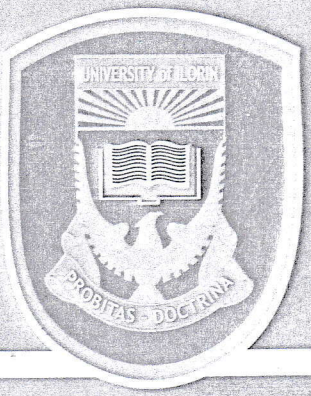
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IMPACT OF TAX TOUTING ON INTERSTATE ROAD TRANSPORT SERVICE DELIVERY IN KWARA STATE, NIGERIA

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ABSTRACT

This study examines the impact of tax touting on interstate road transport service delivery in Kwara State through the use of survey research design via primary data obtained from questionnaire administration. The data was analysed with the aid of Ordered Probit Regression, Z-test and ANOVA after ascertaining the internal consistency and reliability of the data using Chronbach Alpha which gave an acceptable value of 0.7170. The study finds and concludes that tax touting(TT) has negative impact (Coeff= -0.12685) on interstate road transport service delivery in Kwara State, while payment of Local Government Dues (LGD)and Transport Union Dues (UD) also have negative impacts (-0.3023, -0.3031 respectively) on ITSD. Contrarily, National Committee against Touting (NCAT) has a positive but insignificant impact on ITSD, indicating that NCAT has not been able to curb the activities of tax touts from illegal extortion of tax payers. The study recommends the discontinued use of third party (consultants) for collection of taxes and levies, strict enforcement of the law establishing NCAT and the committee should be empowered legally and with man and material resources to eradicate tax touting, eases the transport system, create public convenience, raise the standard of living and economic growth in Nigeria.

Keywords: Tax Touting, Economic growth, Interstate Road Transport, Revenue, Service Delivery
JEL Codes: H71, M41

INTRODUCTION

Just as the heart and the blood function in a body system, the same way transport system and economic development works. This is because an efficient and effective transport service is an important component in the production and distribution of goods and services; as such, it is very essential to

the socio-economic development of any nation. In Nigeria, the interstate road transport system has assumed a wider dimension and become the most utilised way of intercity movement of people, goods and services in Nigeria since the collapse of the rail system. However, before the emergence of modern taxation in Nigeria, kingdoms and empires were run by tolls collected from traders who move wares and merchandise from one area to another and in return for these taxes, basic amenities were provided to the citizenry.

The tax statutes in Nigeria clearly defined the appropriate authority responsible for collecting tax dues in each tier of government without overlapping of responsibilities among these authorities. The three tiers of government in Nigeria already have institutions charged with the responsibility of assessing and collecting different types of taxes such that the Federal Inland Revenue Service (FIRS) is responsible for the collection of taxes within the purview of federal government and the State Board of Internal Revenue Service (SBIRS) is responsible for taxes within the purview of state governments while the Local Government Revenue Committee is responsible for collection of taxes within the jurisdiction of local governments.

According to Izedonmi (2010), in the late 1980s, Nigeria experienced a decline in the revenue accruing to the federation account and subsequent decline in the disbursement to state and local governments respectively led these tiers of government to seek alternative means of generating internal revenue from other sources. Thus, eventual overlapping of authority regarding the collection of tax dues became rampant which resulted in multiple tax practices. This multiple tax practices according to Adebisi & Gbegi, (2013) constitute a major obstacle to efficient and effective tax system in Nigeria in which taxes paid to a particular tier of government will be subsequently charged by another tier of government on the same economic activity under various guises. Interstate road transport services are not left out in the menace posed by multiple tax practices in Nigeria as a result of the imposition of union dues, local government levies as well as tax touting practices across various local governments in Nigeria.

The forceful collection of illegal dues in the name of taxes by touts has led to the harassment of travellers on the nation's highway and made many travellers to be held hostage in an unknown territory to part their money to touts purporting to be government officials (Osun Defender, 2014). Interstate road transport operators in Kwara State paid multiple dues ranging from local government tax dues, union dues and tax touts' dues to both legal and illegal authorities. This is because consultants and agents were hired by states and local governments in Nigeria for some revenue collections and it became difficult to identify the identity of real agents/consultants acting on behalf of their principal. Tax touting had

attracted the attention of the Federal government over the years, and this led to the establishment of a body known as National Committee against Touts (NCAT) which was charged with the responsibility of eradicating the activities of tax touts from Nigerian tax system. Unfortunately, the activities of these touts still wax stronger especially in the motor parks (Bisuga, 2012).

All states and local governments have since constituted their Board of Internal Revenue Service (BIRS) and Local Government Revenue Committee but are still plagued with myriads of challenges such as poor remuneration and outrageous revenue target set in boosting internally generated revenue as well as the delegation of authority to third parties to collect revenue. These third parties mount road blocks on the nation's highways claiming to represent various Local Governments' tax authority. This practices amount to the violation of tax laws especially section 2(1) of the Taxes and Levies Act were thereby creating uncertainty in the tax system.

Unfortunately, most of the revenues collected by these touts/collectors do not get to appropriate quarters as they collect money without receipting for them and at times issue fake receipts as an acknowledgement of the sum collected. Subsequently, most of the revenue generated ends up in their pocket, the practice which sums up to revenue leakage and illegal personal enrichment.

Summarily, the state and local governments' income from these sources continue to wane due to the atrocities committed by the illegal collectors. The reduction in revenue also resulted in low infrastructure development in the states and local governments as well as a hike in the prices of goods being transported from places to places. The spiral effect of tax touting is manifested in the impoverishment of the citizens since government became incapable of not paying salaries regularly due to revenue leakage. More so, prices of goods and services go up as a result of tax touting activities.

In view of these constraints highlighted, this study attempted to provide answers to the following research questions:

i. Does tax touting affect interstate road transport service delivery in Kwara State?
ii. Do local government dues and union dues influence the interstate road transport service delivery in Kwara State?
iii. Has the National Committee against Touting (NCAT) been able to eliminate tax touts in Kwara State?
iv. What is the opinion of the tax authority and tax payers regarding the activity of tax touts in Kwara State?

In an attempt to address the aforementioned research questions, this study examines the impact of tax touting

on Interstate road transport service delivery in Kwara State. The specific objectives are to:

i. examine the influence of local government dues and union dues on the interstate road transport service delivery in Kwara State
ii. evaluate the achievement of National Committee against Touting (NCAT) in curbing tax touting in Kwara State
iii. determine the opinion of the tax authority and tax payers regarding the activity of tax touts in Kwara State

To achieve the stated objectives, the study made use of survey research in the form of questionnaires administered to members of Local Government Revenue Committee in the sixteen (16) local government areas of Kwara State and employees of the interstate road transport services in Ilorin metropolis between November 2013-May 2015. This period covers the pre and post establishment of NCAT, and it enables the study evaluates the efficiency or otherwise of the activities of this body in combating tax touting.

However, testing the following research hypotheses assists in achieving the stated objectives:

H_{o1}: Tax touting has no significant impact on interstate road transport service delivery in Kwara State

H_{o2}: Local government dues and union dues have no influence on the interstate road transport service delivery in Kwara State

H_{o3}: National Committee against Touting (NCAT) has not been able to curb tax touting activities in Kwara State

H_{o4}: There is no significant difference in the opinion of tax authority and tax payers regarding the activity of tax touts in Kwara State

The rationale for this study emanates from the desire to uncover the impact of activities of illegal revenue collectors (tax touts) on an economic unit (Transport System) as it was felt that exorbitant dues charged motorists by the illegal agents should not go without leaving an impact no matter the magnitude

Notably, there are a number of studies on multiplicity of taxes but with different coverage. Examples of such studies include Oboh, Yeye and Isa (2013) which discovered that multiple tax practices affect tax payers' compliance attitude; thus, suggesting a distinct dichotomy of different taxes collectable by each tier of government. Also, Nihal & Mombert (2011) discovered that multiplicity of taxes creates huge administrative cost which placed firms in Nigeria at a disadvantage compared to competitors in the international market. Thus, they recommended the elimination of nuisance taxes and alignment of tax

bases. Sanni (2012) discussed the emergence of multiplicity of taxes in Nigeria and the partial success recorded in curbing the menace by the Joint Tax Board (JTB) with a critical review of the basis of division of taxing power in Nigeria under the constitution as a major recommendation.

From the foregoing, limited emphasis has been placed on tax touts and their thuggery means of extorting revenues from helpless business concerns especially interstate road transport services. This study, therefore, expands the frontier of knowledge in that field, and it is believed that the result of this study will provide a research database for the usage of tax authorities in Kwara State. Other states, as well as the federal government, will equally benefit from this study since it would expose them to the menace posed by tax touts on our roads and how such has impacted on the ease of conducting businesses by the interstate road transport operators, and avail them the opportunity to evaluate the National Committee against Touts (NCAT) in line with its terms of reference.

LITERATURE REVIEW

Conceptual Framework

Taxation is a compulsory non-quid-pro-quo withdrawal of resources from the private sector of the economy (Nwosu, 2000). However, Anyanwu (1993) and Nwezeaku (2005) stated that taxation is the compulsory transfer or payment (or occasionally of goods and services) from private individuals, institutions or groups to the government. Similarly, Jhingan (2004), Musgrave & Musgrave (2004), Nzotta (2007), and Bhartia (2009) defined taxation as a compulsory contribution imposed by a public authority irrespective of the exact amount of service rendered to the taxpayer in return. A tax is a payment made by the taxpayers which are used by the government for the benefit of all the citizens. The state uses the revenue collected from taxes for providing hospitals, schools, public utility services, etc. which benefit all people (Chigbu, Akujuobi, and Appah, 2012).

Principles of taxation otherwise called the doctrines of tax principles have received considerable attention right from the infancy of government accounting/public finance (Chigbu, Akujuobi, and Appah, 2012). According to Anyafo (1996), principles of taxation imply the appropriate criteria to be applied in the development and evaluation of the tax structure. Such principles are essentially an application of some concepts derived from welfare economists such as Adam Smith, J. S. Mill, J. B. Say and A. C. Pigou. Thus, a good tax system must be in consonance with Adam Smith's canon of taxation as cited in Nightingale (2002) and enunciated in Osiegbu, Onuorah and Nnamdi (2010) to include equitability, neutrality, efficiency, flexibility and simplicity. Tax policy must generally be accepted by the people if it must gain compliance (Nightingale, 2002) and in

order to achieve the broader objectives of social justice, the tax system of a country should be based on sound principles.

The multiplicity of taxes which according to the National Tax Policy [NTP] (2008), occurs where the tax, fee or rate is levied on the same person in respect of the same liability by more than one state or local government council or collecting authority. NTP further stipulated that multiplicity of taxes can be said to manifest in at least four ways. First, it refers to the various unlawful compulsory payments being collected by the local and state governments without appropriate legal backing through intimidation and harassment of the payers. Second, it refers to situations where a taxpayer is faced with demands from two or more different levels of government either for the same or similar taxes. Third, the term refers to where the same level of government imposes two or more taxes on the same tax base. Fourth, it refers to cases whereby various government agencies "impose taxes" in the form of fees or charges. Given the clear-cut boundary of the tax jurisdiction of the three tiers of government to levy taxes, the overlap which is the least expected, became rampant while duplication of charges in different names had led to the multiplicity of taxes on a majority of the unsuspecting and uninformed payers.

Tax touting refers to activities of touts purporting to represent one tax administration or the other and forcefully as well as thuggishly/forcefully collecting revenue from tax payers. According to Adetayo (2014), many Nigerians and indeed other foreign resident in Nigeria have been victimised by these agents who sometimes resort to violent measures in collecting taxes and levies from unsuspecting citizens claiming legal backing from either state or local government authority. A survey commissioned by Manufacturers Association of Nigeria (MAN) showed that there were no fewer than 97 different taxes and levies in some states including the Federal Capital Territory (FCT), Abuja. The resort of some state and local government officials to the mounting of roadblocks on the nation's highways for the purpose of collecting sundry illegal taxes and levies from travelers through their various task forces has drawn the attention of National Executive Council (NEC) following complaints by MAN that her members are being subjected to multiple taxes across Nigeria. This prompted NEC to set up Ministerial Implementation Committee on Harmonisation of Taxes to investigate the issue, the report of which indicted some state governments for setting up task forces that have been collecting taxes and levies which are not provided for in the nation's laws.

The National Committee against Touting (NCAT) is a presidential task force constituted to eradicate the activities of illegal revenue agents operating across the country. The law establishing this committee was enacted by the National Assembly to prohibit touting in all public places in the Federal Republic of Nigeria and for other related matters. Adedunmade (2014) summarised the objectives of NCAT to include:

i. articulate and identify all forms

of touting and touting points respectively in Nigeria;

ii. serve as the only legitimate Federal Government Anti-Touting body as registered by law;

iii. undertake constant check and clearing the touts, all illegal road blocks/motor parks and their parasitic menacing activities in all federal institutions nationwide;

iv. hold workshops and seminars against touting in all spheres of life in Nigeria and campaign against and close all illegal and unauthorised loading bays and touting contacts in any part of Nigeria

Nigeria's Major Taxes

According to Afuberoh & Okoye (2014), in order to avoid multiple collections of taxes from the same taxpayer, at least in theory, taxes of each tier of government in Nigeria have been clearly defined by the Joint Tax Board (JTB) and only the appropriate tax administration recognized by tax law has authority over collection of revenue. Taxes under the jurisdiction of the federal government include: Companies Income Tax, Custom and Excise Duties, Value Added Tax, Education Tax, Personal Income Tax in respect of Armed Forces, Police, etc, Non-resident individuals and Companies while taxes under the jurisdiction of state government include: Personal Income Tax, Road taxes, Pools betting and lotteries, Business premises registration, Development levy and the taxes within the purview of local governments include: Shops and Kiosks rates, Tenement rates, Slaughter slab fees, Marriage, Birth and Death registration fees (Rural Areas), Market taxes and levies, Motor park levies, Bicycle, Truck, Canoe, Wheelbarrow, and Cart fees.

Interstate Road Transport Service

According to Aworemi & Ajayi (2013), transportation is an indispensable tool used in facilitating economic activities of small and medium scale enterprises (SMEs) and this inevitability stems from the derived demand function of moving people, produce and or services from one place to another for the purpose of human satisfaction. Transportation is the cornerstone of civilisation as it plays a key role in economic growth and development by providing avenues for linking different parts of the society together (Yaqub, Olateju and Aina, 2012).

Interstate road transport service involves those transport agencies that are responsible for conveying people and merchandise from one state to another through the use of road transport system. The relevance and importance of road transport in Nigeria today stems from the fact that it accounts for more than 90% of the country's goods and passengers movements (Filani, 2003);

and more specifically, because of revenue accruing from the sector in form of road user charges i.e. fuel tax, vehicle registration tax, vehicle import taxes, driver licenses, road tolls while lubricants and consumable spare parts fees are gaining world-wide acceptance as veritable sources of revenue for augmenting government allocation for road maintenance and construction (Oni & Okanlanwo, 2008).

Economic Implication of Tax Touting and Interstate Road Transport Service Delivery

Tax touting has been a catalyst to the smooth and efficient service delivery of the interstate road transport service agencies in Kwara State. It involves a dare situation of some tax agents purporting to represent one tax authority or the other converging on the road to demand illegal dues from motorist especially interstate road transport services contrary to the provision of the tax laws.

Interstate road transport service is very critical to the functioning of the economy and it is the most commonly used means of conveying passengers, farm produce, animals, merchandise and rendering of mobile services from one place to another in Nigeria in general and in particular, Kwara State, which is the central state separating the Northern Nigeria from the Eastern, Western and Southern Nigeria. It is a peaceful state that is accommodating people displaced by the insurgency of terrorist (BOKO-HARAM) in the Northern Nigeria.

The economic implication of the activities of tax touts includes the reduction in revenue accruing to the transport agencies as well as the revenue accruing to the government through the appropriate tax authority. Also, tax touts serve as an impediment to the ease and comfort involved in moving goods and services from one location to another.

Theoretical Framework

The relevant theory to the concept of transportation and tax touting is the Socio-political theory of taxation which was a landmark in the prevalent tone of fiscal policy. It was promulgated by Adolph Wagner (1835-1917). Wagner was of the view that private organisations engaging in the productive process and existing institutions of property especially those dealing in land, property and distribution of wealth usually suffered profound social repercussions where their efficiency and effectiveness happened to be undermined (Fazal, 1956).

According to Bhartia (2009), as cited in Ogbonna & Appah (2012), the socio-political theory of taxation basically states that social and political objectives should be the major considerations in choosing a tax policy. Therefore, a tax system should not be used to serve the interest of individuals but to cure inequalities in the society as a whole. Wagner's theory though widely criticised at the time it was promulgated, now serves as the hallmark of fiscal policies of modern states.

Empirical Review

James and Moses (2012) investigated the Nigeria tax administration and its capacity to reduce tax evasion and generate revenue for development desire of the populace. The study made use of 121 online survey questionnaires containing 25 relevant questions. Descriptive statistics were used to analyse 93 usable responses and the study found among other things that increasing tax revenue is a function of effective enforcement strategy which is the sole responsibility of tax administration.

Oboh, Yeye and Isa (2013) made use of survey data obtained from the responses of 209 respondents with the aid of a structured questionnaire to provide empirical evidence on the effects of multiple tax practices on taxpayers' compliance attitudes. Findings from the correlation analysis revealed that multiple tax practices significantly affect taxpayers' compliance attitude and that multiple tax practices in Nigeria are corollaries of corruption, poor tax administration, greed and unfair revenue allocation formula.

Oseni (2014) examined the appropriateness of multiple taxes in developing nations like Nigeria. The study used content analysis method to highlight challenges that are peculiar to Nigeria. Despite clear and unambiguous legislations that contain the list of fees and taxes to be collected, all tiers of governments, ministries, departments and agencies are involved in collecting taxes that are not on this list. Various names are coined for the purpose of achieving these objective with a view to dissuade people that the taxes are different He further reiterated that introducing taxes that are not backed by laws to investors because of the apparent profitability of their businesses and the attempt to increase revenue base is like shifting the goal post after the ball has been put into the net. This may lead to disinvestment, and subsequent economic implications including unemployment, low standard of living and increase in price levels.

In summary, Previous research efforts had been concentrated on multiple taxation where tax agents are given the mandate to collect tax dues on behalf of government contrary to the provision of the Nigerian tax laws. However, attention has been directed away from the activities and effect of tax touts who use thuggery, violence and mounting of road blocks to collect illegal revenue on nation's highway, thus causing distortion to the tax systems. This study aimed at filing the gap in the dearth of academic research on the economic implication of tax touting service delivery by interstate road transport services in Kwara State, Nigeria.

METHODOLOGY

Model Specification

The relationship among the

variables is presented as follows:

$ITSD = f(TT, LGD, UD, NCAT)$.... (1)

$ITSD = \beta 0 + \beta_1 TT + \beta_2 LGD + \beta_3 UD + \beta_4 NCAT + \mu$..... (2)

Where:

ITSD= Interstate Transport Service Delivery

TT= Tax Touting

LGD= Local Government Dues

UD= Union Dues

NCAT= Activities of the National Committee against Touting

μ= Error term

Expectedly, TT, LGD, UD should draw down the efficiency and performance of ITSD while NCAT should exert a positive impact on ITSD

Research Design

Survey research design was used to collect data from various employees of Interstate road transport services in Ilorin metropolis and officials of the Local Government Revenue Committee in each local government areas of Kwara State. This method according to Denscombe (2003) is an efficient way of collecting information from a large number of respondents (a scenario not different from what obtains in this study), and it promotes the ability to use statistical techniques to determine statistical significance.

Study Population, Sample and Data

The study population comprises all the private interstate road transport services providers/operators in Ilorin metropolis and the officials in the Local Government Revenue Committee in the sixteen (16) local government areas of Kwara State. However, the sample size for this study was categorised based on the fact that those transport operators involved in interstate road transport services in Ilorin metropolis of Kwara State travel more frequently on a daily basis than others not covered and thus have deep knowledge of what transpires on the nations' highways (appendix 1). Having done that, fifty (50) copies of the study questionnaire were distributed to various employees of interstate transport services operators listed in Appendix 1, while forty-eight (48) copies of the same questionnaire were distributed to officials of Local Government Revenue Committee, three (3) in each of the sixteen (16) Local Government Areas of Kwara State. Thus, the total questionnaire administered was ninety-eight (98).

Hence, the study data were collected via primary data through questionnaire administered to the employees of interstate road transport services agencies and the officials of Local Government Revenue Committee

Method of Data Analysis

This study used ordered probit regression analysis to test hypotheses one and two as it is efficient in analysing ordered and categorical data. Z-test analysis was used to test hypothesis three since it is efficient in ascertaining the significance of the difference of

means between two population means when the sample size is large while Analysis of Variance (ANOVA) was used to test hypothesis four due to its efficiency in testing the significance of group differences between two or more means. The study used STATA 11 statistical package for its analysis.

The apriori expectations are such that TT, LGD and UD should be negatively related to ITSD while NCAT should have a positive impact on NCAT.

Analysis of Data and Discussion of Results

The nature and distribution of the study data were subjected to descriptive analysis of simple percentage. Thereafter, ordered probit regression analysis, Z-test Analysis and Analysis of Variance (ANOVA) were used in analysing conceptual responses from employees of interstate road transport service providers in Kwara State and officials of Local Government Revenue Committee in each local government areas of Kwara State. This study assumed the bio-data of respondents to be constant.

Table 1: Administration and Responses from Questionnaire

Questionnaire	Respondent	Percentage (%)
Returned	95	96.9
Not Returned	3	0.03
Total	98	100

Source: Field Survey, 2016.

Table 4.1 shows that 95 out of the 98 copies of the questionnaire administered to employees of interstate transport service and officials of Local Government Revenue Committees in each Local Government Areas of Kwara State, were returned duly completed. This represents about 96.9% while the remaining 3 representing about 3.1% were not returned.

Table 2: Reliability Test

Average inter - item covariance	Number of items in the scale	Scale reliability coefficient
.2018616	5	0.7170

Source: Authors' Computation, 2016.

The reliability test for the study was done using Cronbach alpha and the result as presented in Table 2 reveals that alpha coefficient for the five items is 0.7170. This implies that the items have relatively high internal consistency. It is also worthy of note that a reliability coefficient of 0.70 or higher is

considered acceptable. Thus, the data for the study is reliable.

Table 3: Summary Statistics of Results obtained using STATA 11 Statistical Package

ITSD	Coefficient	P>/z/	Prob>chi^2	Ztest (NCAT)	Dy/dx	X
TT	-0.12685**	0.030	0.0000	0.70	-0.0026	3.1
LGD	-0.3023***	0.000			-0.0066	3.14
UD	-0.3031**	0.011			-0.0061	3.02
NCAT	0.08204**	0.083			0.00294	2.75
LR chi^2 (4) = 39.52 Prob > chi^2 = 0.0000 Log likelihood = -80.309963 Pseudo R^2 = 0.1975						

Source: Authors' Computation, 2016.

Interpretation of Result and Discussion of Findings

The statistical significance of the model at 1%, 5% and 10% was established by Prob>chi^2 with 0.000 value. Thus, the predictive ability of the model is excellent and is never in doubt. The results in Table 3 reveals that coefficient of Tax touting is significant at 5% and 10% in explaining the variation in the services rendered by Interstate road transport services in Kwara State. It was further shown that there is a negative relationship between tax touting and interstate transport service delivery (Coefficient value of -0.12685). The marginal effect of the coefficient of tax touting with a value of (-0.0026) implies that if there is an additional increase in the mean value by (3.1), there is a probability that TT will negatively influence ITSD (i.e., reduction in ITSD efficiency /performance by 0.26 percent).

The coefficient of Local Government dues is also significant at 1%, 5% and 10% in explaining the changes in the services rendered by Interstate road transport services in Kwara State. Evidence from Table 3 reveals a negative relationship between local government dues and interstate transport service delivery, giving a value of -0.3023. The marginal effect of LGD on ITSD is (-0.0066) meaning that if there is an additional increase in the mean value by (3.14), there is the probability that LGD will negatively influence ITSD by 0.66 percent.

The coefficient of union dues charged in Kwara State is significant at 5% and 10% in explaining the variation in the services rendered by interstate transport businesses in the state. The result shows that there is a negative relationship between union dues and interstate transport service delivery as reflected by the coefficient value of (-0.3031). The marginal effect of UD also gives a value of -0.0061. This implies that if there is an additional increase in

the mean value by (3.02), there is a probability that UD will negatively influence ITSD by 0.61 percent.

The coefficient of National Committee against Touting (NCAT) is also significant at 10% but positive (0.08204). This means a positive relationship exist between NCAT and interstate transport service delivery. Despite this significance, the marginal effect of NCAT also gives a value of (0.0294) meaning that if there is an additional increase in the mean value by (2.75), there is a probability that NCAT will positively influence ITSD by 2.94 percent.

These relationships among the independent variables (TT, LGD, UD &NCAT) and dependent variable (ITSD) agrees with apriori expectations. Besides, the positive effect of NCAT on ITSD is weak and incapable of influencing ITSD as expected.

Hypotheses Three:

The Z test analysis was used to test hypothesis three. The summary statistics presented in Table 3 shows that the calculated Z value for hypothesis three (0.70) is less than Z-tabulated (1.96). Therefore, the null hypothesis is accepted indicating that National Committee against Touting (NCAT) has not been able to curb tax touting in Kwara State.

The Analysis of Variance (ANOVA) tool was used to test hypothesis four, and the result is shown in Table 4.4:

Table 4: Analysis of Variance (ANOVA) Results

Source	Partial SS	Df	MS	F	Prob
Between Groups	49.2043062	4	12.3010766	13.82	0.00000
Within Groups	80.1220096	90	.890244551		

Source: Authors' Computation, 2016.

Table 4 shows the Analysis of Variance of the tax authority and tax payers i.e. it shows if there is variation in the opinion of tax payers and tax authority regarding the activity of tax touting on Interstate road transport services delivery in Kwara State. The result shows that there is no significant difference in the opinion of tax payers and tax authority. This was deduced from the probability of F-statistics which shows that it is not significant because the Prob value of 0.000 is lower that 5%. Thus, the null hypothesis is accepted meaning that there is no significant difference in the opinion of tax payers and tax authority as regards the negative impact of tax touting on interstate transport service delivery. Thus, tax touting is like a scourge ravaging the efficiency and efficacy of interstate transport delivery in Kwara State,

Nigeria.

The findings of this study have no precedence, being the first of its kind ever seen in the literature. However, although, the objectives differs, it is partly in agreement with Oboh, Yeye and Isa (2013) which conclude that multiple tax practices (within which tax touting is situated) significantly affect taxpayers' compliance attitude and that multiple tax practices in Nigeria are corollaries of corruption, poor tax administration, greed and unfair revenue allocation formula.

There is also a similarity of findings with that of Oseni, (2014) which concludes that introducing taxes that are not backed by laws to investors because of the apparent profitability and the attempt to increase revenue base may lead to disinvestment. The consequence of disinvestment (lack of growth and economic development) is quite obvious and not in doubt.

However, since tax touting is a selfish means of individual and/or corporate enrichment and the revenue seldom gets to the government and if it does, it is illegal and inflict pain on the payers, this study is in perfect discord with the propositions of socio-political theory of taxation which states that social and political objectives should be the major considerations in choosing a tax policy. This is practical more so that the theory {Propounded by Wagner (1835-1917), expounded by (Fazal, 1956) and tested Bhartia (2009)} opted for a tax system that will not serve the interest of individuals but cures inequalities in the society as a whole (the concept that is completely opposed by tax touting).

CONCLUSION AND RECOMMENDATIONS

By juxtaposing the result of this study between literature and theory, it was concluded that the importance of interstate road transport service involving the movement of people and wares from one region/ state to another in Nigeria's is undermined by myriads of problems among which tax touting stands high. This impacted negatively on Nigeria's economic activities and the efficiency of transport service delivery. Specifically, tax touting and payment of transport union dues and local government dues have negative impacts on interstate transport service in Kwara State while National Committee against Touting (NCAT) has not been able to curb tax touting in Kwara State. More so, opinions of local government tax officials and tax payers are not different as to the negative impact of tax touting on interstate transport service delivery in Kwara State.

In line with the conclusions reached, the following recommendations were put forward with the believe that if religiously implemented will improve the interstate road transport service delivery in Kwara state, raise the standard of living of its citizens and upgrade the relevance of Nigerian Law:

i. The use of touts for the collection of taxes and levies should be discontinued since it contravenes the Nigerian tax laws;
ii. Legal dues collected by tax authorities should be put to good use in providing and maintaining infrastructures that will have positive effect on the interstate road transport service delivery and encourage investment;
iii. Laws establishing NCAT as well as terms of references that restricts activities of touts in all public places all over the federation should be strictly enforced and;
iv. All forms of taxes and levies that are not provided for in the Nigerian tax laws should be disregarded while all tiers of government should automate their tax operations for efficiency and effectiveness with a view to discontinuing the use of third parties who are alien to tax laws in carrying out tax duties. This will ensure no revenue leakage and eliminate the practice of tax touting

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