ECONOMIC AND SOCIAL IMPACT OF BANDITRY AND KIDNAPPING ON TRANSPORT AND LOGISTICS INDUSTRY IN KADUNA STATE, NIGERIA

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Abstract

This study examined the impact of banditry and kidnapping on transport and logistics industry in Kaduna State, Nigeria. The study aimed to examine the prevalence and trends of banditry and kidnapping, the impact of banditry and kidnapping on transport and logistics industry and identify the coping mechanisms used by transport and logistics industry and the role of government and security agencies to mitigate the effects of banditry and kidnapping in Kaduna State, Nigeria. The study adopted a qualitative data technique encompassing in-depth interviews. The study population comprised of passengers and drivers drawn from various motor-parks across the three senatorial districts of Kaduna State. The sample size of the study was made up of 120 interviewees, obtained using purposive sampling technique. The study discovered that banditry and kidnapping are prevalent and have significant impacts on transport and logistics industry in Kaduna State, resulting in payment of ransoms, loss of lives, vehicles, and cargo. The study also found that the attacks have resulted in a decline in the quality of services provided by transport and logistics sector, as well as a decrease in customer satisfaction. In conclusion, banditry and kidnapping significantly affect the industry and the coping mechanisms used by the industry are inadequate and ineffective in mitigating the effects of the attacks. The study recommended that the government and security agencies should implement more effective measures to address the challenges posed by banditry and kidnapping, including the deployment of more security personnel, the establishment of more security checkpoints, and the provision of more financial support to affected businesses.

Keywords: Kidnapping, Banditry, Transport and Logistics, Ransom, Victims
Kasujeds 2025 v11 (2) 1-6

1. Introduction

The global transportation and logistics industry has been severely impacted by banditry and kidnapping. According to the International Transport Forum (ITF), piracy, armed robbery, and kidnapping for ransom are significant threats to the safety and security of international transport operations (ITF, 2020). The World Bank estimates that the global economy loses approximately $1.3 trillion annually due to violence and insecurity, including banditry and kidnapping (World Bank, 2020).

Africa has been particularly affected by banditry and kidnapping, with several countries experiencing high levels of insecurity. The African Development Bank (AfDB) reports that the continent's transportation sector is vulnerable to security threats, including banditry and kidnapping, which can disrupt trade and economic growth (AfDB, 2020). A study by the African Union's (AU) Transport and Tourism Programme found that banditry and kidnapping are significant constraints to the development of the continent's transportation sector (AU, 2020).

Nigeria's transportation and logistics sector has been severely impacted by banditry and kidnapping. According to the Nigerian Institute of Transport Technology (NITT), the country's transportation sector is plagued by insecurity, including banditry and kidnapping, which has resulted in increased costs, reduced revenue, and decreased safety for transport operators (NITT, 2020). A study by the Lagos Chamber of Commerce and Industry (LCCI) found that banditry and kidnapping are significant threats to the country's logistics and supply chain management (LCCI, 2020).

2.Literature Review

The conceptual review is comprised two major key concepts such as banditry and kidnapping which are discussed as follows:

2.1 Banditry: The concept of banditry refers to the occurrence or prevalence of armed robbery or violent crime. It involves the use of force, or threat to that effect, to intimidate a person with the intent to rob, rape or kill. Banditry is a crime against persons. According to Sheptyakin (2020), banditry refers to the practice of engaging in organized criminal activities, often involving robbery, extortion, and violence, typically carried out by a group of individuals known as bandits.

Okoli and Okpaleke (2014) define banditry as a constellation of violent crimes targeted at persons and property, characterized by the use or threat of force and intent to harm or exploit.

Research suggests that armed banditry in Nigeria's North-West region involves various forms of violent crimes, including robbery, kidnapping, and cattle rustling, which threaten national security and human well-being.

Studies have shown that banditry has significant implications for human security, including mental health impacts on victims and communities, as well as broader social and economic consequences.

Okolie and Okpaleke (2014) also describe banditry as encompassing armed robbery and allied violent crimes, such as kidnapping, cattle rustling, and village or market raids, which undermine security and stability.

The analysis of banditry in Nigeria highlights the need for a comprehensive approach to address the root causes of insecurity, including poverty, unemployment, and social marginalization.

2.2 Kidnapping: The concept of kidnapping is difficult to define with precision, because it varies from state to state, from country to country. Therefore, the term is uncertain and decor of any straight jacket definition. That is, it depends on who is defining it and for what purpose. Kidnapping is defined as “the forceful seizure, taking among and unlawful detention of a person against his/her will.

Defining kidnapping in this study,it is important to note that kidnapping does not only involve involuntary or use of force to abduct an individual however, it is also a voluntary and willful arrangement and agreement to kidnap self, an individual or groups of individuals for achieving financial gains. There are known instances where a person disappears from his family for two or more days without disclosing his or her whereabouts and suddenly from the blues makes fallacious phone calls that he/she has been kidnapped and starts demanding for ransom from his household members and relatives.

Inyang and Abraham (2016) defined it as “the involuntary seizure, trafficking and arbitrary confinement of an individual. It is a common law offence and the key part is that it is undesirable act on the part of the victim”. In another definition which is given by Fage & Alabi (2017) perceived kidnapping as “forceful or fraudulent abduction of an individual or a group of individuals for reasons ranging from economic, political, and religious to (struggle for) self-determination”.

2.3 Theoretical Framework

The theoretical framework is consisted of two theories which appropriately and fittingly explain how banditry and kidnapping have both economic and social impact on the transport and logistics industry in Kaduna State, Nigeria. These theories include: social disorganization theory and economic disruption theory.

2.3.1 Social Disorganization Theory

The theory of social disorganization theory was propounded by Clifford Shaw and Henry Mckay in the 20th century initially through studies of Juvenile Delinquency in Chicago. This theory posits that a breakdown in social structures and institutions can lead to increased crime and deviance. In the context of banditry and kidnapping in Kaduna State, the persistent threat of violence and insecurity has likely disrupted social cohesion and community trust. This theory has two fundamental principles which explain how banditry and kidnapping lead to social ills and criminal behaviours in the society.

The first principle states that banditry and kidnapping leads to breakdown of community cohesion which can instill the fears of attacks and kidnappings resulting in social dislocation, forcing families to migrate to safer areas. This displacement disrupts traditional family and community ties, straining local resources in host communities and creating further socio-economic challenges.

The second principle also states that banditry and kidnapping can lead to loss of trust in Institutions due to inadequacy of government response to banditry and kidnapping which has emboldened criminal groups, making communities more vulnerable. This erodes trust in governmental institutions, hindering collective efforts to address insecurity and promote economic development.

2.3.2 Economic Disruption Theory

The economic disruption theory was propounded by Joseph Schumpeter, an Austrian political economist in 1942. This theory focuses on the economic impact of disruptions, such as banditry and kidnapping, on transportation and logistics. One of the basic assumption of this theory states that banditry and kidnapping have led to increased security measures, resulting in higher transportation costs. This includes costs associated with security personnel, vehicle armoring, and route planning to avoid high-risk areas.

This theory also assumed that banditry and kidnapping result in disruption of supply chains. For instance, insecurity on roads and highways has disrupted the flow of goods and services, affecting businesses and industries that depend on timely deliveries. This leads to increased costs, reduced productivity, and potential losses due to stock outs or spoilage.

The theory also assumed that banditry and kidnapping have huge Impact on Economic Growth: The insecurity caused by banditry and kidnapping deters investment, reduces economic activity, and limits economic growth. Businesses may close or reduce operations, leading to job losses and decreased economic opportunities.Both the theory of social disorganization theory and the economic disruption theory can be applied to explain to the understanding of social and economic impact of banditry and kidnapping on transport and logistics in Kaduna State.

The breakdown of community cohesion and trust in institutions, coupled with economic disruptions, has severe consequences for individuals, businesses, and the broader economy.Addressing the impact of banditry and kidnapping requires a multi-faceted approach that includes strengthening security measures, enhancing community engagement, and promoting economic development.

2.4 Empirical Review

This section deals with various studies conducted on the economic and social impact of banditry and kidnapping on transport and logistics industry in Kaduna State. Banditry and kidnapping have had a devastating impact on the transport systems in Kaduna State, particularly along the Kaduna-Abuja highway, Kaduna-Abuja railway line, Kaduna-Birnin-Gwari highway, and Kaduna-Kachia highway. The attacks have resulted in a significant decline in passenger traffic and revenue, increased costs for transport operators, and a decline in the overall economy of the state.

Adeyemi, A. (2024) An Analysis of the Impact of Kidnapping on Human Security in Nigeriaexamined the impact of banditry on transportation costs in Kaduna State. The study population was made up of transporters and logistics companies in Kaduna State and a Sample Size 100 transporters and logistics companies using survey research design and questionnaire administration. The study revealed that banditry and kidnapping have led to increased transportation costs due to security measures, route diversions, and increased fuel consumption. The study concluded that banditry and kidnapping have a significant impact on transportation costs, which affect the overall cost of goods and services. The study also recommended that government should provide security agencies with necessary resources to combat banditry, and kidnapping while transporters should adopt security measures to mitigate risks.

Similarly, African Development Bank (2020) conducted a study titled: The Impact of Banditry and Kidnapping on Economic Development in Kaduna State Nigeria with the aim to assess the economic impact of kidnapping on logistics industry in Kaduna State using Logistics companies in Kaduna State with a sample Size 50 logistics companies. The study adopted Survey research design, questionnaire administration method. The study discovered that Kidnapping has led to increased costs, reduced investment, and loss of revenue in the logistics industry. The study concluded that

kidnapping has significant impact on the transport and logistics companies and on the overall economy of Kaduna State. The study also recommended that government should provide adequate security measures for transporters and logistics companies in Kaduna State.

In addition, Eze and Okafor (2022) in a study titled: The Impact of Banditry on Agricultural Productivity in Kaduna State to examine the impact of banditry on agricultural productivity in Kaduna State using 200 farmers in Kaduna State. The study adopted survey research design, questionnaire administration method. The study revealed that banditry has led to reduced agricultural productivity due to fear of attacks, displacement, and loss of livelihoods. The study concluded that banditry has a significant impact on agricultural productivity, which affects food security and economic stability in Kaduna State. The study recommended that government should provide security agencies with necessary resources to combat banditry, and farmers should adopt security measures to mitigate risks.

Another study conducted by Sylvanus (2023) titled: The Social Impact of Banditry on Communities in Kaduna State aimed to investigate the social impact of banditry on communities in Kaduna State. The study population comprised of Communities affected by banditry in Kaduna State with a sample size of 500 community members. The study adopted a survey research design and questionnaire administration and interviews. It was discovered that banditry has led to displacement, trauma, and social cohesion challenges in affected communities. The study concluded that banditry has a significant social impact on communities, which affects their well-being and livelihoods. The study recommended that government should provide humanitarian assistance to affected communities, and community-based initiatives should be implemented to promote social cohesion among the affected communities.

Oyedele (2023). An assessment of the impact of kidnapping on economic development in Nigeria explored the impact of banditry on economic growth in Kaduna State. The study population consisted of businesses and investors in Kaduna State using a sample size of 100 businesses and investors using survey research design and questionnaire administration method. It was gathered that banditry has led to reduced economic growth, increased costs, and loss of revenue. The study concluded that banditry has a significant impact on economic growth, which affects the overall economy. The study recommended that government should provide security agencies with necessary resources to combat banditry, and businesses should adopt security measures to reduce risks.

3. Methodology

The methodology for this study adopted a qualitative method which used In-depth interviews guide and research design for the collection of data from three four major motor parks located in the three senatorial zones of Kaduna State.

3.1 Research Design

This study adopted a qualitative research method to provide a comprehensive understanding of the economic and social impact of banditry and kidnapping on transport and logistics industry in Kaduna State. The study was conducted across the major motor-parks located in the three senatorial districts of Kaduna State.The three senatorial districts of Kaduna State include the Southern Kaduna Senatorial district (zone 3) the Kaduna Central senatorial district (zone 2) and the Kaduna North senatorial district (zone 1).

The zone 1 senatorial district is situated in the Kaduna metropolis which is comprised of the following local government areas: Ikara, Kudan, Lere, Makarfi, Sabon-Gari,Soba and Zaria. Kaduna Central Senatorial District Zone 2 comprises of the following local government areas: Birnin-Gwari, Chikun, Giwa, Igabi, Kaduna-North, Kaduna- South and Kajuru and while Kaduna -South Senatorial District zone 3 is consisted of Jaba, Jema'a, Kachia, Kagarko, Kaura, Kauru, Sanga, and Zango Kataf.

Most of the motor highways in these local government areas linking the Kaduna state capital are vulnerable to banditry and kidnapping attacks. The most notable and famous vulnerable routes are the Kaduna-Abuja highway and railway line and Birnin-Gwari routes and Jere –Kagorko routes and Kaduna- Kachia routes. The 2021 train attacks on the Abuja-Kaduna railway line by the dreaded Boko-Haram and ISWAPS led to the kidnapping and deaths of hundreds of passengers.

Data were collected via in-depth interview guide designed by the researcher. The data were collected across the four major motor-parks in the three senatorial zones. The four major motor-parks include: Television –Garage, in Kaduna Central senatorial district, Kawo motor-park, Sabon-Gari motor-park in Zaria in Kaduna North Senatorial district and Kafanchan motor-park in Kaduna South Senatorial district. In each of the senatorial district, a major motor park was purposively selected while 30 participants encompassing 10 drivers and 20 passengers were also selected accidentally for the interviews. Before the commencement of the interviews, the participants were consulted for their permission to record the interviews with them of which they consented. One hundred and twenty passengers and drivers were interviewed. This implied that in each of the motor park, 30 passengers and drivers were interviewed.

4. Results and Discussions

The results of this study were analyzed using ethnographic approach and discussed based on the data collected. From the results, it was revealed that majority of the interviewees held the view that banditry and kidnapping have had a significant impact on logistics and supply chain management in Nigeria, resulting in increased costs, reduced efficiency, and decreased customer trust. Other interviewees also identified fear and insecurity as one of the major impact of banditry and kidnapping on transport and logistics industry in Kaduna State. The fear and insecurity experienced by both drivers and passengers have caused drastic decrease in the travelling rates by passengers and drivers due to fear of being kidnapped on the highways. Many passengers and drivers who were interviewed at Television Garage expressed their views on how insecurity along Kaduna-Abuja highway and railway line due to the presence of bandits and kidnappers along such routes caused so much fear among drivers and passengers. For instance, A certain passenger who boarded a Sharon vehicle from Television Garage going to Nyanya Abuja was interviewed and responded as thus:

I am always afraid when I am travelling on the highway, I don't know when the bandits will attack us because there was no day that passed by without hearing news of passengers and drivers being kidnapped and while some lost their lives in the process. I don't like travelling except it is very necessary. Many of my friends have been kidnapped along Kaduna- Abuja highway and Kaduna-Kachia highway and were asked to pay huge ransom. Since then, I have always been afraid to travel because I don't want to be kidnapped either.

Television Garage 20th January, 2024

The study also revealed that banditry and kidnapping have resulted in the loss of lives and property for transport and logistics business owners and drivers in Kaduna State. Many of the respondents reported knowing someone who had been killed or kidnapped by bandits along Kaduna Birnin-Gwari route which is the most dangerous route to ply aside Kaduna-Abuja highway. Some of the interviewees confirmed that they were once victims of kidnapping along the Kaduna -Birnin-Gwari route in 2022 during raining season. Bandits and kidnappers have destroyed the lives of many victims in Kaduna State including security operatives. A certain driver was interviewed at Kawo general motor-park whether he was once a victim of banditry and kidnapping or he knew someone who was a victim of banditry and kidnapping. He says as thus:

I thank God I have never been a victim of banditry and kidnapping throughout the period I have been doing commercial driving even though; I lost my brother to bandits last year when he was driving along Kaduna- Birnin-Gwari highway when bandits attacked him may Allah forgive his shortcoming and grant him Aljana (heaven). Many traders who usually traveled to Birnin-Gwari from Kaduna to buy grains and other foodstuff fell victims of bandits and kidnappers. They are always attacked while their goods are carted away by the bandits and kidnappers.

Kawo General Motor-Park, Kaduna 25th January, 2024

The economic impact of banditry and kidnapping on transport and logistics businesses in Kaduna State is also significant. Banditry and kidnapping have had a significant economic impact on Nigeria, resulting in increased costs, reduced revenue, and decreased economic growth (World Bank, 2020). A report by the World Bank (2020) found that violence and insecurity, including banditry and kidnapping, cost the Nigerian economy approximately $1.3 trillion annually.

Majority of the interviewees reported that they had experienced a decline in business as a result of the security challenges caused by banditry and kidnapping in Kaduna State. This has forced a lot of business owners to relocate out of the state to various states including the Federal Capital Territory, Abuja. One of the passengers interviewed says as thus:

Many of our customers are afraid to travel on the highways and roads in Kaduna State, because bandits and kidnappers have invaded the states a result, our business has declined significantly. The production and distribution of goods and services have been affected due to the insecurity on the highways in Kaduna State. Farming activities have also been affected because bandits and kidnappers have all taken over the rural areas where large food production takes place. We cannot longer go into the bush to purchase food stuff from our customers. This has seriously caused food shortage and hiking food prices and high cost of living in the state.

Sabon- Gari Motor Park, Zaria, Kaduna State15th January, 2024

Several participants disclosed knowing people who had been killed or kidnapped by bandits. Travelling in Kaduna State was like someone embarking on a suicide mission or a mission considered impossible due to the invasion or occupation of major highways by deadly bandits and kidnappers suspected to be ISWAPS and Boko-Haram. A certain driver reveals as thus:

I lost my friends and relations to bandits last year. They were travelling to Abuja for a wedding ceremony when they attacked them along Kaduna-Abuja expressway. They were shot on the spot only one victim was to survive the attack.

Sabon-Gari Motor Park, Zaria 15th February, 2024

Another transport company owner corroborated when interviewed and confirmed as thus:

We have lost several vehicles and goods to banditson the Kaduna-Abuja Expressway.It's abig loss for our business. I could remember then when I was taking goods to Abuja that wasin 2021 when deadly ISWAPS and Boko-Haram terrorists blocked the Kaduna-Abuja highway and began to attack passengers. Many victims were kidnapped into the bush while many passengers were feared dead including very prominent and high-profile personalities and expatriates. It was a narrow escape for us because we only managed to reverse back to Kaduna in the midst of sporadic gun-shootings.

Kawo General Motor- Park 25th January, 2024

Majority of the interviewees have the perception that banditry and kidnapping have had a significant impact on their businesses. One logistics company owner stated,

Many of our customers are afraid to travel on the highways and roads in Kaduna State. As a result, our business has declined significantly. You know our business depends on people embarking on journeys. The travelling rates of people have drastically dwindled and that have also affected our movements as transporters. We have to increase our prices to cover the cost of security. It's a big challenge for our business.

Kafanchan General Motor-Park 1st February, 2024

Despite the mechanisms adopted by the government for mitigating the incidence of banditry and kidnapping along major highways and railway lines in Kaduna State, the threats are still prevailing on daily bases. It is sacrosanct to note that travelling is a necessity which is unavoidable as far as daily activities are concerned. In other words, travelling is a culture which is part of human activities. Building on this, this is not contrary to the perception of the majority of the in-depth interview participants who revealed that transport operators in Nigeria have employed various security measures to mitigate the risks of banditry and kidnapping. They believed that travelling is part and parcel of human activity that offers means of livelihood to many. To maintain and sustain that activity, they revealed that certain mechanisms encompassing convoying, using secure communication systems, and avoiding travelling through high-risk areas have been adopted by majority of transport and logistics providers and among passengers.

Furthermore, majority of the participants of the in-depth interviews perceived that government has a lot of roles to play in preventing banditry and kidnapping along the

major highways and railway lines. Majority of the interviewees advocated for effective policing, intelligence gathering, and community engagement are essential in preventing banditry and kidnapping in Kaduna State. A certain passenger, a staff of Nigerian Institute of Transport Technology Zaria who was interviewed at the Sabon-Gari Zaria motor-park remarked as thus:

The safety of both passengers and transport and logistics providers is one of the major and top priorities of the government. The government has intensified strategies such as effective policing and joint tasks force encompassing some sister's security agencies to combat banditry and kidnapping activities on the major motor highways and railway lines in the state. For instance, the government has initiated a good number of security check-points along these highways aside other security surveillances. One of the strategies adopted by Kaduna State government is that passengers travelling along Kaduna-Birnin Gwari routes are usually escorted by the military and the police in long convoys to ensure the safety of the travelers.

Sabon-Gari Zaria Motor-park 15th February, 2024

To buttress what the staff of Nigerian Institute of Transport Technology Zaria saidabout the strategies adopted to mitigate the economic and social impact of banditry and kidnapping on the major highways in Kaduna State, a certain transport and logistics provider says:

I've been operating my transport business in Kaduna City for over 10 years, but the past few years have been very challenging due to the threat of banditry and kidnapping. I've had to invest in additional security measures, such as armed guards and CCTV cameras, just to ensure the safety of my drivers and passengers. It's been a significant financial burden, but I feel it's necessary to protect my business and my customers

Kawo General motor-park Kaduna 25th January, 2024

The both the federal and state government in synergy with major stakeholders in the state have all been working assiduously in combating the economic and social impact of banditry and kidnapping in Kaduna State. This has been confirmed by majority of the government officials interviewed during the session of the session of the in-depth interview. Officials of the Kaduna State Ministry of Internal Security and the Kaduna State Traffic and Law Enforcement Agency (KASTLEA) elaborated on the efforts and strategies adopted by the government to stem insecurity on the major highways of the state to guarantee the safety of travelers and other road users. A certain official with the Kaduna State Ministry of Internal Security was heard saying:

We're taking the threat of banditry and kidnapping very seriously, and we're working to address it. We've established a task force to tackle the issue, and we're providing support to affected businesses. However, it's a complex issue that requires a multi-

faceted approach. We need the cooperation and support of all stakeholders to effectively address this challenge.

Kaduna State Ministry of Internal Security 30th February, 2024

The above comment was also supported by one of the Kaduna State Traffic and Law Enforcement Agency (KASTLEA). The officer of the law enforcement agency says as follows:

We're aware of the challenges faced by transport operators and logistics providers in Kaduna State, and we're working to address them. We've established a task force to tackle the issue of banditry and kidnapping, and we're providing support to affected businesses. However, it's a complex issue that requires a multi-faceted approach. We need the cooperation and support of all stakeholders to effectively address this challenge.

Kafanchan Motor-park (1st February, 2024)

It was also gathered that majority of transport and logistics providers in Kaduna State have devised other strategies for preventing high risks of economic and social impact of kidnapping on the major highways. Majority of them have said they have to had to sub-changed routes and travelling schedules on a major of occasions for fear of risks of banditry and kidnapping. This scenario has led to the upsurge in the travelling costs for passengers and even the drivers too. One of the transport and logistics providers in Zaria, who was loading passengers to Birnin-Gwari, says as thus:

We've had to change our routes and schedules several times due to the threat of banditry and kidnapping. It's been a logistical nightmare, but we've managed to adapt. However, the increased costs and risks have taken a toll on our business. We've had to increase our prices, which has affected our competitiveness in the market.

Sabon-Gari Zaria Motor –Park 15th February, 2024)

Another participant from Kafanchan Moto-park also held analogous view to that of the Birnin-Gwari transporter interviewed at the Sabon-Gari Zaria Motor-park. He says as thus:

*We've had to develop our own security protocols to protect our drivers and goods. It's an additional cost, but it's necessary to ensure the safety of our operations. We're also working with other logistics providers to share information and resources. It's a challenging environment, but we're adapting and finding ways to mitigate the risks***.**

Kafanchan Motor-Park, 1st February, 2024

Despite the overwhelming strategies employed by the government in tackling incidents of banditry and kidnapping in Kaduna State, majority of the interviewees revealed that the government both at federal and state level have not done enough to stem the impact of banditry and kidnapping. Many have expressed their displeasures

over their encounters with bandits and kidnapers on the major highways on a number of occasions. One of the transporter operators travelling to Birnin-Gwari from KawoGeneral Motor-Park narrated his experience with bandits and kidnappers along Birnin-Gwari high-way as thus:

I've lost count of how many times I've been attacked by bandits on the road. It's a constant threat, and it's affecting my business and my family. I've tried to report the incidents to the authorities, but nothing seems to happen. It's like they're not taking it seriously. I'm at my wit's end, and I don't know how much longer I can keep operating in this environment.

Kawo General Motor-Park, Kaduna 25th January, 2024

5. Conclusion and Recommendations

5.1 Conclusion

In conclusion, the findings of this study revealed that the attacks on the highway have resulted in a significant decline in the number of passengers and goods transported along the routes. The study also noted that the attacks have led to increased costs for transport operators, as they are forced to pay ransom demands and replace damaged vehicles.The attacks have led to the loss of lives, property, and revenue, resulting in a decline in business and economic growth. Furthermore, the study has revealed that the social impact of banditry and kidnapping on the transport and logistics industries in Kaduna State is equally devastating, resulting in fear, anxiety, and trauma for drivers, passengers, and their families.

5.1 Recommendations

In light of these findings, this study recommends the following recommendations as follows:

i. Government, policymakers, and stakeholders should take immediate action to address the security challenges posed by banditry and kidnapping in Kaduna State.
ii. Government should increase the number of security personnel on the highways and roads, provide support to transport and logistics companies affected by banditry and kidnapping, and develop effective strategies to address the root causes of these security challenges.
iii. Transport and logistics companies operating in Kaduna State should take proactive measures to mitigate the risks associated with banditry and kidnapping. This includes investing in security equipment, such as GPS tracking devices and armed escorts, and providing training and capacity-building programs for drivers and other personnel.

iv. Policy makers should form policies that address the causes of banditry and kidnapping by taking crucial steps to mitigate poverty and unemployment and increasing the quality of education and healthcare services
v. Transparency and accountability and sustainability of good governance should be government's topmost priority for this can help curb banditry and kidnapping.

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