



SDI EDITORIAL COMMENTS FORM

EDITORIAL COMMENT'S on revised paper (if any)	Authors' response to editor's comments
<p>This revised manuscript is attractive and smoothly written, but the narrative flow has to be substantially improved prior it to be accepted for publication at the JSRR. To this end the following review comments can be considered.</p> <p>Due to extensive adoption and utility of the "Free Wi-Fi Dash Motors" entity, there is need authors to:</p> <ul style="list-style-type: none"> -verify all existing narrative (no need to add more text) related to this entity by adding cross-citing published papers that are referring or approaching it. This cross-citing expansion can be updated throughout the text content, where the "Free Wi-Fi Dash Motors" is involved. -specify its operability functions in a graphical, diagram, or flow chart Figure. <p>The transportation sector is inherently related to passengers and commuters who are linked in-between urban transferring (as the "interstate"). However, in this respect it is not clear at this analysis whether the proposed analysis could be linked to other nearby, or transboundary-to Nigeria, urban African cities (or what aspects are associated with such scaling up prospects).</p> <p>There is not conceptual consistency of the "3.Respondents' characteristics" heading, to contain the umbrella of entities:</p> <p>"Characteristics..... (main section 3)" cannot jointly contain firstly "assessment of..... (subsection 3.1)", (after assessment): "determination of..... (subsection 3.2)", and (after assessment and after determination): "identification of..... (subsection 3.3)". The presentation of these headings is messy, and it does not follow logical order of presentation.</p> <p>3.1 Assessment of level of intention to adopt free Wi-Fi Dash Motors</p> <p>3.2 Determination of predictive effect of adoption intention on continued patronage/adoption behavior</p> <p>3.3 Identification of factors that optimize value creation among consumers (passengers)</p> <p>Therefore, the narrative reorganization towards a conceptually coherent manner is recommended.</p> <p>The monetary unit of monthly income in naira, it can be calculated in US dollars. It is "naira" a common monetary unit of understanding the "in thousands naira" towards the "in hundreds \$". Alternatively the</p>	<p>There is no existing cross-citation/reference related to Free-Wi-Fi Dash Motors. In essence, Free Wi-Fi is being proposed in this manuscript to anonymous (Dash Motors) transportation company to boost public transportation ridership. Thus, cross-citing of published papers cannot directly focus or relate directly to Dash Motors, so this paper is hereby updated where necessary using other published articles related to Free Wi-Fi in public transportation sector.</p> <p>As you rightly commented, this prospect or analysis could be linked to other nearby or trans-boundary journeys; however, scope of the present investigative report is limited to interstate transportation in Nigeria. This is based on the fact that while Nigerian middle class consumers (passengers) are characterized as hedonistic and utilitarian entities as operationalized in the paper, cross-boundary passengers tend to have different characteristics, whereas intra-state passengers may not necessarily be lured into public transport ridership due to Free Wi-Fi in public vehicles because most of their journeys are short distance movement. Therefore, this analysis could not rationally be linked to trans-boundary or intra-state trips.</p> <p>This comment is in order and is hereby incorporated in the manuscript. The reorganized sections in the manuscript are as follows:</p> <p>Section 3: Respondents' characteristics.</p> <p>Section 4: Results and hypothesis testing</p> <p>Section 4.1: Identification of factors that optimize value creation among consumers (passengers).</p> <p>Section 4.2: Assessment of level of intention to adopt Free Wi-Fi Dash Motors.</p> <p>Section 4.3: Determination of predictive effect of adoption intention on continued patronage/adoption behaviour.</p>



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annual

income, in replacing the monthly income, it can be denoted.

At the current analysis it is not clear what is the Discussion section, and the key-aspects: constraints, barriers, developmental challenges, which is anticipated to be succinctly included in such a distinct Discussion

section. Up to one extra and cross-cited page it is adequate. The critique of subsection 3.3 cannot merely be burdened on and bounded on four responses (subjective opinions) but, based on the responses collected,

general outcomes of wider applicability and conclusions' drawn it is anticipated (objective findings, sustaining broader comprehension).

Decision : Acceptance after considering the corrections recommended

As suggested, monetary unit of monthly income has been recalculated in US dollars.

Discussion and conclusion section has equally been expanded for broader comprehension.