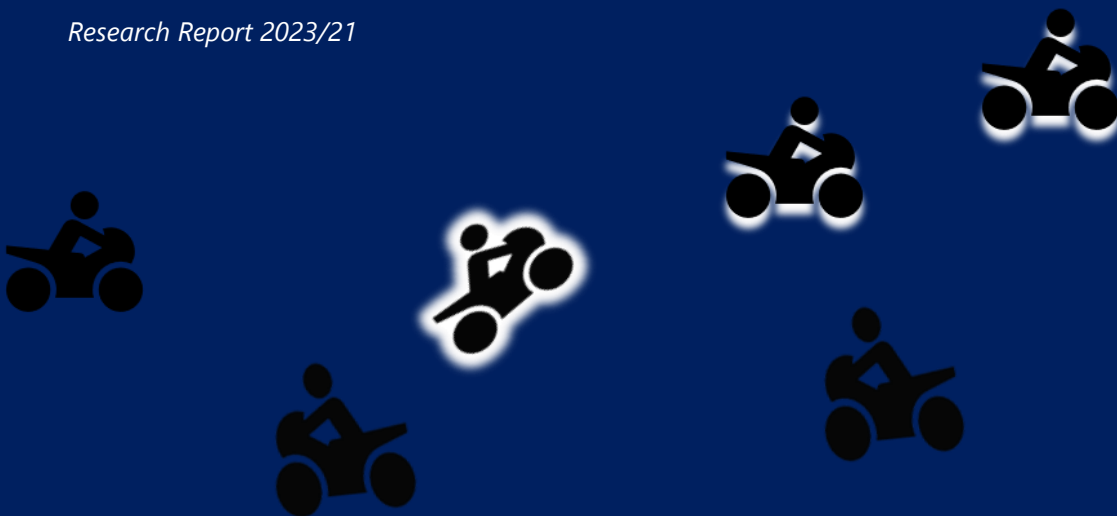




Motorcycle Transport Business and Its Influence in Promoting Youth Employment in Tanzania: A Case of Morogoro Municipality

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ABSTRACT

In the last decade, motorcycle transport has provided a new take off in the transportation industry, particularly in developing countries. This kind of transportation has gained significant popularity due to its nature of flexibility, affordability and adaptability attributes that have greatly increased its following among the youth, particularly in urban areas, where many of them have embarked on it as a business and a means of earning their daily bread. This study specifically highlighted the operationalization of Commercial Motorcycle Riders (CMR) among the youth, attitudes of the CMR and socio-economic factors influencing the performance of the youth in commercial motorcycle operations. The study employed cross-sectional design and used N=184 motorcycle riders and 10 key informants, as a sample size. The double log model was used to estimate factors influencing the performance of CMR. The Commercial Motorcycle Industry (CMI) has played an integral role in promoting socioeconomic development within the urban community. However, CMR have been reported to cause some upheaval in the community, including road accidents, crime, impregnation of schoolgirls and participating in informal riots. Such illegal practices occur due to lack of skills, ethics and expertise, which leads the motorcyclists to forego professionalism. Therefore, it is necessary for the government and other relevant stakeholders to intervene by designing capacity building programs that will make CMR to conduct their businesses with greater accountability, discipline, professionalism and adherence to road safety rules and regulations.

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CHAPTER ONE

INTRODUCTION

1.1 Background Information

Developing countries have experienced a significant growth in the use of motorcycles as a mode of commercial public transport (Kumar, 2011). Such changes have been attained because most developing nations have poor roads and inadequate public transport systems (Starkey, 2016). Majority of people, especially lower income earners, use commercial motorcycles as a means of transport to their homes, workplaces and businesses (Van Brakel and De Hert, 2011).

In Sub-Saharan countries, motorcycles are the most popular form of transport, because of their flexibility, affordability and adaptability. Wawira *et al.* (2021) reported that in urban areas, the motorcycle subsector supplements both passenger transport and mail delivery services. Such services attract majority of the youth to engage in the business as a means of generating daily income for their households and boosting productive sectors in urbane communities. Also, the favourable environment that has been created by the local government authorities and security organs attract youth to participate fully in providing transport services for improving people's livelihoods (Klopp, 2012). Moreover Klopp (2012) reported that, there are a large number of young people who engage in the motorcycle business as an extra income generating activity.

Inasmuch as it is economic forces that attract youth to engage in the motorcycle business, Arosany in (2010) reported that social capital remains an essential attribute for attracting the youth to participate in motorcycle operations and accrue other related social benefits, which play a vital role in improving their wellbeing. According to Babandi *et al.* (2017), the presence of motorcycle transport creates employment opportunities for jobless youth who participate as riders, mechanics and suppliers of spare parts. Their participation in such operations creates a favourable environment for the respective industry to operate smoothly and promote socioeconomic development in urban communities. Klopp (2012) admitted that the provision of transport services by motorcyclists enables urban people in Sub-Saharan countries to thrive and fulfil their economic, environmental and social aspirations.

Tanzania has experienced a decline in organized transport systems that have led to a significant growth in the use of commercial motorcycles, as one of the non-conventional means of public transport. Milanzi (2018) revealed that development in motorcycle transport has brought a big relief to the passenger transport sub-sector and joblessness challenges among the youths. The sub-sector has enabled youths to engage in different activities related to passenger transport (riders), mechanics (technicians) and suppliers of spare parts (Dinye, 2013). The presence of these activities has positive influences towards the stability of motorcycle transport, whose

services are essential for increasing output in both productive and non-productive sectors in urban communities.

Morogoro Region accommodates thousands of youths who engage in various operations within the motorcycle transport, for generating income for their households and accelerating economic growth in urban communities. Karema (2013) revealed that, motorcycle riders serve as feeders to urban areas on routes that are unattractive to taxis or other automobile services. Also, Olubomehin (2012) reported that motorcycle services remain the best alternative to taxis and large capacity bus services in remote areas, where such facilities cannot operate smoothly and support the livelihoods of urban people residing in the outskirts. However, sustainability of the services offered by the motorcycle riders depends on the nature of the motorcycle, physical features of the respective places, time for operations and gender involved in operationalization. Milanzi (2018) stated that the presence of qualified technicians and genuine spare parts from registered suppliers can insure the smoothness of daily operations among motorcyclists.

In the Morogoro Municipality, there are thousands of people who use motorcycles as the main form of transport, since it provides a convenient and relatively inexpensive alternative to automobiles. Furthermore, Morogoro Municipality has congested roads that are riddled with traffic jams and other related problems. The preference to the motorcycle transport rests on its flexibility and speed in facilitating movement of people, goods and services from one place to another. Data from the Morogoro Municipal Motorcycles Association revealed that the respective LGA has more than 13,500 motorcycle riders who operate from 750 registered centres, popularly known as "vijiwe". The average number of motorcycle riders in big, registered centres is 200, while the small centres have approximately 10 members. These riders operate with support from technicians (mechanics) and suppliers of spare-parts, who play a unique in making sure that the motorcycles are in good condition (safe) to provide appropriate services to their clients for the common good.

It is evident that different scholars have conducted studies on motorcycle transport in Tanzania and other parts of the world, and policy makers have developed and addressed problems related to motorcycle transport for the sake of promoting socioeconomic empowerment for the youth. However, the youth need unique interventions for addressing their substantial issues in a specific manner. Therefore, this study sought to investigate the quest for youth employment in the motorcycle transport business and its influence in promoting social and economic wellbeing of people in urban communities, whereby Morogoro Municipality was chosen as a case study.

1.2 Problem Statement and Justification

The motorcycle business is among productive activities that play an imperative role in supporting the livelihoods of urban communities in Tanzania. Data from the Regional

Motorcycle Association of Morogoro Region revealed that the region is home to 30,000 registered motorcyclists, who provide various transport services to people in the region. However, there are thousands of motorcyclists who operate without proper registration by the respective authorities. This implies that there is a discrepancy of information regarding the youth's participation in the motorcycle business in urban Tanzania.

Despite growing concerns about the motorcycle transport business and its operations in Sub-Saharan countries, there are no studies linking motorcycle transport and youth employment in urban areas. Previous studies namely Olubomehin (2012), Karema (2013) and Millanzi (2018), focused on motorcyclists' operationalization, without specifying youth inclusion to the industry. Furthermore, the respective studies did not explore youths' attitudes towards the motorcycle business in urban areas. This kind of information is substantial to capture the willingness of the youth to participate fully in the business that stimulates other productive sectors in the urban economy. There is also scanty information on the socioeconomic factors influencing youth participation in the motorcycle business in Tanzania. Therefore, this study sought to investigate the role of the motorcycle transport business and its influence in promoting youth employment in Tanzania.

The findings that were generated by this study revealed that there is an actual contribution of the motorcycle sub-sector in creating employment opportunities for the youths. The findings have also uncovered hidden, pertinent information related to operationalization, attitudes and socioeconomic factors influencing youth participation in the motorcycle business. Such information could enable policy makers to review policies that regulate motorcycle business operations for the sake of creating a brighter future and improved livelihoods. Also, the policy implementers would be informed on the need of formulating proper rules/by-laws that would create a favourable environment for the motorcyclists and their associates to operate for the common good. Finally, the obtained findings would inform the motorcyclists on the necessity of observing professionalism in fulfilling their daily duties for the betterment of all. This study is in line with the Tanzania Development Vision 2025, Sustainable Development Goal No. 3 (decent jobs) and the National Five-Year Development Plans 2021/22 -2025/26.

1.3 Objectives

1.3.1 General Objective

The overall objective of the study was to investigate the motorcycle transport business and its influence in promoting youth employment in Morogoro Municipality.

1.3.2 Specific Objectives

Specifically, the study focused on the following: -

- To determine the operationalization of the motorcycle transport business among the youth
- To identify the attitudes of youth towards the motorcycle business's operations in urban areas
- To establish the socioeconomic factors affecting the performance of youth in the operations of the motorcycle business.

1.4 Research Questions

The study was guided by the following questions: -

- What is the essence of operationalization of motorcycle transport business among the youth?
- What are the attitudes of the youth towards the motorcycle transport business operations in urban areas?
- What are the socioeconomic factors affecting the performance of youth in operations of the motorcycle business?
-

1.5 Definition of Key Terms

Variables	Meanings
Motorcycle transport business	It is a form of transport business which involves riders who carry passengers, goods and services for the purpose of raising income and stimulating economic growth in the society.
Motorcycle riders	Actors who drive the motorcycle for passengers' transport and mail delivery.
Youth	Those aged 18-40, who are involved in the motorcycle transport business.
Operationalization of the motorcycle transport business	It involves the essential activities undertaken by the main actors in the motorcycle subsector: driving the motorcycle (riders), nature of customers, income accrued, peak time for the business, capacity building involved etc.
Youths' attitudes towards motorcycle operations	Perceptions of the youth towards motorcycle operations being undertaken by the riders, technicians and suppliers of spare parts.
Performance of the youth in motorcycle operations	Capacity of the youths to undertake essential activities such as driving, repair and maintenance, as well a supply of spare parts that are principally related to the motorcycle subsector.
Education status of youths	Number of years in formal education
Access to training on road safety	Capacity building sessions that focused on creating awareness among the youths on the importance of observing road safety for ensuring security of the riders, passengers and pedestrians
Income	Amount of money earned from the motorcycle businesses/operations
Capital	Amount of money invested for purchasing motorcycles and establishing businesses for supplying spare-parts
Bylaws	Rules established by Local Government Authorities to regulate motorcycle operations in urban areas

Training	The directives given in order to understand and implement the rules and regulations for better performance.
Prices of motorcycle transport services	Amount of money being paid to the motorcycle riders by passengers in exchange for services
Motorcycle quality	Appearance of the motorcycle in terms of type (model), its adaptability and ability to function in a given environment.
Cost of maintenance	Costs incurred by motorcycle riders to access mechanical services from technicians
Contractual agreement	A business agreement that involves renting a motorcycle for a given time or specified task, famously referred to as " <i>kipande</i> ".
Special contractual agreement	This is a special contract, whereby upon payment of a duly agreed upon daily amount, for a period of 6 consecutive months, ownership of the motorcycle is transferred to the rider.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

The purpose of this chapter is to provide a review of literature on motorcycle operations in the transport sector, drawing experience from different countries and putting conceptual issues into the right context. The chapter is divided into two major conceptual parts, namely theoretical framework and review of empirical studies, to establish research gaps to be addressed by this study. Different terms have different meanings, depending on professional inclinations. As such, it is imperative to define key terminologies used in this study.

2.2 Theoretical Framework

2.2.1 The Functionalist Theory

The Functionalist Theory attempts to explain social institutions as 'collective means to meet social needs.' Modern societies are composed of different social institutions, which enable members to perform different tasks for the betterment of all. According to Jarvie (1973), members of a society operate like cells or organs, with the purpose of sustaining the life of the collective entity, despite the frequent death of cells and production of new ones.

Many functionalists argue that social institutions are functionally integrated to form a stable system, and that a change in one institution will precipitate a change in other institutions. Societies are seen as coherent, bound and fundamentally relational constructs that function like organisms, with their various parts (*social institutions*), working together to maintain and reproduce them (Berger, 1963). The various parts of society are assumed to work in an unconscious, quasi-automatic fashion towards the maintenance of the overall social equilibrium.

Equally, motorcycle transport operates as an institution that accommodates different actors whose functions focus on attaining the common good. Motorcycle operations do not exist as an independent entity; rather they are regulated by other public institutions, namely:

- The Tanzania Police (for ensuring road safety).
- Land Transport Regulatory Authority (for imposing rules on motorcycle riders' operations).
- Tanzania Revenue Authority (regulating taxation systems for motorcycle riders)
- Local Government Authorities (enforcing bylaws for ensuring harmony in motorcycle operations).
- National Social Security Fund (providing pensions and other related services to motorcycle riders).

The above-mentioned institutions perform dissimilar tasks for the common good. Even though the respective institutions belong to different agencies and ministries, their operations rests on creating socioeconomic harmony for meeting social needs.

However, the selected theory ignores social networks and trust, which are important in promoting the motorcycle business and consequently generating income among the responsible actors. Motorcycle riders need social capital to get customers and thus dominate the market. Motorcycle operators, through functionalism, get institutional support from different agencies that provide technical services to the respective actors. Also, it is evident that through social capital, motorcyclists can tap into market opportunities through sharing ideas/ information and philosophies. Therefore, this study supplemented the Functionalist Theory with the Social Capital Theory to curb such weakness.

2.2.2 The Social Capital Theory

This theory was founded by Bourdieu, Coleman and Putman in 1960's, but it became popular in the 1990s. Social Capital can be defined as the process of developing trust, social networks and reciprocity in social relationships (Putman, 1995). Other contemporary scholars, such as Bourdieu (1986), define social capital as 'a state of affairs in which individuals benefit from being members of a group.' Furthermore, Serrat (2017) described social capital as 'networks and connections, relations of trust and mutual understanding and support, common rules and sanctions, collective representation and mechanisms for participation in decision-making and leadership.'

Social Capital is not an independent entity. This implies that it cannot stand alone without other forms of capital, namely: physical, financial, natural and human. All these forms of capital work together for securing people's livelihood status (people's wellbeing). However, Gonzalez (2018) posited that social capital remains to be the underlying foundation of social economic development in the urban communities.

According to Stone *et al.* (2003), social capital prevails in three forms, namely: bridging capital, bonding capital and linking capital. Bridging Capital allows human beings to share with several networks in terms of resources and opportunities; Linking Capital connects individuals and community groups, including leaders and the most influential people from different institutions, beyond the boundaries of their communities, thus making it possible for them to share ideas in the different networks created though the process. Bonding Capital leads to the sustainability of the created networks so that the individuals and community members continue to interact in ways of improving the lives of one other.

The essence of the Social Capital Theory is that individuals can satisfy their needs through social connections and networking. Individuals have to share resources and socioeconomic opportunities for the sake of improving their living conditions. Therefore, it is necessary for the individuals to observe social equality and social trust.

However, the performance of social capital is determined by the appropriate functions of physical, financial and human resources. These resources can shape the socioeconomic conditions of the individuals, towards the attainment of better livelihood status (Miller, 2015).

Generally, the foundation of prosperity in the respective operations is social capital. Motorcyclists, as individuals, need social networking to get enough customers for the sake of generating income. Technicians and suppliers of spare parts also need motorcyclists who are trusted, to ensure sustainability of their daily operations. Government officials (from TRA, LGAs and Police) prefer to work with trusted and accountable motorcyclists, technicians and suppliers of spare parts. The same principles are applied to customers who prefer accountable motorcyclists who can act for the common good.

Based on the above arguments, it is evident that the Social Capital Theory is relevant to the study, because it focuses on social relations as the foundation for prosperity among the key actors in the motorcycle subsector. It also emphasizes the need for investing in social connections and trust for accessing institutional support from the responsible authorities in government.

2.3 Global Perspectives on the Motorcycle Business among the Youth

Motorcycle taxis have been said to be the transport solution in most of developing countries, including Tanzania. The countries which are mostly engaged in this mode of transportation are those in Sub-Saharan Africa, Latin America and Asia (Kumar, 2011). According to Cervero (2000), this informal taxi service has been used to supplement other public transportation, such as buses, taxis and town shuttles. The names given to this mode of transportation depend on the place and modality. In Vietnam, the mode is called "*xeom*", "*ojek*" in Indonesian and "*Habal habal*" in the Philippines. Likewise, Mungai (2016) reported that in African countries, the motorcycle taxi is commonly known as '*bodaboda*' (Tanzania, Kenya and Uganda), '*Okada*' (Nigeria), '*bend skins*' (Cameroun) and '*moto*' (Rwanda, Burundi and DR Congo). It further, reported that Uganda and Kenya adopted the name '*bodaboda*' due to the fact of its nature of shuttling passengers crossing from one boarder to another.

Motorcycle taxis have provided a notable benefit within Tanzania and Africa at large. Among those notable, positive benefits is that rural infrastructure supports this kind of transportation, as addressed by Willilo and Starkey (2012) and Kemtsop and Starkey (2013). It has also shown a significant performance in solving the problems of difficult penetration in traffic congestion, as well as cheap and easy maneuverability in urban areas (Mtambalike, 2015 and Kumar, 2011). In Kenya, Nigeria, Cameroun and Uganda motorcycle taxis are encouraged, as they are used as a tool to address youth unemployment and mass poverty (Nyachieo, 2013) and (Olurinola, 2011).

Nevertheless, this mode of transportation has also brought with it some upheaval relating to road accidents, which have resulted in severe injuries or death. A report by WHO (2015), shows that the risk of accidents and death was high in low and middle-income countries; the Africa region was found to be the most vulnerable. Tanzania has shown a rapid increase of road accidents, specifically those related to or involving motorcycle accidents. Motorcycles are the major cause of road accidents in the country (URT, 2015). There were high numbers of accidents, injuries and deaths recorded in 2014 and 2015, due to or involving motorcyclists alone. A subsequent report shows that in 2014 and 2015, there were 6795 road accidents.

2.4 The Socio-Economic Influence of the Motorcycle Business on Youth Livelihoods

Looking at the socio-economic benefits of commercial motorcycling, Oladipo (2012) said that "Okada" was positive to the society in many ways. One important positive impact is the provision of employment for thousands of unemployed people. He explains that, indeed, many unemployed youths and retired people have found gainful employment in the commercial motorcycle business. Some of those who are employed in public service also engage in this business, either as owners or riders, to supplement their regular income with whatever they can make from commercial motorcycling. Commercial motorcycle operators have also contributed to government revenue generation. Government derives revenue from money paid for number plates and licenses, as well as customs duty registration by motorcycle operators. This is in addition to the sale of motorcycles and their spare parts, on which taxes are also paid to the government. Commercial motorcycles serve the purpose of complementing the transportation needs of communities suffering from inadequate public transport systems. Likewise, in the opinion of Porter (2013), the ability of motorcycle taxis to reach and penetrate the outskirts of modern cities today, was fuelled by the availability of cheap motorcycles imported from China, and it has been of immense benefit to the people living in these areas. Many young men ride motorcycle taxis on a for-hire basis due to their inability, financially, to acquire such facilities. This may be helping some of these young men to assume responsibility in generating income and improving their wellbeing, at the individual level and the community at large.

2.4.1 Operationalization of the Motorcycle Business

The transport sector plays a crucial role in accelerating the growth of the economy in urban areas. The motorcycle taxi business is one of the sub-sectors that support development of productive and non-productive sectors that employ thousands of people in urban areas. Olubomehin (2012) reported that the motorcycle taxi business links production and consumption points and thus improving human wellbeing from the social life and economic perspectives. Kumar (2011) revealed that the growth of the motorcycle taxi business in urban areas has occurred due to the collapse of bus transport services and the deregulation of the market, leading to a growth in informal operators. Yakubu (2012) added that inefficiencies in organized public transport

systems have enabled the motorcycle taxi business to grow significantly, for the common good.

Daily operations being undertaken by commercial motorcyclists have directly influenced positive changes in human life. Through motorcycle transport, producers can easily access profitable markets that can guarantee high return in agricultural and non-agricultural businesses (Michael *et al.*, 2013). This implies that the presence of the motorcycle taxi business remains a creative solution to those living in urban areas, who mostly rely on non-agricultural activities to sustain their livelihoods.

However, the performance of the motorcycle taxi business in urban areas is influenced by the presence of accountable institutions that have been authorized to regulate this business. Some of the universal institutions include security organs, local government authorities, land transport regulatory authorities and insurance companies (Kumar, 2011). In places where motorcycle taxi business is undertaken without proper guidance from the respective institutions, users experience frequent accidents, social insecurity and other undesirable practices. Alyson Hazen *et al.* (2006), insisted that one of the greatest challenges facing the motorcycle industry is the inability of relevant institutions to enforce laws, thus making the motorcyclists responsible overseeing their own daily operations. This problem can be solved by the government itself, in collaboration with the motorcyclists as the key agents of accelerating change in the sub-sector. As Okorie (2017), reported, the unregulated operations of the motorcycle taxi business in urban areas can end with the relevant authorities enacting and enforcing laws and by-laws, for the common good.

2.4.2 The Attitude of Youth Towards Motorcycle Operations in Urban Areas

Motorcycle transport facilitates movement of people, goods and services from one place to another, and the main actors in this form of transport are young people who engage in various operations as riders, mechanics and spare-part dealers. Such operations have created employment opportunities for the youth as they raise their daily income and ensure better livelihoods. Chorn (2013) found that high demand for transport services in urban areas has motivated a large number of young people to engage in the motorcycle taxi business, for purposes of generating income and improving the socio-economic wellbeing of the people. In addition, Kagashi (2018), revealed that the motorcycle taxi business does not only support the livelihood of young people who would otherwise be jobless, but it supplements the incomes of the youth who are employed in the formal sector. Normally, these people engage in the motorcycle taxi business after normal work hours. Maulaga *et al.* (2019) revealed that most youth prefer the motorcycle taxi business because they are interested in self-employment opportunities that offer reliable sources of income and entrepreneurship skills, which could enable them to establish bigger businesses in the future. The same information was reported by Jamal (2014), who found that the majority of motorcycle taxi riders in India and East Africa enter the business for purposes of acquiring

knowledge and entrepreneurship skills that may enable to expand the same business or establish new businesses, for securing their livelihoods.

However, Khanisar (2018) revealed that some youth in Sub-Saharan Africa associate the motorcycle taxi business with undesirable practices that prevail in urban areas. Motorcyclists have been associated with violence and crime, which adversely affect the livelihoods of people in urban areas. As Mannering and Grodsky (1995), revealed, motorcycles taxis have been reported to be the main causers of road accidents and have a high risk of traffic injury and death.

CHAPTER THREE

RESEARCH METHODOLOGIES

3.1 Description of the Study Area

The study was conducted in Morogoro Municipality, which is located in Morogoro Region. The respective Local Government Authority is composed of 17 wards and 150 streets. The study area accommodates people who mostly engage in non-agricultural activities, since urban areas do not have sufficient land size for agricultural activities. Principally, the majority of residents living in Morogoro Municipality are indigenous (Lugulu).

This study selected Morogoro Municipality as the study area, because it hosts a large number of motorcyclists who provide services to thousands of dwellers residing in the respective LGA. Morogoro also serves as a hub to the country, due to three major highways that connect virtually the whole country. Through the services of motorcycle taxis, people in urban areas have been enabled to engage in various productive activities that boost the economy and thus uplift their standards of living.

3.2 Research Approach

Both qualitative and quantitative (mixed) research approaches were used. The combination was adopted to maximize the strength and minimize the limitations of each (Kombo and Tromp, 2006). The qualitative approach is concerned with the subjective assessment of attitudes, opinions and behaviour. It also reveals how people feel or think about a particular subject (Kothari and Garg, 2014). The quantitative approach involves the generation of data in a measurable and quantifiable form, which can be subjected to rigorous quantitative analysis (Kothari, 2004). This enabled the researcher to gather numerical data for detailed explanation of the study.

3.3 Research Design

The study employed a cross-sectional design, which involves interviewing a representative sample of a population at a single point in time. Babies (1973), states that design provides quick results and allows collection of data from groups of different characteristics. Also, it has a high degree of accuracy and precision as it saves time and resources (Masunga, 2014). This study employed the respective research design because it is economical in terms of finance and time. Through this design, the study intended to minimize biasness and maximize reliability of the data collected from the respondents.

3.4 Sampling Procedures

3.4.1 Sampling Unit

The unit of analysis was motorcyclists, who provide transport services to the people dwelling in Morogoro Municipality.

3.4.2 Sampling Size

The sample size was determined through the following Yamane's formula: -

$$n = \frac{N}{1 + N(e)^2}$$

Where;

N = Population size (Total number of individuals in the sampling frame)

e = Acceptable level of precision

n = Sample size

In obtaining the representative sample for motorcyclists and community members, a proportion of 0.07 (precision level of 7%) was used, which indicates medium variability in a population of the respective respondents. This precision level adopted to obtain a more conservative sample size which is relatively larger, especially when the sample population appears to be somewhat heterogeneous.

Sample size for motorcyclists

$$n = \frac{N}{1 + N(e)^2}$$

Where;

N = 13500

e = 7% (0.07)

$$n = \frac{9000}{1 + 9000(0.07)^2}$$

$$184 = \frac{9000}{1 + 9000(0.07)^2}$$

= 184 (medium but representative sample – medium variability)

Table 3.1: Distribution of Respondents in the Selected Wards

Wards	Number of Motorcyclists
Tungi	46
Kingolwira	46
Kasanga	46
Pangawe	46
Total	184

Source: Survey, 2022

3.4.3 Sampling Techniques

This study used different sampling techniques to select respondents who participated in the field survey. The purposive sampling technique was used to select the Commercial Motorcycle Riders (CMR), because they possessed practical experience on motorcycle operations in the study area. The simple random technique was employed to select motorcycle taxi ranks, "*vijiwe*," where the Commercial Motorcycle Riders are found.

The exercise started by identifying the motorcycle taxis known as '*vijiwe*, and then conveniently the motorcycle riders were selected. It was mandatory to apply the convenient method due to the nature of the work; a rider might get a customer and leave the '*kijiwe*' any time conveniently subject to the availability of the customer. This led to the choice of only those motorcyclists who were readily available.

Key informants were selected purposely because they possessed expertise in the research issues being investigated. Such respondents were: - Traffic Police, LATRA officials, LGA officials, Ward Councillors, Street Leaders, Ward Executive Officers and other influential members of the community.

3.5 Data Collection Tools

3.5.1 Primary Data

The study used semi-structured questionnaires, coded with the aid of Kobo toolbox and collected data from the motorcyclists through smart phones. Semi-structured interviews were used to gather information from key informants.

3.5.2 Secondary Data

The study collected secondary information through reports obtained from LATRA, RTOs and LGA officials. Such information supplemented primary data that was collected through the respective tools that have been mentioned in the previous subsection.

3.6 Data Processing and Analysis

Data collected was coded and screened to remove errors before being analysed. Data was analysed using both quantitative and qualitative techniques. Content analysis was adopted to analyse qualitative data. Quantitative data was analysed using Statistical Package for Social Solutions (SPSS version 20), where descriptive and inferential analyses were carried out coherently. The descriptive statistics included frequencies, percentages, means, standard deviation and graphs.

3.7 General Knowledge of Regression of the Double Log Model

The regression of the double log form is just a substitute for a multiple regression model. The multiple regression models are useful in establishing the relative importance of independent variables to the dependent variable. According to Ahmed

(2015), such importance is deduced from standardized regression coefficients, whose magnitudes show how much relative impact the independent variables have on the dependent variable, while the positive signs associated with the coefficients show negative and positive impacts, respectively.

(l) The empirical form of the double log model for the performance of motorcycle riders is given as:

$$\ln(Y_i) = \beta_0 + b_1X_1 + b_2X_2 + b_3X_3 + b_4X_4 + b_5X_5 + b_6X_6 + b_7X_7 + b_8X_8 + b_9X_9 + \varepsilon_i$$

Where:

Y_i = the performance of motorcycle riders, β_0 is a constant term, β_{1-9} are the coefficients need to be estimated and ε_i is the error term

Table 3.2: Definitions of Explanatory Variables for the Double Log Model – Performance of Motorcycle Riders

Variables	Type	Descriptions
Education status	Continuous	Number of years in school
Marital status	Dummy	(1= married; 0= otherwise)
Quality of the motorcycle	Dummy	(1= good; 0= poor)
Training courses on road safety	Continuous	(1= accessible; 0= otherwise)
Capital for investment	Dummy	Amount of money invested in motorcycle business
Social networking	Continuous	Number of people who are connected to the business

Source: Survey, 2022

CHAPTER FOUR

RESULTS AND DISCUSSION

This chapter presents analyses and discusses the findings of the study whose data was generated using a questionnaire survey and interviews conducted in the field. The purpose of data collection was to address objectives for which the study was conducted. The results include primary information that was gathered from the motorcyclists who provide transport services to the residents of Morogoro Municipality, and others who come from other places, as well as additional information from key respondents.

This chapter is divided into three sections. The first section analyses the demographic variables of the respondents, and the second section highlights the daily operations of motorcycle transport services. The third section focuses on highlighting the attitudes of youth towards motorcycle transport, and the last section describes factors affecting the performance of youth in motorcycle operations.

4.1 Socio-Demographic Variables of the Respondents

The questionnaire survey revealed that 100 (54.4%) of the respondents were aged between 25 and 32, whereas 56 (30.4%) were aged between 18 and 24. Only 28(15.2%) of the respondents were over 33 years of age. This implies that the motorcycle transport business has availed an opportunity for youth to participate in accelerating the growth of the national economy, through the transportation services they provide to the public.

Table 4-1 suggests that 180 (97.8%) of the respondents were males, whereas 4 (2.2%) were females. This implies that the respective sub-sector creates employment opportunities for both sexes. This situation is essential for promoting economic empowerment in urban communities and thus ensuring better livelihood status for the beneficiaries, as individuals.

Findings from Table 4.1 reveal that all the respondents who participated in this study were literate. About 97 (52.7%) of the motorcyclists had attained secondary education, whereas 54 (29.3%) of the respondents had attained primary education. Only 10 (5.5%) of them had reached university education level. This observation suggests that education might have played a role in shaping the respective respondents and made them responsible actors in accelerating socio-economic changes through provision of transport services to urban communities.

Table 4.1: Socio-Demographic Characteristics of Respondents

Characteristics		Motorcyclists (n= 184)	
		No	%
Respondent's (Years)	Age 18- 24	56	30.4
	25- 32	100	54.4
	33- 40	28	15.2
Respondent's sex	Male	180	97.8
	Female	4	2.2
Education Status	Primary Education	54	29.3
	Secondary Education	97	52.7
	Tertiary Education	23	12.5
	University Education	10	5.5
Family Size	1-3	76	41.3
	4-6	98	53.2
	>6	12	6.5
Marital Status	Single	90	48.9
	Married	92	50.0
	Divorce	2	1.1
Working' Experience (Years)	1-5	75	40.8
	>6	109	59.2
Type of motorcycle	King lion	10	5.4
	Sinoray	70	38.1
	Haojue	90	48.9
	Sunlg	8	4.3
	Fekon	6	3.2

Source: Field Survey, 2022

Furthermore, the results revealed that 98 (53.2%) of the motorcyclists had from 4 and 6 household members, whereas 76 (41.3%) of them had from 1 and 3 household members. Only 12 (6.5%) of the respondents had more than 6 household members. This signifies that motorcyclists' participation in transportation services does not only benefit them as individuals, but it also supports the livelihoods of people living in their households.

The survey shows that 92 (50%) of the respondents were married, whereas 90 (48.9%) of them were single. About 2 (1.1%) of the respondents were divorced. This observation verifies that the motorcycle taxi business is a legal economic activity, which enables the actors to generate income for securing the livelihoods of their families. Therefore, it is necessary to support this sub-sector because of its significant role in improving the wellbeing of thousands of families in urban Tanzania.

With regards to working experience, the results revealed that most motorcyclists (59.2%) had over 6 years' experience in the operations (field), while the minority 75 (40.8%) had less than 6 years of working experience in the respective industry. This

implies that the majority of respondents have practical experience related to the dynamics of motorcycle transport in urban Tanzania. Such experiences have enabled the study to collect relevant information from them and other associated stakeholders.

Findings from Table 4.1 revealed that 90 (48.9%) of the respondents used the Haojue brand of motorcycles, while 70 (38.1%) of the motorcyclists used Sinoray. The minority were reported to use King Lion, Sunlg and Fekon. Such differences were experienced in the field because of the environmental and socioeconomic forces prevailing in the study area. The majority of motorcyclists in Morogoro Municipality preferred Haojue to other types of motorcycles because of its ability to operate in mountainous areas surrounding the respective municipality. They usually use this type of motorcycle to transport agricultural produce from the place of production (mountainous areas) to the area of consumption (Morogoro Municipality). Others who opted for Sinoray revealed that their decision was based on the affordability of spare parts and its capacity to carry heavy loads, such as charcoal, agricultural produce and other related items.

4.2 The Operationalization of Motorcycle Transport Among the Youth

4.2.1 The Position of the Motorcycle Taxi Business in People's Livelihoods

Findings in Table 4.2 revealed that 135 (73.3%) of the respondents relied on the motorcycle taxi business as a primary source of income, while 49 (26.7%) of them claimed to participate in this business as a secondary source of income.

Table 4.2: Motorcycle as the Main Source of Livelihood (n=184)

Reasons	No	%
Yes	135	73.3
No	49	26.7

Source: Field Survey, 2022

This implies that the motorcycle taxi business involves youth who are employed in other productive sectors, as well as their counterparts who are unemployed. Through face-to-face interviews with police officers, the study identified that the motorcycle taxi business is a legal activity that accommodates youth from both the formal and informal sectors.

During the conversations, one police officer from the Regional Traffic Police reported that, *"It is evident that there are thousands of youths who are employed in formal sectors like farming, public service and petty trading, engaging in this business, perpendicularly for generating or supplementing income for their livelihoods. Also, I have observed a large number of jobless youths who rely on motorcycle business as the primary source of daily income"*.

4.2.2 Motorcycle Taxi Business as an Alternative for Youth's Livelihoods

Findings in Table 4.3 reveals that 18(36.7%) who engaged in the motorcycle taxi business were civil servants from different government departments and agencies. The study found that most of them were primary and secondary school teachers operating in Morogoro Municipality.

Table 4.3: Motorcycle Taxi Business as an Alternative for Youth's Livelihoods (n= 49)

Reasons	No	%
Civil Servant	18	36.7
Farmer	16	32.7
Petty trader	15	30.6

Source: Field Survey, 2022

Furthermore, results in Table 4.3 revealed that 16 (32.7%) of the motorcyclists were farmers who engaged in horticultural production on the outskirts of Morogoro Municipality. Most of them were found in swampy areas like Ngerengere, Mafisa and Mjimpya, where various types of vegetables are produced. Other motorcyclists came from mountainous areas like Mwanzomgumu, Kiroka, Pangawe, Kididimo, Kauzeni and Mzinga. During the face-to-face interviews, one of the leaders of the Motorcyclist's Association reported that, *"The motorcycle taxi business is directly linked to agricultural marketing, that is to say most of the agriculture peasantry use motorcycles both for transporting their goods and transporting their fellow farmer's goods for business in return"*.

It was also observed that the motorcycle taxi business is supplemented by petty traders, as the results indicated that 15(30.6%) of the respondents who engaged in the motorcycle taxi business were also petty traders, who engaged in the business as an extra income generating activity. The study observed that most of the petty traders who engaged in the motorcycle taxi business were street food vendors, charcoal vendors and second-hand clothes retailers (See Plate 4.1).

Plate 4.1: Motorcycles Used by Food Vendors in Town



Source: Field Survey, 2022

4.2.2 Reasons for Choosing Motorcyclists' Centres

The study intended to assess daily operations being undertaken by motorcyclists in Morogoro Municipality. Through face-to-face interviews with the Chairperson of the Motorcyclists' Association, the study was informed that the municipality had 700 centres for motorcyclists. However, this study selected four major centres which accommodate more than 300 motorcyclists.

Through face-to-face interviews with the respondents, the study intended to know the reasons for choosing particular centres for daily operations. Results in Table 4.4 revealed that 107(58.1%) of the respondents reported that they selected centres based on the business environment, as shown in Plate 4.1. They revealed that motorcyclists opted for centres which were known to have good business environments. Key informants reported that motorcyclists select centres where their customers were likely to be found. Some of them are close to markets, trading centres, residential areas and places of worship.

Table 4.4: Reasons for Choosing a Particular Centre for Daily Operations (n=184)

Reasons	No	%
Good centre for business	107	58.1
No access with ' <i>daladala</i> ' to the interior	65	35.3
Strategy of escaping motorcyclists with efficient skills in riding	7	3.8
Plan of the respective motorcycle associations	5	2.8

Source: Field Survey, 2022

About 65(35.3%) of the motorcyclists revealed that they selected centres where there were inadequate optional transport facilities and routes. In such places, the

motorcyclists manage to make profits because they provide services to a large number of people who do not have viable alternatives. Through observation, the study identified some motorcyclists within conditions, which were mostly found in the peri-urban areas namely, Pangawe, Kasanga and Kingolwira.

Findings in Table 4.4 revealed that 7(3.8%) of the respondents reported that they chose centres in isolated areas as a strategy to avoid competition from motorcyclists with more proficient riding skills. However, some experienced motorcyclists reported that most of those operating in such isolated centres were new motorcyclists who lacked experiences in the field. By choosing such uncompetitive centres, they get an opportunity to learn and gain experience before they move to the bigger and more profitable centres for competition with their colleagues.

Plate 4.2: Taxi Motorcyclists Waiting for Passengers



Source: Field Survey, 2022

4.2.2 Gender Basis Among Customers

The survey shows that motorcyclists provide transport services to both male and female passengers. Findings in Table 4.5 revealed that 115(62.5%) reported to have more women as passengers, as opposed to others 69(37.5%) who reported men as their main customers. This implies that women use motorcycle taxis more than men, for both personal and business purposes.

Table 4.5: Customers on Gender Basis (n= 184)

Gender	No	%
Males	69	37.5
Females	115	62.5

Source: Field Survey, 2022

Through face-to-face interviews with key informants from the Motorcyclists' Association, it was revealed that gender disparity in accessing transport services from the motorcyclists came into being because women perceived the motorcycle mode of transport as the most convenient one due to its affordability and flexibility, resulting an increase in mobility of women entrepreneurs in the respective municipality. Similarly, Hole *et al.* (2008), reported on the imperative role of the motorcycle mode of transport in promoting business progress among women, as the main users of in India.

One of the leaders of the Motorcyclists 'Association shared the following:

Morogoro Municipality accommodates a large number of women who mostly participate in the economy as entrepreneurs. Most of them use motorcycle the mode of transport to move from one place to another for business purposes. As a result, most of them have experienced progress in business as they experience positive changes in their livelihoods.

One of the beneficiaries of the motorcycle taxi business pointed out that: -

The presence of motorcycle transport services has enabled women and men entrepreneurs to undertake their activities smoothly and coherently for the sake of securing people's livelihoods. This mode of transport offers convenient services to the entrepreneurs, and it remains cheaper and more affordable to customers.

4.2.3 High Time for Customers on a Daily Basis

Motorcyclists informed the study on the high time for customers on a daily basis. Most of the service providers 95(51.7 %) reported that high time for customers started from 16:00HRS to 18:00HRS, whereas 50(27.2%) of them indicated that high time for customers started from 16:00HRS to 19:00HRS (Table 4.6).

Key informants reported in the early hours. Majority of customers were entrepreneurs who engaged in buying and selling dairy products, agricultural produce and other such goods. They use motorcycle transport to ghetto the main markets to procure goods and sell them to the relevant customers in smaller markets, which mostly operate on the outskirts. Furthermore, the respondents reported that in the late hours, the motorcyclists pick up entrepreneurs and civil servants from the centre of the municipality and transport them to residential areas. It is the time when the service providers generate most of their income and ensure the safety of their passengers.

Table 4.6: High Time for Customers on a Daily Basis (n=184)

Time in Hours	No	%
00 – 03 Hrs	8	4.3
04 – 06 Hrs	95	51.7
07 – 09 Hrs	7	3.8
10 – 12 Hrs	5	2.7
13 – 15 Hrs	10	5.5
16 – 19 Hrs	50	27.2
20 – 23 Hrs	9	4.8

Source: Field Survey, 2022

The respondents reported that in the afternoon the number of passengers drops because most of the people remain in their working stations. At this time, the main customers were students and pupils, who usually travel either from their residential areas to schools and vice versa.

Through face-to-face interviews with the key informants, the study identified the necessity for motorcyclists to abide by rules and regulations to operate smoothly, for the common good. Conversely, the responsible authorities need to develop strategies to provide institutional support to the motorcyclists, to create favourable environment for them to act rationally and support the livelihoods of those living in urban areas, who are the main customers of these services.

4.2.4 High Time for Customers on a Weekly Basis

The motorcyclists were also asked on the high time for customers on a weekly basis. Most of the motorcyclists 93(50.6%) reported that high time for customers was from Thursday to Sunday, whereas 48(26.1 %) of them reported that high time for customers was Monday to Wednesday. Only 43(23.3%) of them indicated that high time for customers was from Monday to Sunday (Table 4.7).

Table 4.7: High Time for Customers on a Weekly Basis (n=184)

Days	No	%
All the time	43	23.3
Monday to Wednesday	48	26.1
Thursday to Sunday	93	50.6

Source: Field Survey, 2022

Through interviews with Local Government officials, the study was informed that business activities that are undertaken in the centre of Morogoro Municipality from Thursday to Sunday encourage thousands of people to move from the outskirts to the centre for either business or consumption purposes.

One respondent from the study area reported:

Business activities that are undertaken at Kikundi and Sabasaba Markets on Saturdays and Sundays, respectively, attract thousands of people from the peri-urban areas who come and procure different kinds of foods, shelter and clothes for improving their livelihoods. This enables the motorcyclists to provide services to people who travel from peri-urban areas to the markets and then back, in a timely manner. Such movement enables the motorcyclists to generate income and their passengers to access desirable goods for securing their livelihoods.

Another respondent said:

The presence of motorcyclists in Morogoro Municipality has enabled marginalized people to move smoothly from one place to another. It has also enabled entrepreneurs to access profitable markets in a timely manner and thus generate income to support their livelihoods. Over and above that, the ordinary residents of Morogoro Municipality are enabled to access services from the markets/service providers for the sake of improving their wellbeing. This implies that the motorcycle transport business plays multiple roles in promoting business activities across sectors and improving the livelihoods of people living in urban areas.

Similar observations from Kangale (2017) revealed that the increasing growth in the number of motorcycles has helped solve the mobility needs of many urban dwellers in the light of inadequate public transport systems and poor road conditions. In addition, Howe (2010), reported on the unique contributions of the motorcycle transport business in improving the performance of agricultural and non-agricultural activities in urban areas and supporting the livelihoods of those living in urban areas, by providing them access to goods and services from reliable markets, within the municipalities and cities.

4.2.5 High Time for Customers on a Weekly Basis

Through face-to-face interviews with the leaders of the Motorcyclists' Association in Morogoro Municipality, the motorcycle taxi business operates under four types of ownership. 97(52.7%) of the respondents reported that they were in the 'self-owned under contractual agreement' category. About 56(30.6%) of the respondents revealed that they were in the self-owned under contractual agreement, special' category. Only 11(5.9 %) of the motorcyclists reported to be the actual, outright owners of the motorcycles they operated (Table 4.8).

Table 4.8: Types of Ownership in the Motorcycle Taxi Business (n=184)

Ownership	No	%
Self-owned	11	5.9
From relative	20	10.8
Self-owned under contractual agreement	97	52.7
Self-owned under contractual agreement special	56	30.6

Source: Field Survey, 2022

Key informants reported that most of the motorcyclists do not own motorcycles; rather they operate under contractual agreements with the actual owners. These actors operate under the guidance of the owners and the incomes generated from such activities are shared between the owner and the rider. Those who operate under special contractual agreements are availed the possibility of becoming owners upon fulfilling certain requirements of the owner.

One of the respondents who operate under a contractual agreement shared the following:

I have been working with my boss for three years. When I generate income, I am required to share it with my boss and not otherwise. This situation has created a sense of responsibility in my mind as I continue to act for the betterment of all.

Another respondent who operates under special contractual agreements shared the following:

I have been working with the owner of this motorcycle for one year. The existing contract compels me to generate as much income as I can as a means of repaying funds used for the procurement of the motorcycle. Once repayment is complete, the motorcycle will become my property.

Some respondents reported that most of the current owners of motorcycles were themselves previously under a special contractual agreement. They have become owners after fulfilling the conditions that were stipulated in the contractual agreement. This implies that some motorcyclists, who are currently under special contractual agreements, will become owners of the motorcycles upon fulfilling conditions that were set during the contractual period.

4.2.6 Daily Income Earned by Motorcyclists for Contractual Agreement - Special

Through face-to-face interviews with motorcyclists who operate under contractual agreement - special, the study identified that the daily income earned by the respective respondents ranged from TZS20, 000-TZS 25,000. As Table 4.9 illustrates, most of the respondents reported that they earned TZS 25,000 per day (46.4 %), whereas 24(42.8 %) of them reported earning TZS 23,000. Only 6(10.8%) of the respondents revealed that their average daily income as TZS 20,000. Moreover, it was revealed that another source of income accrued from the motorcycle was the monthly earnings from transporting primary school students (Table 4.9). In many parts of the Morogoro urban areas, motorcycles are used as de facto school buses. Income generated through this usage ranges from TZS 90,000 to TZS 200,000/- TZS per month, depending on whether one has a single or double route in a day. One of the motorcycle users had this to say, "The motorcycle taxi business also can transport students from their homes to school and vice versa. Typically, a motorcycle will carry a maximum of 3 pupils on one route. It is said that the price for this ranges from TZS 30,000 to TZS 50,000 per pupil, per month".

Table 4.9: Daily Income Generated Under Contractual Agreement - Special (n=56)

Income for Owners of Motorcycles	No	%
TZS 25,000	26	46.4
TZS 23,000	24	42.8
TZS 20,000	6	10.8

Source: Field Survey, 2022

However, the study was found that the indicated income was shared by the motorcyclists and the owners of the motorcycles. Typically, the owner of the motorcycle takes TZS 10,000 from the total amount of money earned per day. This implies that the motorcyclists have to make sure the owners get the indicated income every day, until such time as the contract comes to an end.

Owners of the motorcycles reported that contracts with motorcyclists ranged from one year to one and a half years. Motorcyclists who act in accordance with the contracts and fulfil all the required conditions become owners at the end of the contractual period. This modality is beneficial to the motorcyclists because it increases commitment and makes them more responsible and accountable to their profession. It was noted that some contracts are signed formally and others informally. That means some contracts involve lawyers and other were based on goodwill and mutual trust and understanding.

4.2.7 Daily Income Earned by Motorcyclists Through Contractual Agreement

Respondents who operate under a normal contractual agreement reported that their average daily income generated from the motorcycle taxi business ranged from TZS 20,000 to TZS 25,000. About 55(56.7%) of the motorcyclists revealed that they earned an average of TZS 25,000, whereas 30(31%) of them reported that they earned TZS 23,000 per day. The minority 12(12.3%) reported earning an average of TZS 20,000 per day (Table 4.10).

Table 4.10: Daily Income Generated Under Contractual Agreement (n=97)

Income for the Owners of Motorcycle	No	%
TZS 25,000	55	56.7
TZS 23,000	30	31.0
TZS 20,000	12	12.3

Source: Field Survey, 2022

The study identified that the owners of the motorcycles who operate under this modality got TZS 7,000 per day from the motorcyclists. It is different from the previous modality, which enables the motorcyclists to earn TZS 10,000 per day. This implies that the motorcyclists who operated under contractual agreement-special, earned more income than their counterparts who operated under contractual agreement-normal. On the same note, the findings imply that motorcyclists who operated under both modalities experience positive changes in their livelihoods through generating income

on a daily basis. Such financial resources have enabled them to access socioeconomic services and engage in various forms of investments. As Kumar (2011) reported, the motorcycle mode of transport provides socioeconomic benefits that result in positive multiplier effects, such as higher income, better accessibility to markets, employment and additional investments.

4.2.8 Capacity Building Programmes for Motorcyclists

The study findings revealed that motorcyclists accessed training on road safety from different trainers, both formal and informal. About 66(35.9%) of the respondents admitted that they accessed training on road safety from their 'vijiwe' through their fellow 'bodaboda' riders, who are well experience on the respective work, whereas 40(21.7%) of motorcyclists reported that they accessed training from private, non-VETA colleges. Furthermore, the results revealed that 38(20.7 %) of motorcyclists reported that they accessed trainings that were prepared by the Police and Non-Governmental Organizations, whereas 22 (11.9 %) of motorcyclists got their 'training' from the streets, which translates to even more informal than what they would get from their 'vijiwe' (Table 4.11).

Table 4.11: Initiators for Providing Training to Motorcyclists (n=184)

Trainers	No	%
Kijiweni (<i>centres of bodaboda</i>)	66	35.9
Personal initiatives (informal)	22	11.9
VETA	18	9.8
Driving schools (non-VETA colleges)	40	21.7
A certain organization's initiatives (police, NGOs)	38	20.7

Source: Field Survey, 2022

From the obtained findings, it is evident that Morogoro Municipality accommodates a large number of motorcyclists who are either not trained or trained informally. As a result, some of them have been causing accidents due to a lack of professionalism and non-adherence to road safety rules and regulations, in undertaking their daily tasks. Through face-to-face interviews with police officers, it was revealed that compliance with fiscal and safety regulations among motorcyclists is very low. Majority of the motorcyclists operate without insurance, a driver's license and payment of the required vehicle tax. Also, many of them do not wear or provide helmets, thus increasing the risk of serious injury to themselves and their passengers in the event of an accident (Plate 4.3).

Plate 4.3: One of the Centres That Allow Bodaboda Parking at Kingalu Market in Morogoro



Source: Survey, 2022

One of the police officers who participated in the study as a key informant shared the following:

The Government of Tanzania, in collaboration with other stakeholders has developed a motorcycle riders training curriculum as a strategy to incorporate legitimate safety concerns for reducing deaths and injury among motorcyclists, passengers and other users of public roads. However, there has been a gap in the implementation of such strategies due to the absence of proper planning and inadequate resources. This situation has forced majority of the motorcyclists to develop their own means to deal with existing challenges. One of them is the provision of informal training at 'bodaboda' centres and other personal initiatives that are undertaken to acquire such skills from informal trainers.

The same findings were reported by LATRA, one of the government agencies that have been mandated to regulate transport facilities in the land. According to one of the key informants, LATRA focuses on improving supply of transport services; transforming urban transport provision; increasing efficiency in provision of regulated transport services; promoting regulated transport subsectors; as well as enhancing competition and capacity regulated services. Furthermore, this has created an opportunity for lawbreakers to prevail by committing offences and infractions, creating difficulties for the Police to enforce relevant laws. Through face-to-face interviews with some motorcyclists, it was revealed that the responsible public authorities lacked the necessary resources to accommodate large numbers of motorcyclists in capacity building programmes that had been undertaken in Morogoro Municipality. This

situation has left many motorcycle riders out of the cycle with no support from the government.

One of the motorcyclists said:

The Government of Tanzania has shown goodwill in supporting the livelihoods of motorcyclists by formulating safety regulations for reducing accidents and deaths for the riders and passengers. However, such regulations are not known to the motorcyclists because of the institutional barriers in accessing training through capacity building programmes prepared by VETA, the Police and other related institutions.

Based on these findings, it is therefore necessary for the responsible ministries to allocate sufficient resources for undertaking capacity building sessions for motorcyclists, passengers and other stakeholders who have the duty to protect themselves, their properties and existing infrastructure. Similar findings from Starkey (2016) revealed that the best way to implement capacity building programmes is to strengthen motorcycle associations operating in areas overseen by Local Government Authorities. Such associations can be helped to develop internal mechanisms that would guide their members in better execution of their daily operations, as well as cooperate with the appropriate authorities in designing capacity building sessions in different centres, where the motorcyclists can be easily reached or accessed.

4.2.9 Membership of Motorcyclists and Their Existing Associations

The survey depicted that most of motorcyclists 154 (83.7%) possessed membership, while 30(16.3 %) of them did not possess membership of any association. This implies that the majority of motorcyclists are members of recognized associations. This situation prevails because most motorcycle riders are aware of the benefits that come with being members of motorcycle associations (Table 4.12).

Table 4.12: Membership Among Motorcyclists (n= 184)

Possession of Membership	No	%
Yes	154	83.7
No	30	16.3

Source: Field Survey, 2022

The leaders of motorcycle associations who participated in the study as key informants reported that the majority of motorcyclists possess membership of various associations, because they have practical experiences of the socioeconomic benefits that are availed to them through such associations. Some of these benefits include provision of safety and training courses, social networks and financial resources mobilization (*Mpeano/Upatu/Vicoba*) which are instrumental in securing people's livelihoods.

One of the leaders of the Motorcyclists 'Association in Morogoro Municipality argued: *Ten years ago, it was difficult to convince motorcyclists to join and operate under the recognized association. Their willingness to join the respective association came into being when they realized the unique contributions of the association in securing their livelihoods. Apart from social networking, the existing association enables its members to access various information on employment opportunities, financial support and capacity building sessions that are undertaken in collaboration with different stakeholders.*

Similar observations were reported by one of the members of the Motorcyclists 'Association in Morogoro Municipality who argued that:

The existence of the Motorcyclists 'Association enables us as members to see positive changes in our livelihoods. The association remains as the platform for us to share experiences and information on employment, investments and other socioeconomic benefits. Also, it is a space that enables us to access training courses, build social networks and mobilize financial resources for re-investment (Mpeano).

It was noted, however, that despite having the association, many were registered but few were full participants. The active participants were those who are within town centre and well formalized areas like Soko Kuu, Hiace Stand and Msamvu Bus Terminal. Those in peripheral areas like Tungi, Pangawe, Mkundi and Kihonda were not fully active participants in the association.

4.2.10 Membership of Motorcyclists in Other Institutions

The study intended to know whether the motorcycle riders possessed membership to other institutions, other than the Motorcyclists 'Association, which was the dominant one. The findings in Table 4.11 indicate that 91 (49.4%) of the respondents reported that they possessed membership in social-based associations (Table 4.13). The respective associations were formed based on geographical location, tribe, friendship and club affiliations. It was revealed that such membership enabled the members to access social and material support on issues related to marriage, funeral, sickness and other related social events.

Table 4.13: Types of Associations for Motorcyclists (n=184)

Associations	No	%
Health Insurance Based Institutions	39	21.2
Financial Based Groups	54	29.4
Social Based Associations	91	49.4

Source: Field Survey, 2022

About 54 (29.4 %) of the respondents reported possessing membership to finance-based groups. Such informal institutions have enabled their members to mobilize accessible financial resources, access loans with low interest and other related services

for the sake of promoting investments in agricultural and non-agricultural sectors, improving human development, shelter facilities as well as other livelihood benefits. Such findings are supported by Milanzi (2018), who revealed the significant role being played by these financial groups, in promoting investments in socioeconomic sectors among lower income earners in urban communities.

Furthermore, results depicted that 39 (21.2 %) of the motorcyclists reported that they possessed membership in health insurance institutions. This implies that few motorcycle riders are aware of the necessity of possessing health insurance, while the majority is not aware on the importance of having such insurance cover. This situation prevails due to lack of education on issues related to health insurance among motorcycle riders in Morogoro Municipality.

4.2.11 Motorcyclist as Urban Sources and Catalysts of Information

Commercial motorcyclists were found to be an important resource for the sourcing of different information in Morogoro Town. Their passengers and the general public get information about lodges, hotels, houses for rent and location of destiny for strangers. This has played a significant role in increasing people’s usage of this mode of transportation. One of the leaders of the Motorcyclists ‘Association said, *“Doing ‘bodaboda’ business, one has to have a clear understanding of every occasion and place, and generally be updated on what’s happening in the town, daily. I mean everything should be at your fingertips. This will help you to operate smoothly. Our customers think and perceive that we know every location and happenings of the town”*.

4.3 Attitudes of Youth Towards Motorcycle Operations in Urban Areas

The study aimed at knowing the attitudes of Commercial Motorcycle Youth Riders (CMYR), looking at the different aspects during their operations. It specifically based on self-reporting measures on the opportunities and threats in the motorcycle taxi subsector. About eight statements as shown in Table 4.14 were used in measuring the acceptance and rejection levels among CMYR.

Table 4.14: Respondents ‘Attitude Towards Motorcycle Transport (n=184)

Attitudinal statements	Disagree	Neutral	Agree
Motorcycle transport has widened employment opportunities for the youth	18 (9.8)	32 (17.4)	134 (72.8)
Motorcycle transport has made easy for the transportation sector in the urban communities	15 (8.2)	25 (13.5)	144 (78.3)
Motorcycle transport has boosted productive sectors in the urban communities	12 (6.5)	15 (8.2)	157 (85.3)
Motorcycle transport has attracted foreign companies to bring new technologies in the urban communities	18 (9.8)	35 (19.1)	131 (71.1)
Motorcycle transport has improved the wellbeing of families in the urban communities	26 (14.1)	30 (16.4)	128 (69.5)
Motorcycle transport has contributed to the increase of crimes in the urban communities	55 (30)	10 (5)	119 (65)
Motorcycle transport has increased the rate of road accidents in	32 (17.4)	38 (20.7)	114

the urban communities			(61.9)
Motorcycle transport has increased the rate of teenage pregnancy in the urban communities	42 (22.8)	48 (26.1)	94 (51.1)

NB: Numbers in Brackets indicate percentage

Source: Field survey, 2022

4.3.1 Motorcycle Transport Has Widened Employment Opportunities for the Youth

The study aimed at to understand whether the Commercial Motorcycle Industry (CMI) has widened employment opportunities for the youth or not. The results stipulate, as shown in Table 4.14, that 134 (72.8%) agreed, while 32 (17.4%) were neutral and 18 (9.8%) disagreed. This result shows a positive perception increase regarding employment opportunities in this sector.

4.3.2 Motorcycle Transport Has Eased the Transportation Sector in Urban Communities

On the aspect on whether CMI has eased the transportation sector in urban communities, 144(78.3%) agreed that there was greater smoothness in the transportation sector in urban areas, while 25(13.5%) were neutral and 15(8.2%) disagreed (Table 4.14). It was explained that Morogoro Municipality and its outlying environs, have some difficult to reach areas because geographically, 25% of the land is hilly and mountainous, and consequently other means of transportation cannot easily access these areas, but motorcycles can. Also, because of the state of existing infrastructure, there are places which are not easily reachable by either public transport or heavy trucks, for purposes of transporting agricultural goods. This is because of the nature of the terrain, which is too mountainous for heavy trucks to access. These places were mentioned as Mwanzo Mgumu, Mlimani, Kididimo and Lukuyu.

4.3.3 Motorcycle Transport Has Boosted Productive Sectors in Urban Communities

About 157(85.3%) of the respondents agreed that the motorcycle transport business has boosted productive sectors in urban communities. Other results are 15(8.2%) for neutral and 12(6.5%) disagreed (Table 4.14). The productive sectors which are said to be boosted are transportation of agricultural goods, such as bananas, maize, yams, avocados etc. Others include charcoal, livestock for meat production and street vendors. It was noted that some motorcyclists also sell agricultural goods like fruits, vegetables, maize and cassava, using a door-to-door approach (See Plate 4.4).

Plate 4.4: The Motorcycle as a Carrier of Goods



Source: Radio One, 2018

4.3.4 Motorcycle Transport Has Attracted Foreign Companies to Bring New Technologies to Urban Communities

Another statement, whether the motorcycle transport has attracted foreign companies to bring new technologies to urban communities. The results show 131 (71.1%) agreed, while 35 (19.1%) were neutral and 18 (9.8%) disagreed. The statement had a high positive perception, with 71.1% saying that they agreed on the importation of new technology and new look of motorcycle according to the needs of the specific area, Morogoro. It was noted that some well-known motorcycle manufacturers like Haogue, have motorcycle assembling facility, adjacent to Station Road. These kinds of motorcycles are said to have the ability to climb smoothly to places of higher altitudes, as seen on Plate 4.5. Other motorcycles have been modified and fitted with umbrellas, for protection from rainfall. Modifications and new technologies are continuing, subject to the dynamic of the urban environmental setup.

Plate 4.5: The motorcycle assembly and sales (HAOJUE) in Morogoro Town



Source: Field Survey, 2022

4.3.5 Motorcycle Transport Has Improved the Wellbeing of Families in Urban Communities

On the statement regarding whether the motorcycle transport business has improved the wellbeing of families in urban communities, results showed that 128 (69.5%) agreed with the statement. Other results were 30 (16.4%) for neutral and 26 (14.1%) disagreed. Most CMR use their incomes for food purchases, paying house rent, paying remittances and school fees for their children. However, reports from key informants revealed that some are marrying more wives and spending money on extramarital affairs.

4.3.6 Motorcycle Transport Has Contributed to the Increase of Crime in Urban Communities

The statement aimed at understanding whether there has been an increase in crime, be it incidents perpetrated against CMR or those that are facilitated or committed by motorcyclists, as the offenders. The results say that 119(65%) of respondents agreed with the statement, 55(30%) disagreed and 10(5%) were neutral. Most reported incidents of crime related to CMI in Morogoro Municipality were motorcycle theft, armed robbery, assault, stealing from the person etc. Apart from the motorcyclists themselves being the victims of the crimes, it was also noted that some of them tend to take advantage of the flexibility and manoeuvrability nature of motorcycles, to commit offences.

4.3.7 Motorcycle Transport Has Increased the Rate of Road Accidents in Urban Areas

On the issue of the increase of road accidents, reactions revealed that out of 184 respondents, 114(61.9%) agreed, 38(20.7%) were neutral and 32(17.4%) disagreed. It was discovered that these areas are riddled with high numbers of road accidents. The Morogoro Referral Hospital has a special ward nicknamed 'Bodaboda', whereby majority of the causalities are from CMI. However, some of respondents revealed that due to the regular trainings CMR are receiving from the Police and NGOs; the situation has gotten slightly better, compared to what it was in the past. The challenge, they said, is that car drivers do not respect them on the highways, which increases the possibility of accidents.

4.3.8 Motorcycle Transport Has Increased the Rate of Early Pregnancy in Urban Communities

When it was inquired whether the motorcycle transport business has increased the rate of early or school pregnancies in urban communities, the result show that 94(51.1%) agreed, 42 (22.8%) disagreed and 48(26.1%) were neutral. It was noted that this demographic, of which the greater percentage are youth under 25, tend to be less responsible. Consequently, they tend to initiate sexual relationships with schoolgirls, who succumb to the allure of free rides to school or other entertainment. As a result, most of schoolgirl pregnancies in those areas are believed to be caused by CMR.

4.4 Socio-Economic Factors Affecting the Performance of the Motorcycle Taxi Business Among the Youth in Morogoro Municipality

The regression of double log model was employed to estimate factors affecting the performance of motorcycle taxi business in Morogoro Municipality. The results reveal that training on road safety was statistically significant, implying it has a positive influence on the good performance of motorcycle riders. Motorcycle riders who have undergone training on road safety tend to perform better and be more accountable to their profession, is-à-vis those who have not undergone training. Such findings were supported by Kumar (2011), who reported that provision of trainings on road safety can make motorcycle riders accountable to their profession and thus reduce the number of accidents, and the severity of injuries for road users.

Table 4.15: Factors Affecting the Performance of Motorcycle Riders

Variables	Definition of exogenous variables	OLS estimates (Double log model) (SD)
Intercept		-0.03 ^{NS} (0.18)
Education Status	Number of years in schooling	-1.44 ^{NS} (2.02)
Marital Status	(1= married ;0= otherwise)	0.45 ^{NS} (0.32)
Quality of the motorcycle	(1= good; 0= poor)	0.64* (0.36)
Training courses on road safety	(1=accessible; 0=otherwise)	0.43*** (0.05)
Capital for investment	Amount of money invested in motorcycle business	2.15** (1.05)

Social networking	Number of people who are connected to the business	0.54** (0.02)
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Note: Where, *, ** and *** represent level of significance at < 10, < 5 and < 1 percent, respectively. NS is indicating non-significant parameters. SD represents the standard deviation of given variables.

Source: Survey, 2022

Findings in Table 4.15 revealed that capital was statistically significant, implying its positive influence in determining the performance of the motorcycle business among the youth. The presence of capital enables motorcyclists to procure genuine spare parts, access mechanical services from skilled personnel and cover other operational costs accordingly. This situation can guarantee them to work more smoothly and earn their living sustainable manner. As Owour (2013) reported, financial stability is essential for promoting the motorcycle business in urban communities. The motorcyclists need financial resources to run their businesses efficiently.

Social networking was statistically significant at 5%, implying its positive contribution towards the performance of the motorcycle business among the youth. Through social connections, motorcyclists can broaden their access to potential customers, service providers and others who are in some way linked to their businesses. Such human resources are essential in boosting productivity and generating income. This corroborates the previous study by Arosanyin (2010), who found that social connections play significant roles in extending the scope of the motorcycle business among the youth in urban areas.

Table 4.15 illustrates that quality of the motorcycle was reported to be statistically significant, implying its positive influence in determining the performance of the motorcycle business among the youth in the study area. The presence of quality motorcycles that are appropriately matched with the physical and environmental conditions of the study area ensures sustainability of the services being offered to the customers. It also minimizes operational costs and enhances productivity.

CHAPTER FIVE

CONCLUSION AND RECCOMENDATIONS

5.1 Introduction

This chapter presents a summary, conclusion and ultimately, recommendations of the study. The recommendations are for future interventions aimed at improving the performance of the motorcycle subsector, which remains the source of livelihood for millions of youths in the country. Such recommendations are anticipated to be useful to the responsible institutions for purposes of improving the performance of the motorcycle taxi business, which plays an integral role in promoting socioeconomic development in Tanzania.

5.2 Conclusion

In conclusion, the study focused on three specific goals based on the operationalization, attitude and factors affecting performance. It is our position that the study successfully accomplished the objectives.

On the operationalization aspect, the study revealed that despite the motorcyclists being based in the strategic areas for their businesses, they have no single occupation in which they are engaged for their daily income. It was further noted that, the Haojue brand of motorcycle was very popular in area, due to its efficiency, especially in mountainous areas. Participation of youths in the motorcycle taxi business has brought with it multiple effects on urban communities. On the positive side, the motorcycle taxi business has played a role in promoting the development of agricultural and non-agricultural sectors, by linking entrepreneurs with profitable markets that are scattered in different parts of the municipality. Also, it has been noted that most of the operators are male, but in most cases, passengers are female.

On highlighting the peak time for customers, the results have shown the lion share to be on Friday to Sunday as the most profitable days in the week and 04:00 to 08:00hrs as the most efficient times in the day. This type of employment for the youth, which has not only played a significant role as an urban information sharing centre (e.g., getting information on places, rooms and house rent etc.) is also linked as a student shutter services in town. Regarding capacity building, most of the motorcyclists receive informal trainings to accomplish help conduct their businesses, however, they also receive refresher trainings from the Police, VETA and NGOs. The Motorcyclists Association, as another tool for capacity building, is helpful for purposes of coordination with the government, motorcyclists and the majority at large. However, it seems to work well at the centre of the city rather than in the peripheral areas. This has brought about poor coordination, which has in turn led to some motorcyclists being used as commercial entities by some companies, with the motorcyclists receiving inequitable compensation.

The attitudes of the motorcyclists had also something to contribute to this study, whereby most of the respondents (75.4%) agreed with the increment of youth employment opportunities, as well as easing the transportation and productive sectors in urban communities. Also, it has said to attract foreign companies to bring new technologies and help improve the welfare of families. However, 59.3% also agreed that this sector, upon which many of the youths in town depend, has also brought with it about chaos, such as the increase of crime and other illegal activities associated with it, such as an increase in teen and school pregnancies. The increased rate of road accidents has also been highlighted as an issue arising from this subsector that is strongly established in the country that cannot be tolerated. This situation prevails because some of the motorcycle riders lack skills and ethics that could make them more accountable to their profession. Also, such challenges are attributed to inadequate resources among the responsible institutions that limit their scope of operations towards improving the performance of the motorcycle taxi business in the country.

Through double log model, the study established that training on road safety, capital for investment, quality of motorcycles and social networks have positive influences on the performance of the motorcycle taxi business among the youth in the study area.

5.3 Recommendations

Based on the study findings and conclusion, the following are the recommendations:

- The Government, through the Ministry of Home Affairs and Local Government Authorities, should invest more in capacity building among motorcyclists, by enhancing their skills through training and creating a conducive working environment for boosting efficiency in their daily operations.
- It is necessary for the Government to strengthen Commercial Motorcyclists 'Associations so that they can operate from the ward to national levels. With this system, it will be easy for the responsible authorities to work closely with motorcycle riders and coordinate capacity building programmes from the grassroots level. This is fuelled by ensuring proper capacity building, which is inclusive to different stakeholders, including Faith Based Organisation (FBO), NGOs, parent's associations and schoolteacher's forums.
- It is also necessary for the Commercial Motorcyclists 'Associations to develop internal mechanisms to identify motorcyclists who engage in crimes and thus report them to the responsible public authorities for further legal action. Institutional cooperation between the respective agencies could reduce the rate of crime in urban communities. Also, they should establish a good, well registered network of all centres, "*vijiwe*," even those which are peripheral in nature, to build stronger community. It was also discovered that some motorcyclists were engaged by companies for advertising purposes and other activities, without notifying and seeking the approval of the association.

- The Government of Tanzania should work closely with financial institutions which show interest in supporting motorcycle riders who have plans to invest in the motorcycle taxi business. This intervention should be associated with capacity building programmes on financial management and investments.
- For the motorcyclists, they should be act with due caution (such as contacting or consulting professional lawyers) when negotiating contractual agreements they enter with owners. Also, they should abide to rules and regulations and approach their business with the appropriate levels of professionalism and compliance.

5.4 Suggestions for Further Studies

Specific areas which need special attention for researchers include:

- The Motorcycle Taxi Business, Youths and Crime in Urban Tanzania
- Challenges Facing motorcyclists Associations in Undertaking Their Daily Operations
- Financial Empowerment of the Commercial Motorcycle Business in Tanzania
- Perceptions of Rural Communities Towards the Motorcycle Taxi Business.
- Efficacy of Laws and Regulations in the Motorcycle Transport Business in Tanzania
- Perceptions of Motorcyclists Towards Motorcycle Transport in Tanzania

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APPENDICES

Appendix 1: Interview guide for the CMR

Motorcycle transport and youth Employment

Dear respondent, I aminvolved in the research team. We are doing a survey on the title named, Motorcycle Transport and its influence in promoting Youth Employment in Urban Tanzania: A Case of Morogoro Municipality. This work is funded by REPOA as a capacity building program for the junior researchers. The questionnaire is being prepared to get your inputs on the said research theme. If it is ok with you, I assure you that all answers given will remain confidential and will only be used for this study. I will be compiling a report which will enclose the information without any reference to individuals. Your contribution is highly appreciated. With the aforementioned information, I would like to get your consent, if it okays to proceed. *(Dear Enumerator read for the respondents)*

1. Do you agree to proceed?
 - Yes
 - No
2. Gender?
 - Male
 - Female
3. What is your Age group?
 - 18 – 24
 - 25 – 32
 - 32 – 40
4. What is your academic qualification?
 - Primary education
 - Secondary education
 - Tertiary education
 - University Education
5. Work experience of the respondents
 - 1 – 5
 - > 6
6. What is your household size?
 - 1 – 3
 - 4 – 6
 - > 6
7. What is your marital status?
 - Single
 - Married
 - Divorce
8. Type of Motorcycle

- Kinglion
 - Sinoray
 - Haojue
 - Sunlg
 - Fekon
9. Do you consider your motorcycle as follows?
- best quality
 - poor quality
10. Do you take Motorcycle business as the primary income?
- Yes
 - No
11. If No, what is your primary income generating source?
- Civil servant
 - Faming
 - Other businesses
 - Other..... (specify)
12. Why choosing this particular motorcycle?
- Good carrying capacity
 - Works well in mountainous area
 - facilitate good speed
 - Cheaper and affordable
 - famous in town
 - has good accessibility to loan
13. Why choosing this particular site for your operations?
- It is the centre for my business
 - No access of Daladala to the interior
 - Strategy of escaping other motorcyclist with good and efferent skills on riding
 - The plan of our motorcycle associations
14. In terms of gender, who are the most customers
- Male
 - Female
15. What is the high time of customers in daily basis
- 00-03 Hrs
 - 04-06 Hrs
 - 07-09 Hrs
 - 10-12Hrs
 - 13-15 Hrs
 - 16-19 Hrs
 - 20-23Hrs
16. What is the high time of customers in weekly basis?
- all the time
 - Monday to Wednesday
 - Thursday to Sunday

17. What type of ownership of a Business?
- Self-owned
 - From relative
 - Self-owned Under contractual agreement
 - Under contractual agreement _special
18. What is the daily income generated generally for the motorcycle business?
- TZS 25,000
 - TZS 23,000
 - TZS 20,000
19. Do you have any other earning other than motorcycle transport?
- only boda-boda
 - with some agricultural- livestock
 - With some agricultural- crops
 - Petty business
 - Middlemen (*dalali*)
 - Sports betting
 - employed in private/ public
 - Other..... (specify)
20. Who are the initiators for providing training to the motorcyclists the capacity building program?
- Kijiweni (*centres of bodaboda*)
 - Personal initiatives
 - VETA
 - Driving schools (*non-VETA colleges*)
 - A certain organization's initiatives (*police, NGO's*)
21. Do you belong to any association as a commercial motorcyclist?
- Yes
 - No
22. If Yes, what is the nature of association?
- Health Insurance based institutions
 - Financial based groups
 - Social based groups
23. What Motorcycle transport effect has on family welfare?
- Enumerator: you may choose more than one option*
- Buy food and home needs
 - Remittance to the dependent family
 - Building shelter
 - Paying school fees
 - Getting another wife/ husband
 - Increasing entertainments
 - Expanding the business
 - Other.....specify

24. The following are the statement with regard to your knowledge on the issues happening at the Commercial Motorcycle Industry CMI. Tell us whether you **Agree** or **Disagree**

S/no	Attitudinal Statements	Agree	Neutral	Disagree
1	Motorcycle transport has widened employment opportunities for the youth			
2	Motorcycle transport has made easy for the transportation sector in the urban communities			
3	Motorcycle transport has boosted productive sectors in the urban communities			
4	Motorcycle transport has attracted foreign companies to bring new technologies in the urban communities			
5	Motorcycle transport has improved the wellbeing of families in the urban communities			
6	Motorcycle transport has contributed to the increase of crimes in the urban communities			
7	Motorcycle transport has increased the rate of road accidents in the urban communities			
8	Motorcycle transport has increased the rate of teenage pregnancy in the urban communities			

Thanks for your time

Appendix 2: Interview guide for the key informant

Dear respondent, I aminvolved in the research team. We are doing a survey on the title named, Motorcycle Transport and its influence in promoting Youth Employment in Urban Tanzania: A Case of Morogoro Municipality. This work is funded by REPOA as a capacity building program for the junior researchers. The questionnaire is being prepared to get your inputs on the said research theme. If it is ok with you, I assure you that all answers given will remain confidential and will only be used for this study. I will be compiling a report which will enclose the information without any reference to individuals. Your contribution is highly appreciated. With the aforementioned information, I would like to get your consent, if it okays to proceed. *(Dear Enumerator read for the respondents)*

1. Do you agree to proceed?
 - Yes
 - No
2. Which is your organization?
 - TRA
 - LATRA
 - POLICE
 - Motorcycle Association
3. What is your designation at your working station?
 - A regional manager/ RPC/RTO
 - District manager/ DED/OCD
 - Head of department/ Unit
 - The field worker
4. What is your role in the Commercial Motorcycle Industry? (CMI)
5. What is your opinion on youth and employment especially in the CMI sector?
6. What are the challenges as the institution you get during exercising your duty within CMI?
7. What way forward should you think are necessary for improving the CMI?

Thanks for your time.



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