

INFLUENCE OF GENDER AND PERSONALITY ON ATTITUDE OF AWKA RESIDENTS TOWARDS THE REMOVAL OF FUEL SUBSIDY

Abamara, Nnaemeka Chukwudum^{1*}, Ezeh, Leonard Nnaemeka², Ikeorah, Jovita Nkiru³,
Oguamanam, Gabriel Onyebuchi⁴, Abamara, Kelechi Chibueze⁵

E-mail: abamaranc@yahoo.com, abamsnchuks@gmail.com, nc.abamara@unizik.edu.ng

^{1, 2&3}Department of Psychology, Faculty of Social Sciences, Nnamdi Azikiwe University, Awka.

⁴Department of Sociology & Anthropology, Faculty of Social Sciences, Nnamdi Azikiwe University, Awka.

⁵Department of Economics, Nnamdi Azikiwe University, Awka.

ABSTRACT

The study is very apt in the sense that it was conceived as a result of incessant fuel crisis in Nigeria in the downstream sectors of the Nigerian petroleum industries. The reoccurring fuel crisis in the country has left most Nigerians in doubt of whether the country is still among the oil producing nations of the world. The contemplation of the Federal Government of Nigeria to remove fuel subsidy has aggravated the worries of consumers of petroleum products on the face of economic predicaments of the nation. The issue of removal of fuel subsidy has heightened the fears of Nigerians and their attitude towards the policy looks very offensive irrespective of their gender. Their coping mechanism could be assessed by the type of personality they possessed. Therefore, the study examined the influence of gender and personality on the attitude of Nigerians towards the removal of fuel subsidy. Two hundred and forty (240) participants, participated in the study, comprising of (96) males and (144) females, exhibiting the personality traits of introverts and extroverts. Their ages ranged from 19 to 55 years, with a mean age of 30.34 and standard deviation of 6.24. They were selected from a cross section of Nigerians in Awka through stratified random sampling technique. Eysenck Personality Questionnaire, developed by Eysenck & Eysenck (1975) was administered to the participants to identify the traits of introverts and extroverts. Attitude to fuel Subsidy Removal Scale developed by the researchers were used to measure the attitude of the participants towards fuel subsidy removal. The pilot study was conducted to ascertain the reliability of the scale, which revealed an alpha co-efficient of 0.78. The design for the study was 2x2 factorial design, and 2-way ANOVA was employed as appropriate statistical tool. The result reveals no significant gender difference on attitude to fuel subsidy removal at $F(1,236) = 1.78, P > .05$, in the first hypothesis. The result further revealed that significant personality difference exists on attitude to fuel subsidy removal at $F(1,236) = 0.43, P < .05$, in the second hypothesis. Finally, the result revealed the significant interaction of gender and personality on attitude towards fuel subsidy removal at $F(1,236) = 0.37, P < .05$, in the third hypothesis. Findings were discussed and recommendations were made among others that the Government should introduce palliative measures to ameliorate the anticipated sufferings of the poor masses, and more especially the Nigerian men who purchases fuel in most cases if it intends to retain the fuel subsidy. Finally, the personalities of Awka residents should be critically assessed visa-vis the calamity the removal of fuel subsidy will bring on their personality types.

Key words: Gender, Personality, Attitude towards Fuel Subsidy Removal

INTRODUCTION

According to the Columbia Electronic Encyclopedia (2013), a subsidy refers to financial assistance granted by a government to a person or an association for the purpose of promoting an enterprise considered beneficial to the public welfare. When such assistance is granted to individuals involved in importation and distribution of fuel or petroleum products, it is referred to as fuel subsidy. The essence of granting such assistance to those individuals is to make fuel or

other petroleum products cheaper so that the common man or the poor can be able to afford them. Myers & Kent (2001) in their own view defined a subsidy as a form of financial aid or support extended to an economic sector (or institution, business, or individual) generally with the aim of promoting economic and social policy. Subsidy keeps prices the consumer pay for products below the market prices to make it affordable for the poor as earlier enumerated. Subsidies take different forms. They may include grants, tax reductions and exemptions or price controls.

Over the years, various personalities in Nigeria both males and females, rich and poor, the liberals, conservatives, introverts, extroverts, commoners, professionals in the corporate world, and indeed Nigerians from all walks of life have been involved in series of controversy in respect of fuel subsidy. They were engaged in arguments as to whether the Nigerian government should remove fuel subsidy or not. Most conservatives and economic policy makers in Nigeria often support the removal of fuel subsidy to checkmate corruption and sharp practices and save money to be re-invested into the economy to create employment opportunities. This is quite a welcome idea, but it is a fact that even the money that will be saved as a result of this is usually misappropriated. On January, 2012, the then president of Nigeria removed the subsidy on fuel, in order to checkmate corruption and sharp practices in the oil sector and save money that would be re-invested into the economy to create jobs and strengthen the economy. The then government established the (SURE-P), as a measure designed to accomplish the programmes. The money saved from this fuel subsidy removal was not properly accounted for. Corrupt politicians seized the opportunity to further enrich themselves corruptly. According to Usman (2012), the various probe panels set up by the then federal government unearthed fraud of epic proportions in the oil sector 13trillion naira or (\$6.8 billion) lost to fuel subsidy fraud. This scandal prompted the then government to remove fuel subsidy and establish (SURE-P), as a comprehensive economic policy measure designed to curb corruption among petroleum distributors and marketers, create jobs and strengthen the economy. This have provoked series of questions and controversies as to whether these measures actually reduced corruption, created jobs or strengthened the economy. The current war on corruption in respect of the oil industry by the EFCC, under the present administration will answer these questions of corrupt practices in the Nigerian oil industries. According to Abamara & Abamara (2014), the recent scandal under the last administration involving the then House of Representative Committee Chairman on subsidy probe, proved that our leaders are not sincere in fighting corruption and sharp practices. The current administration somehow removed fuel subsidy indirectly and yet the benefits of the subsidy removal still remains a mirage. Therefore, this study is construed to ascertain the Influence of gender and Personality on attitude of Awka residents towards the removal of fuel subsidy.

STATEMENT OF THE PROBLEM

The removal of fuel subsidy has been a traumatic situation in lives of most Nigerians from the last administration to the present administration. This situation has caused unprecedented hardship in the lives of most Nigerians irrespective of their gender. The petroleum pump price has affected the prices of petrol, kerosene and diesel and has invariably affected the prices of essential commodities in Nigeria. Transportation in Nigeria has become a luxury as a result of high cost of petrol and private motorist could no longer afford to fuel their vehicles for most personal engagements and this has grossly affected the personality of consumers of this products

in different dimensions. The prices of commodities in the market such as domestic and food items are very exorbitant and beyond the reach of the poor masses and this are orchestrated by the hike in petrol pump price. Against this backdrop this study wants to ascertain the influence of gender and personality on attitude of Awka residents towards fuel subsidy by answering the following questions;

1. Will gender difference influence the attitude of awka residents towards fuel subsidy?
2. Will Personality dimensions influence the attitude of awka residents towards fuel subsidy?

PURPOSE OF THE STUDY

The main purpose of this study is to investigate the influence of gender and personality on the attitude of Awka residents towards the removal of fuel subsidy. Specifically, the study aims at the following:

1. To determine gender difference in respect of attitude of Awka residents towards the removal of fuel subsidy.
2. To determine whether differences exist among personalities (extroverts and introverts) on attitude of Awka residents towards the removal of fuel subsidy.
3. To determine whether gender interacting with personality will influence the attitude of Awka residents towards the removal of fuel subsidy.

Gender Differences on Attitude towards Fuel Subsidy Removal in Nigeria:

Lahey (2004), defined gender as a socially constructed concept that reflects the identity and behavior associated with being a male or female. At times, it can be referred to as “sex” of an individual or the state of being a male or female.

There has been disagreement in respect of gender differences over public attitude towards fuel subsidy removal in Nigeria. While most men oppose fuel subsidy removal on the grounds that they are the sole breadwinners of their respective families and they don't even have god jobs and yet buy from the same market with the rich class. The women also complain the same, but some women, on the other hand often complain that their husbands are jobless and they are the breadwinners in the family and nurse the fear that the removal of fuel subsidy will create cost-push inflation on market goods and services. The fact still remains that both males and females oppose fuel subsidy removal, but the extent of differences in their attitude to fuel subsidy removal are yet to be ascertained. Most online survey polls on gender differences on fuel subsidy removal are inconsistent. The survey carried out by Jimoh (2012), indicates that more women oppose fuel subsidy removal in Nigeria than men. Songwe (2012), also conducted an opinion poll which revealed that 92% of female respondents opposed the subsidy removal against 82% of male respondents. An online poll conducted by the N.O.I polls (2012) shows that out of 88% of Nigerians that were against fuel subsidy removal, 58% were males, while 30% of them were females.

Differences in Attitude of Personalities (Introverts and Extroverts) Towards Fuel Subsidy Removal in Nigeria

McAdams & Olson (2010), defined personality as a set of individual differences that are affected by the development of an individual values, attitude, personal memories, social relationships, habits and skills. Abamara & Abamara (2017) saw it as a unique and relatively stable behaviour patterns. In this work, attention is restricted to introvert and extrovert personality traits. The

extroverts are those that exhibit the personality traits like restlessness, aggressiveness, excitable, changeable; impulsive, optimistic, outgoing, talkative, responsive, easy going, lively and carefree, while the introverts are those that showcase the personality traits like anxiousness, rigidity, sober, pessimistic, reserved, unsociable, careful, thoughtful, peaceful, controlled, reliable and calm. (Coon, 1995).

Most scholars have demonstrated a combination or mixture of extroversion and introversion personality traits. Most of the scholars are often thoughtful, anxious, sober, reliable and rigid (introvert traits), while others may exhibit optimism, excitable, responsiveness and restlessness (extrovert traits). According to Eboh (2014), for most of the academia or scholars, especially those that are thoughtful, anxious, optimistic, responsive, sober and reliable, the subsidy breeds corruption and should be done away with. Even the honourable members of the last National Conference, under former President Jonathan's administration, who exhibited most of the above mentioned personality traits, saw the wisdom for its removal. (Eboh, 2014). Also, some religious leaders who internalized and exhibited the traits of being peaceful, controlled, reliable, outgoing, optimism, responsiveness, easy going and carefulness may sometimes oppose fuel subsidy removal. This was demonstrated, when a renowned Nigerian pastor spear headed the 2012 protests against the removal of fuel subsidy. (Sahara Reporters, 2016). Lastly the large number of commoners or the poor masses who protested against fuel subsidy removal in 2012 was majorly extroverts with personality traits of restlessness, aggressiveness, talkativeness and a few numbers of introverts who were quite pessimistic. (Alliance for Credible Election and Clean Foundation, 2012).

Attitude may be defined as an enduring predisposition to respond positively, negatively or ambivalently to a person, thing, situation or object. From a motivational point of view, an attitude represents a state of readiness formative arousal. An attitude can also be described as a mixture of belief and emotion that predisposes a person to respond to other people, object or institution in a positive or negative way. Attitudes summarize past experience and predict or direct future action. Attitudes orient us to the social world. In doing so, they prepare us to act in certain ways (Olson & Zana, 1993).

Attitudes are acquired in several basic ways. Sometimes, attitudes come from direct contact with object of the attitude. Attitudes are also learned through interaction with others holding the attitude. Attitude predisposes people to react favourably to products or avoid some situation for market action.

Historical Overview of Fuel Subsidy:

A subsidy is a reverse tax. It is a deliberate attempt by the government to support a chosen economic agent- a consumer and a provider, and it can be applied in any market that involves the buying and selling of products and services. A subsidy is basically the government action that decreases the consumption price of the consumer and or increases the selling price of the producer (UNEP, 2012). The application of the use of subsidies is not exclusive to developing economies. Subsidies span different types of economic activities that most featured in popular press tends to be agricultural and energy related subsidies. The subsidy could be direct in the form of price control, tax exemption or the provision of grants- this is more or less entails the injection of cash back into the hands of either the consumer or the producer. The pattern of engagement observed in reviewed literature is that developing countries are more inclined to the provision of consumer subsidies within the context of a welfarist notion of protecting the most

vulnerable groups of the society. The developed nations on the other hand are more attuned to the use of producer subsidies.

The Nigerian Energy Economy

The Nigerian energy economy is a paradox. Given its natural endowment- Nigeria is among the world largest producer of crude oil with 10th largest proven reserves and possessing the world's 8th largest proven natural gas reserves. The country has four refineries with an installed production capacity of 445,000 barrels of fuel per day. The country has relatively small industrial base and demand for fuel is driven mainly by domestic use and transportation. There is a clear divide between urban and rural demand patterns. In rural communities, biomass sources of energy, firewood and burnt charcoal are still the main sources of domestic cooking fuel. In urban communities' gas and electrical devices are mostly used. Energy supply and consumption is projected to rise dramatically as more electricity plants come on stream. In the electricity sector, these new generating plant will be gas fired. Gasoline, kerosene and diesel oil are still the main determinants in the Nigerian energy consumption mix with small amount of refined products are exported sporadically from her domestic refineries. As a net of fuel product (80%) of Nigerian consumers are subjected to price reigns in the international markets. Domestically fuel supply is a monopoly of the NNPC and its subsidiaries. The NNPC licensees' importers and distributors, fixed pump prices, own fuel station and depots and administer payment of subsidiaries to distributors. Fuel in Nigeria is an elastic product both from the demand and supply side, which means that it is very difficult for consumers to find alternatives to the use of gasoline, kerosene or diesel in their daily lives. Cooking gas is supplied in cylinders and not available or affordable to the rural dwellers and the poor who made up 70% of the population. The various taxes and subsidies further produce a dead weight loss to the economy, which is difficult to quantify and identify.

Empirically the survey carried out by an expert opinion is that fossil fuel subsidy have a net negative effect both on most oil producing countries, fuel subsidy has a net negative effect both on individual countries and on a global scale. Fossil fuel subsidy removal alters fossil fuel prices, leading to market distortions. The reports showed that fuel subsidy that was removed in Nigeria on January 1st ,2012 caused a spike in the price of fuel which all Nigerians were not in support of, most especially due to the fact that minimum wage of average Nigerian is N18,000.00. (Vanguard, Jan, 2012).

Attitudes towards the removal of fuel subsidy become too powerful which sparked mass protest across the country (Songwe, 2012). There was a mass protest across the country against removal of the fuel subsidy. The people of Nigeria said "NO" to the removal of fuel subsidy (Vanguard Newspaper, Jan' 3rd 2012). According to the vanguard newspaper, the protests lasted for about 8 days in different days, from 1st January, the day of announcement to January 8, 2012. (Vanguard, Newspaper, 2012).

On Monday morning being 9th of January, 2012 labour unions began nationwide general strike that brought Nigerians to a standstill, and it lasted for ten (10) days (Vanguard Newspaper Jan'9, 2012). Thousands of Nigerians from every social class found an outlet to express their anger against the system during the protest; the escalation of fuel cost have affected everyone, but especially the poor, (Moyo, 2012). Following the ongoing cries in the country surrounding the removal of fuel subsidy by the federal government, a civil society group under the auspices of

occupy Nigerian on January 10 (2012), has raised alarm that President Good-luck Jonathan is driving Nigeria towards a total collapse over his insistence on the controversial implementation of anti-people policy. (Vanguard Jan'10 2012). The former Nigerian minister of finance, Okonjo-Iwela said that her concern is two folds, (i) The removal of the subsidy will stop the government from borrowing money from the international Monetary Fund (IMF), (2). It will also enable the government to pay its creditors.

The survey carried out by Jimoh indicates that more women oppose fuel subsidy removal in Nigeria than men (Abbas, Daily trust, 2012). The opinion poll on the proposed fuel subsidy removal shows 92% of female respondents opposed the subsidy removal against 82% of male respondents (Songwe, 2012). The poll conducted by Alliance for credible Election (ACE) said a number of Nigerians were willing to accept the planned fuel subsidy removal on conditions that the federal government would provide safety nets for its people. The survey said only 13% supported the removal of subsidy while 14% believe that Nigerians would profit from the removal through public demonstration and industrial actions/ strike (ACE, 2012). In the poll conducted by Alliance for Credible Election (ACE), it x-rayed the reaction of a cross section of Nigerians to the federal Government plan. The survey showed that more than six in ten (66%) of the respondent were aware of the planned removal of subsidy with more men up to 70% than women 68% were aware of removal of fuel subsidy, (Ogbo, 2012).

The poll conducted by alliance for credible election (ACE) shows that 46% of respondent believe Nigerians will protest the subsidy removal through public demonstration and strikes (Ogbo, 2012). Online poll conducted by Nigerians abroad shows that 80% of Nigerians were against the removal of fuel subsidy. According to the online poll survey, 50% were male while 30% of them were female (Nigerian, abroad live. Com, 2012).

Theoretical Framework

Gender Theory:

Gender studies are a field of interdisciplinary study which analyses race, ethnicity, sexuality and location. Gender study has many different forms. One view exposed by philosopher Simone de Beauvoir said "one is not born a woman; one becomes one type of gender or the other. Gender should be used to refer to the social and cultural construction of masculinity and femininity in its entirety. Psychoanalytic, social learning and cognitive developmental theories have been used in order to examine influence of gender on attitude. Flaveli & Wellman (1995) as cited by Coltrane (2007) that social learning theories are behaviourist theories that rely on reinforcement and modeling. The most important insight from research on gender socialization is that boys and girls are treated differently and put into different learning environment; they develop different needs, wants, desires, skills and temperaments. This differential treatment promotes certain behaviours and self-images that recreate the preconceived cultural stereotypes about gender.

Cognitive developmental theories posit that "children learn gender (and Gender Stereotypes) through their mental efforts to organize their social world. Contrane (2007) believed that children learn culturally appropriate ways of thinking and being as they follow routine rituals and respond to the everyday demands of the world in which they live to be considered competent member of the society", they must learn how to fit in as appropriately gendered individuals.

Cognitive Dissonance Theory:

An interesting point is that when behaviour and attitudes are inconsistent, the attitudes often change to match the behaviour rather than the other way round. Festinger (1957) proposed the theory of cognitive dissonance to explain the tendency of attitudes to sometimes shift to be consistent with behaviour. This theory, which has sparked some of the greatest controversy and most interesting research in social psychology, states that inconsistencies between attitudes and behaviour are uncomfortable. This discomfort motivates people to do what they can to reduce the discomfort, or dissonance. This explains the reason the Nigerian Labour Congress and other labour unions embarked on industrial action on several increments in petroleum pump prices by past and present governments in Nigeria. Dissonance theory predicts that either your attitude or behaviour will change to reduce the dissonance (Gibbons, Eggleston, & Benthin, 1997).

Market Liberalization Framework (also known as the Bretton wood's Institutions Framework)

The market liberalization framework argues for governments to consider reforms to the policy study on petroleum subsidies and product prices which impose a fiscal burden on governments as well as on the environment (IMF, 2010). Here, the argument for macro-economic development and reducing global externalities is predominant. It considers that energy subsidies are large and widespread in both developed and developing countries and those economies with such large energy consumption may introduce or encourage an extra energy demand induced by the lower consumer prices. These introduce huge fiscal cost and effects on balance of payment, growth, and global externalities (World, 2013). Proponents of subsidy removal also invoke three other arguments:

- (a) That the persistence of subsidies encourages government agencies or industries to become quasi-monopolistic in policy, understanding the purchasing power of the common citizen.
- (b) That subsidy serves to protect the special interests of industry players, who receive these subsidies.
- (c) That subsidy ultimately creates uncompetitive domestic industries. This study work is impervious to local sensitivities and realities.

This study is anchored on Cognitive dissonance theory by Festinger (1957). Most Nigerians had contemplated and finalized what to do on the removal of fuel subsidy. Most low income Awka residents has resorted to be joining Government own subsidized buses in their various movements, to and fro their various work places. Most Awka residents who are at the middle class have resorted to purchase vehicles that has low consumption rate of fuel in order to reduce their dissonance. Most residents of Awka weigh their daily itineraries, in order not to waste their cars petrol unnecessary. In Nigeria, fuel has been taking as an essential commodity that need to be properly managed in most families to avoid the dissonance of being wasteful.

Hypotheses

The hypothesis is specifically stated as follows:

1. There will be no significant difference between male and female participants on attitude of Awka residents towards the removal of fuel subsidy.

2. There will be no significant difference between extroverts and introverts on attitude of Awka residents towards the removal of fuel subsidy.
3. There will be no significant interaction effect of gender and personality on attitude of Awka residents towards the removal of fuel subsidy,

Methods

Sampling Techniques

A total of two hundred and forty participants (240) participants, (144 females) and (96 males) participated in the study. The gender differences in the sample did not in any way affect the result of the study. The participants were drawn from the population of Christian faithful that attend church services from Wednesday to Sunday in two cathedrals in Awka, namely Cathedral of Saint Faith for Anglican Communion and Saint Patrick's Cathedral for Catholics. Their ages ranged from 19 to 55 years with a mean age of 30.34 and standard deviation of 6.24. The participants in the study were a cross-section of Nigerians in Awka, both males and females, extroverts and introverts, selected via stratified random sampling techniques, and classified according to gender and personality types through the responses provided on Eysenck Personality Questionnaire, adult form, developed by Eysenck & Eysenck (1975).

Instruments

The first instrument used in this study was Eysenck Personality Questionnaire, Adult form developed by Eysenck & Eysenck (1975), to measure extroversion and introversion personality traits. The researcher concentrated on the section that measures only the extroversion and introversion personality traits.

The second instrument used to measure attitude towards fuel subsidy removal was developed and validated by the researchers. It contains 16 items and the response options in the questionnaire were based on Likert format: 1- strongly disagree, 2 – disagree, 3 – neutral, 4-agree and 5-strongly agree. The second instrument used to measure attitude towards fuel subsidy removal was developed by the researchers. The researchers constructed a new instrument (questionnaire) by first engaging the experts in issue of fuel subsidy on the likely items that could measure attitudes towards the removal of fuel subsidy. At the end 50 items on attitude towards the removal of fuel study were generated. These items were administered to 40 participants drawn from the population of civil servants from Imo State Secretariat, Owerri. Their responses were subjected to factor analysis and 16 items emerged significantly from the total of 50 items. Inter-scoring reliability was conducted between experts to ascertain the internal consistency of the test items. The face validity, content validity, and concurrent validity was conducted in a pilot study, using 20 experts in test and testing constructions. The researcher s further conducted a split half reliability, and obtained an alpha coefficient of 0.78. The face validity stood at 95%, the content validity stood at 85%, and concurrent validity stood at 75%. The result of the reliability and validity of this instrument shows that the instrument was very reliable for this study.

Eysenck, Adelaja & Eysnck (1978), provided the alpha coefficients of reliability of the Eysenck personality questionnaire for Nigerian sample, while Eysenck & Eysenck provided the test retest reliability coefficient of EPQ (Adults), from samples of English University student. The test retest time interval reported here was 1 month for EPQ (Adult). In respect of extroversion and introversion section of EPQ (Adult), the adult alpha coefficients were 0.50 & 0.68 respectively

for M (n=329) and F (n=101). The test=retest coefficients for extroversion and introversion section were 0.89 & 0.80 respectively for M (n=329) and F (n=101).

Procedures

The Eysenck personality Questionnaire (Extroversion – Introversion section) were first administered to the willing participants through convenient sampling method. After eliciting their responses, the researchers carefully differentiated and classified the introverts and extroverts, based on the response given and also classified them according to gender. Over 300 questionnaires were distributed containing both scales of measurement (Questionnaires), after which the researchers finally selected 240 questionnaires adequately responded by the participants of (144 females) and (96, males).

After scoring, the total score for each respondent were recorded under male and female, introverts and extroverts respectively. At end the data was subjected to data analysis to arrive at the results below;

Design and Statistics

The researchers conducted a survey study and adopted a 2x2 factorial design. The appropriate statistical tool employed was 2 – way analysis of variance (2-way ANOVA). The reason for adopting a 2x2 factorial design was that the independent variables have two levels each. Gender is categorized as (Male and female) while personality is categorized as (Extroverts and Introverts).

Results

Table 1: Summary Table of mean and standard deviation of gender and personality on attitude of Nigerians towards the removal of fuel subsidy.

GENDER	MEAN	N	STANDARD DEVIATION
Males	87.59	96	22.51
Females	83.54	144	19.63
Total	85.16	240	20.88
Personality			
Extroverts	103.90	110	35.03
Introverts	65.92	130	15.40
Total	85.16	240	20.88

Interpretation

Table 1, above showed that the mean difference between male and female participants on attitude towards fuel subsidy removal is not significant. Therefore, there is no significant difference. Also the mean difference between extrovert and introvert participants on attitude towards fuel subsidy removal is quite significant. Therefore, a significant difference exists.

Table 2: Summary table of 2-way analysis of variance on the influence of Gender and Personality on Attitude of Nigerians towards the removal of fuel subsidy.

Source	Sum of Squares	D.F	Mean Square	F	Sign.
Gender	774.13	1	774.13	1.78	.18
Personality	188.18	1	188.18	0.43	1.31
Gender * Personality	163.20	1	163.20	0.37	1.38
Error	82549.09	236	234.53		
Total	1644819.0	239			

Interpretation

The table 2 above indicated that the first hypothesis which stated that there will be no significant difference between male and female participants on attitude towards the removal of subsidy was accepted at $F(1, 236) = 1.78, P > 0.05$. This result reveals that male and female attitude towards the fuel subsidy has no significant difference. This result revealed that the fuel subsidy removal is a source of worry to both sexes.

The second hypothesis which stated that there will be no significant difference between extrovert and introvert participants on attitude towards the removal of fuel subsidy was rejected at $F(1, 236) = 0.43, P < 0.05$. This indicates that there is a significant difference between extroverts and introverts on attitude towards fuel subsidy removal. The result reveal that the fuel subsidy created a personality divide among participants studied. Finally, the result showed that there is significant interaction effect of gender and personality on attitude towards the removal of fuel subsidy at $F(1, 236) = 0.37, P < 0.05$. The result further reveals that gender interacting with personality created a huge concern among participants studied. Therefore, the Awka residents wants the Government to retain fuel subsidy so that could buy fuel at a reduced price.

Discussion

The first hypothesis, which stated that there will be no significant difference between male and female participants on attitude towards the removal of fuel subsidy was accepted and confirmed. This contradicts the findings of Jimoh (2012), Songwe (2012) and NOI Polls (2012) in the respective online polls carried out to ascertain gender differences in respect of Nigerians attitude towards fuel subsidy removal.

There is a substantial and growing body of evidence on how women and men use energy differently, the evidence of the impact of energy policy on gender equality is limited, both in terms of establishing causality between energy policy and witnessed impacts, and in terms of estimating the magnitude of impacts once controlling for other possible variables. In particular, there is almost no readily available information directly examining the gender-differentiated effects of fossils fuel subsidies. However, while expenditure on subsidies is not gender-specific, it could, in common with other types of public expenditure, have gender-differentiated effects, and may help or discriminate against women. These discriminately effects arise where policies fail to address the social barriers that women and girls face in accessing services or fail to take into account women's and girls' different needs and priorities. (Elson, 2006). To further support the findings of this study, it is important to refer at one of the few studies looking at the impacts of energy subsidies on women (Merrill, 2014b), we draw on studies that assess how energy subsidies affect the overall population of a country and then infer how women may be affected as a result, based on knowledge about women roles compared to that of the males, and equity

within the larger population. We may consider subsidies in two groupings; subsidies to fuels that are primarily used for transports, and subsidies to fuels that are primarily used in non-transport applications. For each of these we identify three possible effects; an income effect', where the subsidies represent an effective transfer to household incomes due to lower fuel prices; an energy use effects', where the subsidies may influence the type or quantity of fuel that is used by the household to meet its needs; and 'energy supply effects', where the subsidy changes the availability of an energy source for a household.

Also, the second hypothesis which stated that there will be no significant difference between extrovert and introvert participants on attitude towards fuel subsidy removal was rejected. This corresponds with the views of Alliance for credible Election and Clean foundation (2012), who believed that the commoners or the poor masses who protested against fuel subsidy removal in 2012, where majorly extroverts with personality traits of restlessness, aggressiveness and talkativeness and just few introverts that were quite pessimistic. The mean of the extroverts in table 1 which is greater than that of introverts with a significant difference further support the view of Alliance for credible election and clean foundation (2012). The personalities of Nigerians are of great concern when it comes to the issue of fuel subsidy in Nigeria. The Nigerian introverts are highly internalized; they adjust with time whenever there is a removal of fuel subsidy. They usually compromise with the government stand on the need to reconstruct the economy of the country that has gone into recession. It has been a reoccurring decimal that the fund realized from the removal of fuel subsidy is usually mismanaged by the same government. The extroverted Nigerians are usually ready to go out there to demonstrate and protest against this issue of fuel subsidy removal under the auspices of different trade unions in Nigeria. Finally, the result shows that there is significant interactive effect of gender and personality on the attitude of Awka residents towards the removal of fuel subsidy. In other words, the residents of Awka wants the retention of fuel subsidy in Nigeria so that the consumers of these products can by fuel at a reduced price.

Conclusion

Based on the findings of this study, the researchers therefore conclude that gender differences do not exist in respect of attitude towards the removal of fuel subsidy and that both females and males almost seem to be indifferent to fuel subsidy removal. Also, we can well conclude that personality differences exist in respect of attitude towards fuel subsidy removal. The removal of fuel subsidy has been a source of worry to most people in Awka irrespective of their gender. Extroverted personalities have favourable attitude towards fuel subsidy compared with the introverted personalities. But the interaction of gender and personality shows that participants studied are not favourably disposed to the removal of fuel subsidy. By generalization, Awka residents do not support the removal of fuel subsidy in Nigeria.

The contribution to the existing knowledge is that introverted personalities are mostly worried about the removal of fuel subsidy in Awka. On the general note, Awka residents are very skeptical and naïve about the removal of fuel subsidy irrespective of their gender and personalities. It is the believe of most Nigerians that Nigeria as a country is blessed with abundant natural resources, and petroleum products are the most prominent of all the resources, and therefore the federal Government should not be insisting of the removal of fuel subsidy. But the fact remains that the inability of the federal Government to turn around the four refineries in the country has led to incessant importation of fuel (Petrol), and this has led to hiking and the removal of fuels subsidy.

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Recommendations

The researchers therefore recommend that government should introduce palliative measures to ameliorate the anticipated suffering of the poor masses irrespective of their gender, if it is bent on removing fuel subsidy considering the economic predicaments of the nation. Palliative measures can be in form of reducing cost-push inflation in markets and reduction in transport fares or providing government mass transit buses charging subsidized transport prices that will not drastically affect the personalities of fuel consumers in Awka.

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