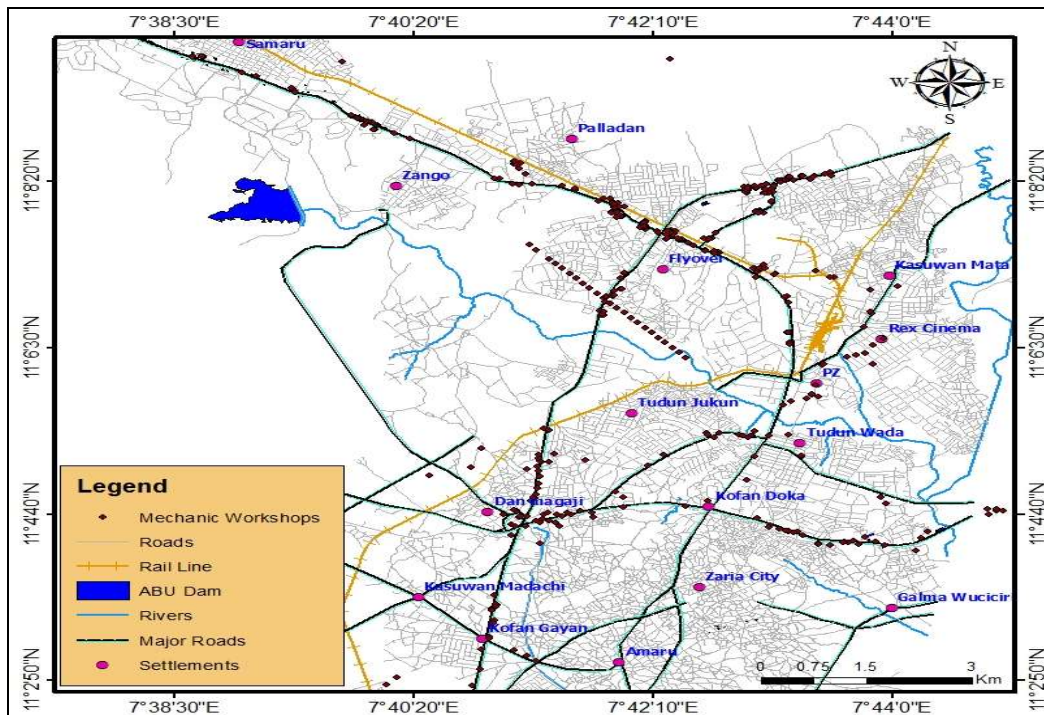


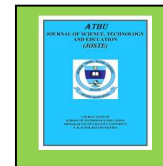
Figure 2: Zaria metropolis showing the locations of Automobile Mechanic Workshops. Source: GIS Lab Department of Geography ABU Zaria, Using ArcGIS 10.3 Software.

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The rainfall begins in late April and increases to its peak in August through September with high-intensity of storms and declines in October. The average annual rainfall recorded is 1000mm to 1500mm conventionally with the maximum peak occurring in August/September at a stretch (Abaje et al, 2012). The climate plays a significant role in shaping the demand for automobile mechanic services and types of repairs and maintenance needed. For example, hot weather can lead to increased issues like overheating, while cold weather can result in battery and starting problems.

Road transport is the dominant mode of transport in Zaria. The road network largely constitute privately owned automobiles, taxis, omni and kombi commercial buses. The traffic pattern in any city can be divided into pedestrian and vehicular. The concentration of traffic in Zaria is heavier in the city centre along Kaduna Road. The city is a railway hub with several major road networks connecting several States in Nigeria in addition to housing a local airport (in Aviation College) (Useh, 2006). With increased economic activities, the presence of several institutions and investments in road transport infrastructures have resulted in increased levels of motorization accompanied by an unprecedented increase in automobile mechanic service workshops in the study area. The high traffic volumes and greater likelihood of accidents and wear and tear on vehicles in the study area often leads to specialized services related to urban driving conditions such as traffic related repairs. The proximity of mechanic workshops to transportation hubs such as bus terminals, popular intersections and density of commercial hubs can impact on the convenience of obtaining services for travelers and commuters.

Study Population and Sample size

The survey covered the auto mechanic industry with respect to their demographic characteristics and contributions to job creation and income generation. A field survey approach was adopted for the study. Data was obtained through the questionnaires. The population of the study comprises of 2560 (automobile mechanics

in the study area was 2560. A formula developed by Yamane (1967) was adopted to arrive at an accurate sample size comprising automobile mechanics affiliated to NATA. A stratified sampling technique was further used to select the sample size from each of the five areas of specialization groups of the automobile mechanic services namely mechanics, electricians, spray painters, panel beaters and wheel workers. Simple descriptive statistics and multiple regression analysis was used to analyze the collected data

Hypotheses

Two null hypotheses were proposed to be tested.

Ho₁: There is no significant relation between automobile mechanic services to job creation in the study area. Multiple Regression statistics was used to analyse and determine if the hypothesis is to be accepted or rejected.

Ho₂: There is no significant relation between automobile mechanic services to income generation in the study area. Multiple Regression statistics was used to analyse and determine if the hypothesis is to be accepted or rejected.

Data Type and Sources

The data obtained from the questionnaire were analyzed using descriptive statistics through the use of Statistical Package for the Social Sciences (SPSS) software package version 29.0.0.0 (241) presented in tables, graphs and charts. The data point latitudes and longitudes coordinates (see Appendix) of fourteen (14) and twelve (12) units of automobile mechanic workshops under the umbrella of National Automotive Technicians Association (NATA) with a total of three hundred and eighty six (386) workshops were obtained using a handheld Global Positioning System ArcGIS 10.2.2 device. The researcher conducted a reconnaissance survey to 31 workshops within the study area to obtain number of NATA units, workshops and list of mechanics in the study area. A field survey approach was adopted for the study.

The population of this study comprises all mechanics, electricians, panel beaters, spray painters, and wheel workers under the auspice of

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the National Automotive Technicians Association (NATA) in the study area. The association is structured into Units, thus there are fourteen (14) units in Sabon Gari and twelve (12) units in Zaria LGAs with a total population of 2560 members. The sample size of this study were selected using a formula developed by Yamane (1967). The respondents were selected using stratified and simple random sampling techniques from each of the five areas of specialization. This method was used by Bramuel (2013) who found out that the proportionate stratified random sampling method was the most applicable sampling method for the

various classes or categories of small businesses. The data for the study comprises primary and secondary were collected using questionnaire, interviews and existing publications.

RESULTS AND DISCUSSION

The analyses of the data collected are discussed under the following sub-headings; socio demographic characteristics of the respondents and contributions of automobile mechanic services to job creation and income generation in the study area.

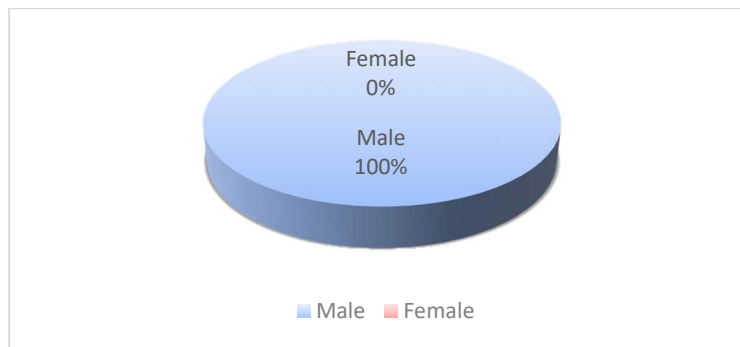


Figure 1: Gender of the Respondents. Source: Author's Analysis, 2019.

From the findings, the study found that 100% of the respondents are male. This could be due to the religious belief, socio-cultural and traditional barrier of people living in the study area, where women are usually restricted to partaking in any business activities that involve interaction and

constant mixture with men. Moreso, the physical/masculine ability or requirement of automobile mechanic services equally contributes to the absence of women in the automobile mechanic business line.

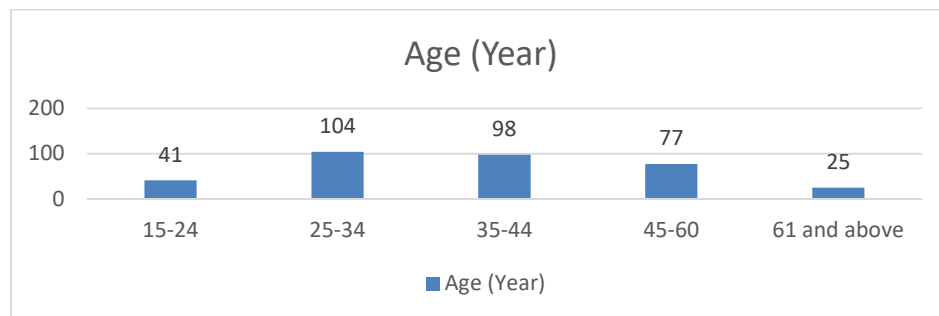


Figure 2: Age of Respondents. Source: Author's Field work, 2019

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From the findings, the study established that the majority of them (80.87%) fall in the working age group of 25 to 60 years. It further revealed that the younger ones (11.88%) are between 15 to 24 years while the older respondents (7.25%) were above 60 years of age. The age composition is a true reflection of the

youthful population of automobile mechanics which implies that the mechanics were in their energetic and productive ages and capable of withstanding the rigorous work involved in automobile mechanic services. Such a productive workforce is often believed to be an engine for the overall development of a country.

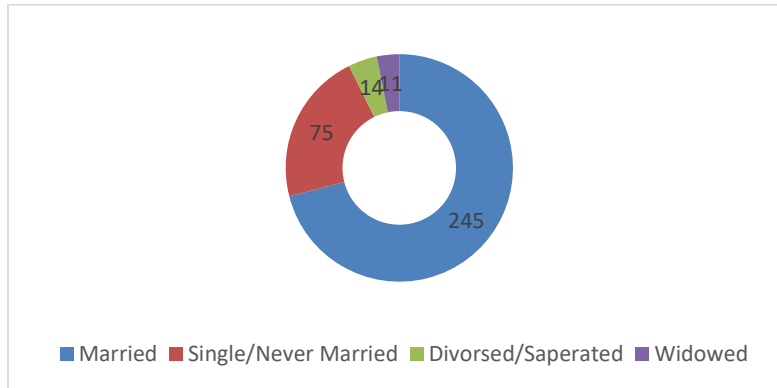


Figure 3: Marital Status of Respondents. Source: Author's Field work, 2019

From the data findings, the study found out that the majority (71.01%) of the respondents are married. The single/never married respondents constitute 21.7%, another 4.1% are divorced/separated and 3.2% are widowed. These

findings could be because marital status is considered as a symbol of commitment to family and an indicator of the number of households the respondents cater for.

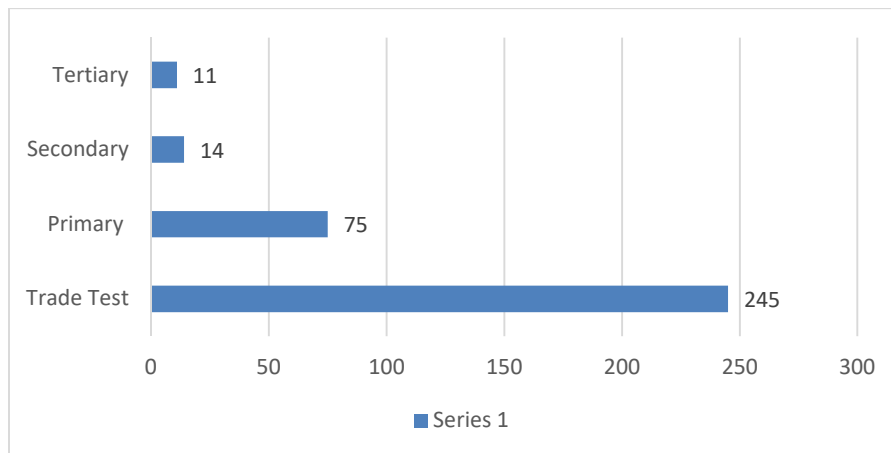


Figure 4: Educational attainment of Respondents. Source: Author's Field work, 2019

From the findings, the study found that the majority of the respondents (58.3%) are

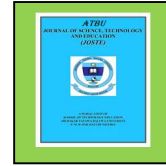
trained apprentices. Those who attended primary and secondary education are 22.9% and 13.9%.

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Only about 4.9% of the respondents have tertiary education.

These findings are consistent with those of TBOTIT (2007), who revealed that socio-cultural attitudes could be a major factor in decreasing the participation of females in automobile repair in many societies. Bereket (2010) argued that age range is of youthful prime as the older mechanics are not energetic to withstand the stress and risks in the profession. Moreso, Ogwo (2004) opined that auto-mechanics are usually products of apprenticeship training programmes with little or no formal education and are mainly sponsored by parent or guardians.

Multiple Regression Analysis

Income generation

The results of Multiple Regression statistics showed that there is a significant effect of automobile mechanic services to income generation in the study area. Reasons being that the calculated p value of 0.002 is lower than the 0.05 alpha level and the computed F value of 83.086 is above the 3.00 F critical value at df 9. The model summary showed that level of automobile mechanic services has strong effect on the income generation of the people living in the study area because the values of the values of R, R square and Adjusted R square values of 0.831, 0.691 and 0.682 is each greater than the R standard value of 0.400.

The coefficient tables showed that each variable of income generation (length of experience, number of apprentices, number of vehicles fixed within and outside Zaria, number of distress call responded to, the amount earned by day, the amount given to apprentice daily and amount paid to government as) were all significant as each of their calculated p value is lower than the 0.05 alpha level.

The calculated p value of 0.000 is lower than the 0.05 alpha level and the computed F value of 156.442 is above the 3.00 F critical value at df 8. The model summary showed that there is a significant relationship between automobile mechanic services and job creation, youth employment and specialization in the study area because the values of the values of R, R square

and Adjusted R square values of 0.888, 0.788 and 0.783 is each greater than the R standard value of 0.400.

From the multiple regression analysis above, the null hypothesis which states that there is no significant relation between automobile mechanic services to job creation in the study area is hereby rejected.

Job Creation

The findings of the multiple regression analysis revealed a strong effect of automobile mechanic services on job creation in the study area because the values of R square and Adjusted R square values of 0.888, 0.788 and 0.783 is each greater than the R standard value of 0.400 hence automobile mechanic services has significant effect on job creation in the study area. The findings equally revealed a strong effect on the income generation of people in the study area because the values of the values of R, R square and Adjusted R square values of 0.831, 0.691 and 0.682 are each greater than the R standard value of 0.400.

The coefficient tables showed that all the variables such as a number of apprentices, vehicles fixed from within and outside Zaria, distress calls responded, the amount earned per day, the amount given to apprentice per day and the amount paid as tax are significant to job creation and income generation as each of their calculated p value is lower than the 0.05 alpha level.

From the multiple regression analysis above, the null hypothesis which states that there is no significant relation between automobile mechanic services to job creation in the study area is hereby rejected.

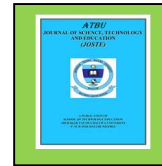
Summarily, the automobile mechanic services can be said to have created several job opportunities for numerous people in the areas of mechanical, electrical, panel beating, spray painting, and wheel works in the study area. In the same vein, the presence of other businesses dealing in automobile spare parts/accessories, food vendors, car wash and general hawkers around the automobile mechanic workshops are striving in the study area. Equally, the automobile

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mechanics contribute to income generation through payment of rent to landowners and taxes to relevant authorities while they patronize other services from other professionals and consequently contribute to job creation and income of people in the study area.

CONCLUSION AND RECOMMENDATIONS

The findings of this study led to the conclusion that the automobile mechanic service sector in the study area is dominated by male and above the age of 24. The level of jobs created and income generated by automobile mechanic services has a significant effect on the livelihood of the respondents in the study area. Despite the enormous benefits, the automobile mechanics services may be hindered by the increased cost of rent, technological advancements, lack of genuine spare parts, absence of government policies and incentives as well as the cost incurred from repairs of vehicles. It is therefore recommended that there is a need for designated mechanic villages in the study area. These mechanic villages should be integrated into the Zaria Master plan with a view to integrate them into the urban landscape. This will address the problem of the exorbitant cost of workshop rent, difficulty in acquisition of land and haphazard location of workshops in urban space. Also, government need to enforce laws and regulations that will stamp out the importation of substandard spare parts and ensure that only good quality spare parts are supplied in the markets. This will address the problem of spare parts scarcity and reduce the cost of losses due to damages mechanics do incur in the course of their operations.

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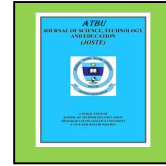
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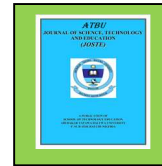
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