

# **Is the Motorcycle Taxi Business a Reflection of Nyerere's Philosophy of Self-Reliance in Tanzania? Exploring the Plight and Consequences of Youth Engaging in the Motorcycle Taxi Business**

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## **Abstract**

This paper investigates the challenges and implications of the motorcycle taxi business for youth in Tanzania, guided by Nyerere's philosophy of self-reliance, emphasizing self-independence and responsibility. The research was conducted in Kunduchi ward, Kinondoni Municipal Council, utilizing a mixed-method approach. Data was collected through questionnaires targeting 230 male respondents engaged in the motorcycle taxi business, alongside in-depth interviews with key informants, including ward leaders and social welfare officers. The study's findings indicate a predominance of male participants in the motorcycle taxi sector, driven by the desire for self-employment, ease of work, reliable income, and a lack of alternative job opportunities. The social benefits identified include enhanced social connections, family support, and improved prospects for marriage. At the same time, economic advantages encompass a stable income source, employment opportunities, efficient transportation of goods, and the development of entrepreneurial skills. However, the study also highlights significant challenges youth face in this business. These include accidents, disrespect from others, conflicts with employers, frequent encounters with traffic police, high fuel costs, motorcycle theft, customer disputes, and issues with spare parts and infrastructure. The paper concludes with recommendations for recognizing and respecting the motorcycle taxi business, encouraging youth commitment, and urging government intervention to improve conditions for these workers. Overall, the research underscores the dual nature of the motorcycle taxi business as both a viable livelihood option and a source of various challenges for the youth in Tanzania.

**Keywords:** Motorcycle Taxi, Youth, Self-reliance, Nyerere's Philosophy, Tanzania

## **1. Introduction**

The number of motorcycle taxi businesses is increasing among African youth (Turner, 2014). The motorcycle taxi business's significant opportunities are rapidly growing to meet transport demand (Maulaga, Machimu, and Mgema, 2019). Motorcycle transport has been a more effective means of transport, which provides door-to-door capability, unmatched navigability in congested roads, ease of parking, capacity for passengers, and carrying luggage at a low cost, according to the World Bank Report (2012). It has been further noted by Chhorn *et al.* (2013) that one of the potential available opportunities is the motorcycle taxi business, which grows very fast to meet the demand. Also, ease of entry, low capital requirement, employment potential, and ability to navigate congested and poor-quality roads with relative ease are some factors contributing to the growth of the motorcycle transport business (Kumar, 2011). Recently, youth have been engaging in the motorcycle taxi business since the business has become an increasingly attractive option in Tanzania (Ngemera, 2017). The motorcycle taxi business employs youth in urban, semi-urban, and rural areas. It plays a role in facilitating and smoothing the challenges of travel caused by traffic jams, bad roads, and fare fluctuation (Turyahikayo & Ayesigye, 2017).

In East Africa, the motorcycle taxi business is commonly known as 'bodaboda,' the popular term initially referred to bicycle transporters. Still, in recent years, it has also been expanded to cover motorcycle taxis (Mutiso, 2010). Historically, the term bodaboda emerged as a bicycle taxi (Mutiso, 2010). It was mainly used across the international borders of Uganda and Kenya. (Amone, 2021). In Nigeria, it is commonly known as 'Okada', in Benin as Zemidjan, and in Cameroon as Bendskin (Opondo & Kiprop, 2018). With time, the situation in developing countries has made the 'bodaboda' taxi business a livelihood opportunity and an alternative employment prospect for youths in Tanzania (Bishop, 2015). According to Mutiso and Behrens (2010), the 'bodaboda' taxi business employs the majority of youths in Kenya, whereby the income earnings from the business are also used to support the social, human, physical, personal, and financial needs of the 'bodaboda' owners, operators, and their dependents. Amone (2021) asserts that the 'bodaboda' taxi business has fascinated northern Uganda youths because of its easy entry and repayment based on the daily business earnings, compared to agriculture, which can be ruined by poor weather. The motorcycle taxi business is a new phenomenon in both urban and rural areas, and youth have decided to get involved in it, as it is becoming an essential source of income and a means of livelihood (Nyachio, 2013).

In East Africa, the bodaboda taxi business began in the late 1960s in the Kenya-Uganda border, while in the 1990s, the motorcycle taxi business emerged rapidly in Uganda. It is estimated that 2.9% of the total population in Uganda runs their livelihood through the 'bodaboda' taxi business (Turyakiyao & Ayesigye, 2017). On the other hand, in Tanzania, the increase in the 'bodaboda' taxi business began in early 2009, and the government started issuing formal permits to run this business in urban and rural settings. Over 700,000 motorcycles were registered in Tanzania between 2008 and 2014 (Bishop and Amos, 2015).

It has been noted by Opondo & Kiprop (2018) that 'bodaboda', a subsector of the economy, is heavily dominated by large groups of youth who have family and responsibilities. Lvinga and Kilasara (2020) stated that the motorcycle taxi business is profitable with a positive Net Present Value (NPV) and the Benefit Cost ratio (BCR); therefore, its viability and profitability attract youth's engagement in the business for attaining their livelihood. Additionally, investment in transport may be equally relevant to reducing poverty indirectly through its effects on the general conditions that enable a process of sustainable livelihood. Additionally, the high rate of rural-urban migration, high population growth in urban areas, growing informal sectors, and bad roads in most developing countries resulted in the rapid growth of the motorcycle taxi business as a public transport (Bishop & Amos, 2015).

Nyerere's philosophy has informed this paper on self-reliance. The philosophy emanates from the Arusha declaration in 1967, whereby the policy of socialism and self-reliance was set out. The declaration was a working resolution to guide a working political organization as it begins by setting four major essentials: the absence of exploitation, workers' and peasants' control of the means of production, democracy and socialism as an ideology makes the key point. It was further stated that the decision to establish a self-reliance policy resulted from colonialism and imperialism. In contrast, all countries in the world lag as a result of the domination of colonialism and imperialism. Hence, having a low standard of living, education, health, and welfare, the respective country strives to overcome the gap (Nyerere, 1968a).

It was emphasized that, in achieving self-reliance, education for self-reliance was proposed with the following recommendations: the kind of education should be oriented to rural life, teacher and students should engage together in productive activities, productive work should become an integral part of the

curriculum with the provision of meaningful experience via integration of theory and practice (Nyerere, 1968d). More importantly, children should begin school at 7 years old as they engage in self-reliant and productive work; in that, primary education should be complete, and students should become self-confident and cooperative with critical and inquiring minds. The declaration further states that no country is prepared to give us a national loan or establish industries to the extent that the nation can obtain all its development targets. Therefore, an independent nation means self-reliance, in that independence cannot be real if a nation relies upon loans from another for its development (Nyerere, 1968d).

In implementing the Arusha declaration, the question remains where exactly to concentrate, whether in town, village, or agriculture. Philosophically, it was pinpointed that the complex nature and reflective problems in most African countries call for original solutions and recognition of our realities. Similarly, youth engaged in the motorcycle taxi business were linked to the nature of the problems experienced in their natural setting in Tanzania. In search of jobs, youth tend to migrate to towns; in turn, they fail to secure employment due to low education and other reasons (Raynor, 2014). Scholars such as Ngowi (2014) and Mugasha (2010) have been writing on these vices. In Tanzania, hundreds of motorcycle taxi riders, mainly youth, are trained and untrained. They tend to move around major cities' roads, towns, and rural areas, carrying luggage and conveying people to their destinations (Ngowi, 2014). Among the benefits of the motorcycle taxi business are easy movement of people to various destinations in both urban and rural settings of Tanzania at a low cost. Easy entry, profitability of the business, and convenience in saving people in different contexts are regarded as other advantageous factors for business growth (Amon, 2021). Youth engagement in the motorcycle taxi business reflects self-reliance as it portrays the sense of self-employment and strategies to cope with contemporary society. With globalization and the changing trend of livelihoods, the youth have found migration to urban centres a life-coping strategy to migrate to urban centres for more paying jobs than agriculture (Smith, 2015). Kunduchi is among the wards in Kinondoni municipality within the Dar es Salaam region, representing typical city features with various socio-economic activities, including the motorcycle taxi business. Therefore, the diversified nature of economic activities and the heterogeneous nature of the Kunduchi ward setting caused several youths to engage in the motorcycle taxi business (Profile Kinondoni Municipal, 2018). This study, therefore, intends to comprehend the plight and consequences of the motorcycle taxi business among youth in Kunduchi ward. Specifically, the study focused on the social

and economic benefits and the motive behind youth engagement in the motorcycle taxi business.

## **2. Methodology**

### **2.1 The study area**

The study has been carried out in the Kunduchi ward, Kinondoni Municipal Council in Dar es Salaam city. Specifically, the study was conducted on Mtongani and Tegeta streets within the Kunduchi ward. Mtongani was a bigger street than Tegeta in the Kunduchi ward. In Mtongani, there are 25 motorcycle parking areas, while Tegeta has 15 parking areas. Most importantly, Dar es Salaam city has a mixed traffic flow, with motorized vehicles, motorcycles, bicycles, tricycles, and pedestrians sharing the same road space (Salum *et al.*, 2019). Kunduchi ward is one of the wards in Kinondoni municipality where motorcycle transport is the second most prominent means of public transportation in the city and within Kunduchi ward (Kinondoni Municipal Council Profile, 2018).

### **2.2 Study Design and Setting**

The study was designed as a mixed-method approach; qualitative and quantitative data collection methods were used. In the qualitative design, the researcher captures respondents' attitudes, feelings, and opinions on the plight and consequences of the motorcycle taxi business among youth. (Cheung *et al.*, 2016). Interviews and questionnaires were the primary data collection instruments. The design allows the researcher to comprehend the social and economic consequences of the motorcycle taxi business among youth and ways to rectify the challenges associated with the motorcycle taxi business among youth. An in-depth interview was conducted with ward executives, security officers, and social welfare officers. The information was collected from the key informants who were purposefully selected. Quantitatively, simple random sampling was used to select the study participants to capture their experience on the social and economic consequences of the motorcycle taxi business among youth and to identify ways to rectify challenges associated with it among youth in Kunduchi ward.

### **2.3 Sample Techniques and Sample Size**

The sampling process involved three main procedures. First, the sample was selected because it is representative based on the formula. Second, Kunduchi ward is located within Kinondoni Municipal, which has a heterogeneous population (Kinondoni Municipal Profile, 2018). Kunduchi ward has six streets: Mtongani, Tegeta, Kondo, Pwani, Kilongawima, and Ununio. The study was

conducted on Mtongani and Tegeta streets; the essence behind selecting these two streets was as follows. First, Mtongani was the largest among the six streets in Kunduchi ward, followed by Tegeta Street. Mtongani Street has 25 centres with motorcycle taxi drivers, while Tegeta Street has 15 centres, and each centre has 20 registered members of the motorcycle taxi business (Kunduchi ward office, 2020). The total of registered motorcycle taxi drivers was 800, with 500 and 300 from Mtongani and Tegeta streets, respectively. The statistical analysis requirements approach was used, whereby the formula for calculating the sample size developed by Cohen (2014) was used to calculate the sample size as follows:

$$n = \frac{X^2 \cdot N \cdot P(1 - P)}{d^2(N - 1) + X^2 \cdot P(1 - P)} \dots\dots\dots\text{Equation 1}$$

Where:

X = Z-score corresponding to the desired confidence level (1.96 for 95%)

P = estimated population proportion (0.5 is used for maximum variability)

d = degree of accuracy (0.05)

N = population size = (25 × 20) + (15 × 20) = 800

$$n = \frac{(1.96)^2 \cdot 800 \cdot 0.5(1 - 0.5)}{(0.05)^2(800 - 1) + (1.96)^2 \cdot 0.5(1 - 0.5)}$$

$$n = \frac{3.8416 \cdot 800 \cdot 0.25}{0.0025 \cdot 799 + 3.8416 \cdot 0.25}$$

$$n = \frac{768.32}{1.9975 + 0.9604}$$

$$n = \frac{768.32}{2.9579}$$

$$n \approx 259.7$$

However, if using the simplified Slovin's formula as implied by the initial equation steps:

$$n = \frac{0.9604}{0.0025 + \frac{0.9604}{800}} = \frac{0.9604}{0.0025 + 0.0012} = \frac{0.9604}{0.0037} \approx 259.6$$

Yet, based on the original working:

$$n = \frac{384.16}{1.954} \approx 196.6$$

Therefore, the minimum required sample size was approximately 197 respondents. Despite this minimum, the researcher successfully interviewed 230 respondents, exceeding the requirement and thus improving the reliability and representativeness of the study.

## **2.4 Data Analysis**

Data obtained through questionnaires were coded, summarised, and fed into the computer using the SPSS software. The chi-squared test was conducted to establish the significance level of differences ascribed to the resulting responses. In contrast, data from in-depth interviews were coded into themes following the study's specific objectives (Rwegoshora, 2016). Eventually, findings were presented using simple frequency tables, pie charts, histograms, and a narrative presentation.

## **3. Results and Discussion**

### **3.1 Socio-economic Characteristics of Respondents**

The socio-demographic characteristics of respondents involved the description of their age group, education, marital status, and religion. Table 1 below provides a detailed description of the respondents interviewed. In that, the total number of cases was 230. All respondents were male from Mtongani and Tegeta streets, 134 (58.3%) and 96 (41.7%) respectively. It was noted that more males were engaged in the motorcycle taxi business within the study area. In that, youth engage in the motorcycle taxi business either by hiring based on contractual agreements from the owner or by operating their own motorcycle. It has been further revealed that most respondents were in the 26 - 33 age group, followed by the 18 – 25 age group, 33 – 40 age group, 40 -47 age group, and 48- 55 age group. One respondent (0.4%) was above fifty-five years. The age groups in this study represented different categories of respondents, with variations in their comprehension of the plight and consequences of the motorcycle taxi business among youth. Education was another aspect; it was revealed that 136 (59.2%) and 94 (40.8%) of respondents had primary and secondary levels of education, respectively. Regarding marital status, the study's findings further revealed that 114 (49.6%) and 100 (43.4%) of respondents interviewed were married and single, respectively. It was further revealed that 12 (5.3%) and 4 (1.7%) of respondents interviewed were cohabiting and separated, respectively. Regarding religion, 137 (59.6%) and 93 (40.4%) of respondents interviewed were Christian and Muslim, respectively. However, there was no significant difference between age group, education, marital status, and religion about the plight and consequences of motorcycle taxis among youth.

**Table 1:** Socio-economic characteristics of respondents

SN	Characteristics of respondents	Number (n)	Percentage
1.	Age of Respondents:		
	18 – 25years	66	28.8%
	26 – 33years	99	43%
	33 – 40years	33	14.3%
	40 -47years	20	8.8%
	48 – 55years	11	4.7%
	55years and above	1	0.4%
	Total	230	100%
2.	Education level:		
	The primary level of education	136	59.2%
	Secondary level of education	94	40.8%
	Total	230	100%
3.	Marital status:		
	Married	114	49.6%
	Single	100	43.5%
	Cohabited	12	5.2%
	Separated	4	1.7%
	Total	230	100%
4.	Religion:		
	Christian	137	59.6%
	Muslim	93	40.4%
	Total	230	100%

**Source:** Field Data, Kunduchi Ward, August 2024

### 3.2 Ownership and registration of motorcycle taxis among youth

In comprehending the plight and the consequences of the motorcycle taxi business among youth, the researcher found that it was crucial to identify whether the motorcycles used by youth for taxi business were either self-owned by the youth themselves or owned by others. Findings from the study revealed that 33 (14.4%) own motorcycles and use them for the taxi business, while 197 (85.6%) do not own a motorcycle; thus, they are employed and work as motorcycle taxi drivers. It was further reported by 230 (100%) respondents interviewed that the motorcycles used for the taxi business were legally registered. Similarly, Chhorn (2013) in his study on the quality and service of motorcycle taxis in Maroua, Cameroon, noted that motorcycles are the most common form of transport since the service is provided at an affordable cost; however, the service has low quality due to non-compliance with traffic laws by riders despite being legally registered. Nyachieo (2013) had similar views that motorcycle taxi drivers mainly acquire motorcycles in three ways: self-owned, co-owned, or rented from another person. Self-owned entails that the driver is fully financing the purchase of the motorcycle. At the same time, co-owned means the motorcycle taxi driver jointly owns a

motorcycle with another person through a formal contract for a specific period. Renting is another way for a taxi driver to hire a motorcycle and pay a daily or weekly fee (Nyachio, 2013).

### **3.3 Number of years the youth engaged in the motorcycle taxi business**

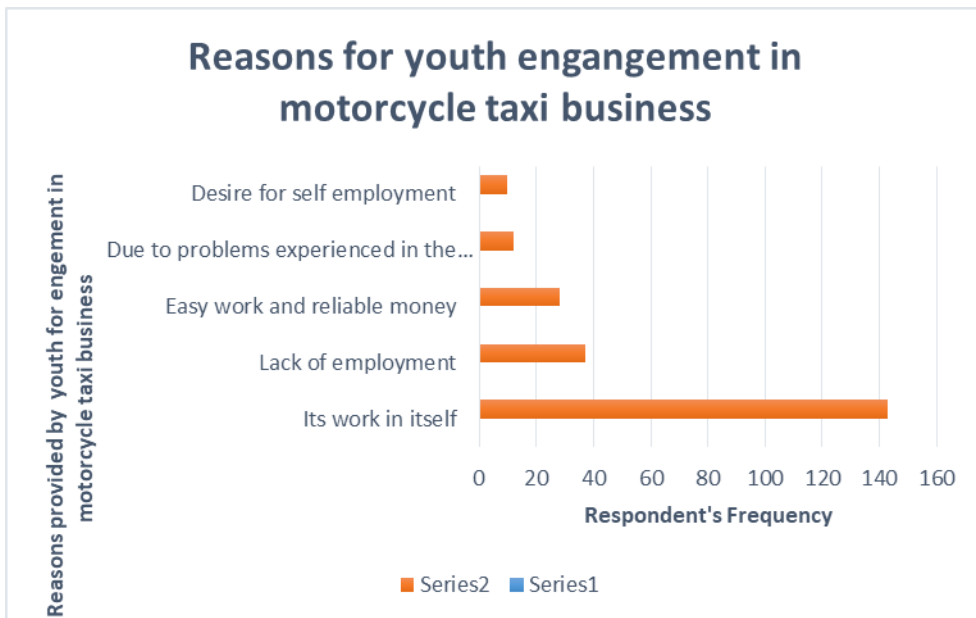
Findings from the study revealed that 125(54.3%) of the respondents had been in the motorcycle taxi business for one to five years. Followed by those who were in the motorcycle taxi business for five to ten years by 45 (19.6%), others who were in the motorcycle taxi business for more than ten years by 35(15.2%), and lastly, those engaged in the motorcycle taxi business for less than one year were 25 (10.9%). Similarly, their study in Dar es Salaam noted that motorcycle taxi drivers had experience operating in the motorcycle business for at least one to three years (Salum *et al.*, 2019).

#### **3.3.1 Reasons for youth engagement in the motorcycle taxi business.**

In comprehending the study's first objective, on the plight and consequences of youth engagement in the motorcycle taxi business, it was crucial to establish why the youth decided to engage in it. The findings from the study revealed the following: the motorcycle taxi business was a work in itself, and lack of employment was another reason mentioned by 143(62.1%) and 37(16%), respectively. Further reasons reported were that the motorcycle taxi business was easy work with reliable income, and problems experienced in the previous work were 28 (12.1%) and 12 (5.2%), respectively. Another reported reason was the desire for self-employment among youth by 10 (4.6%). Similar findings were observed by Maulaga *et al.* (2019) in their study on youth perception of motorcycle taxi business investment due to lack of formal employment, eagerness for self-employment, source of disposable income, and the need for entrepreneurship skills development. Figure 1 provides detailed descriptions of the reasons youth reported as to why they decided to engage in the motorcycle taxi business.

It was further reported by the ward executive officer in the in-depth interview that:

*"In the Kunduchi ward, most youth are involved in the motorcycle taxi business because of a lack of formal employment. Additionally, it is a quick source of income with little investment. Being a quick source of income enables youth to obtain basic needs and other necessities for themselves and the family" (In interview, Ward executive officer, Kunduchi Ward, August 2024).*



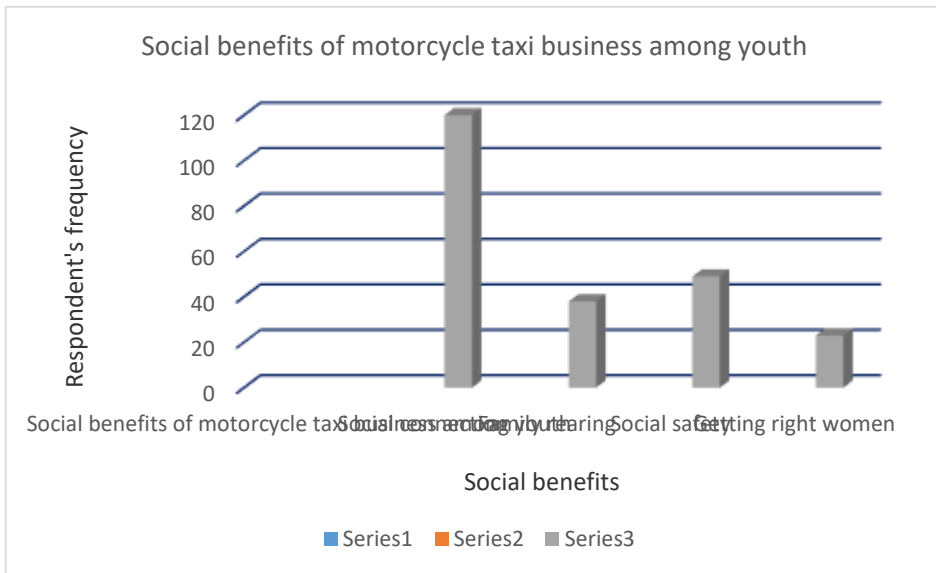
**Figure 1:** Reasons for youth engagement in the motorcycle taxi business  
**Source:** Field Data, Kunduchi Ward, August 2024

### 3.3.2 The social benefits of the motorcycle taxi business among youth

The second objective of this study is to comprehend the social benefits of the motorcycle taxi business among youth. Among the social benefits stipulated by youth included social connections by 120(52.2%), family rearing by 38(16.5%), social safety by 49(21.3%), and getting the right women by 23(10%). Similarly, Mbegu and Mjema (2019) believed that casual workers like motorcycle drivers rely on social self-help groups, associations, and networks to help themselves in tough times. It's through networks that group members help minimise vulnerabilities and increase resilience. As has been observed by the ILO (2017), about 55% of the global informal sector does not have social security. Figure 2 provides a more detailed description of the social benefits of the motorcycle taxi business among youth. Moreover, the informal sector is a significant and permanent phenomenon growing in most parts of the world in response to the ongoing global unemployment, hence group association among motorcycle drivers is inevitable for risk minimization (Kaseke, 2013). Additionally, Luinga and Kailasara (2020) stated that the motorcycle taxi business is an attractive mode of transport as it provides an affordable mobility option and improves people's livelihood.

The ward social welfare officer further commented on it in the in-depth interview, she was of the view that:

"Among the social benefits of the motorcycle taxi business to youth is societal trustworthiness, since the motorcycle driver tends to build trust with societal members and can easily be assisted or supported once in need. But again, it is a source of inspiration to other youth in the society as they are not supposed to be selective in terms of employment opportunities. As of now, there is a lack of employment" (In-depth interview, social welfare officer, Kunduchi ward, August 2024).



**Figure 2:** Social benefits of the motorcycle taxi business among youth  
**Source:** Field Data, Kunduchi Ward, August 2024

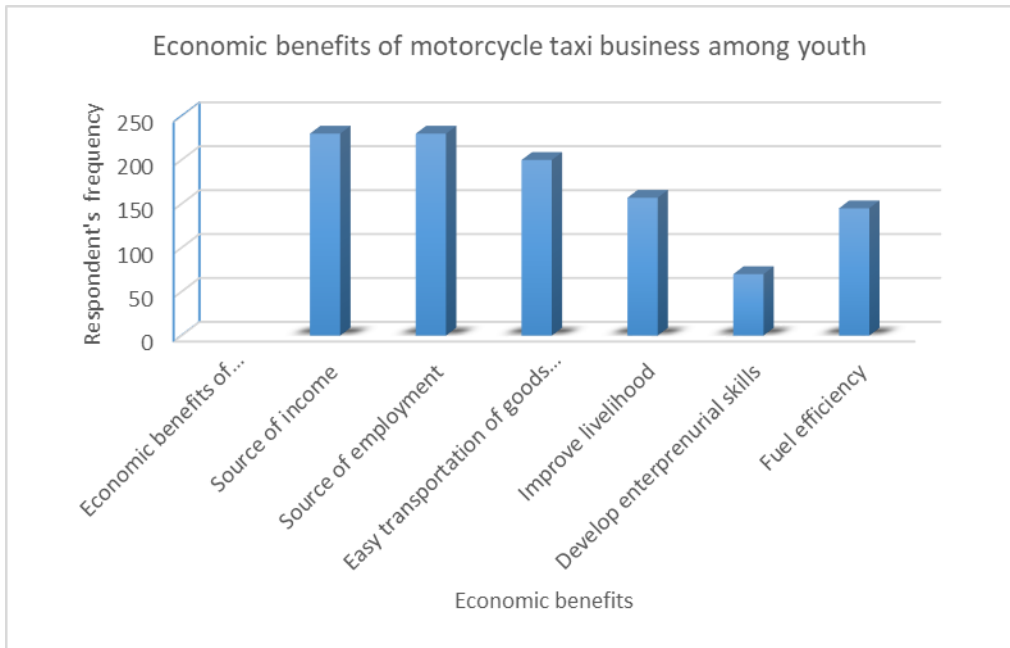
### 3.3.3 Economic benefits of the motorcycle taxi business among youth

The third objective of the study was to establish the economic benefits of the motorcycle taxi business among youth. It was revealed that the benefits of the motorcycle taxi business among youth included a source of income of 230 (100%) and a source of employment of 230 (100%), respectively. Other economic benefit mentioned by respondents were easy means of transportation of goods and services by 200 (87%), improved livelihood by 157(68.2%), fuel efficiency 145 (63%) and development entrepreneurial skills by 70 (30.4%). Similarly, Ngowi (2014), in his study on motorcycle taxis, observed that the economic well-being of motorcycle owners and operators is directly linked to the motorcycle taxi business in which they are involved. The situation is connected with a lack of improved well-being among individuals, hence, youth engage themselves in crime. Yiboe (2017) stated that the commercial motorcycle taxi business offers a high amount of financial returns,

making it a viable source of youth empowerment and poverty reduction. Lvinga and Kilasara (2020) assert that the motorcycle taxi business does not require too high initial capital since youth can decide to hire a motorcycle for the business or buy it themselves. Urio (2020) stated that the motorcycle taxi business is an alternative employment opportunity for youth in Tanzania. Mutiso (2010) asserts that the motorcycle taxi business is the majority of youth in Kenya; hence, income earnings are further used to support the social, human, physical, personal, and financial needs of the motorcycle owners, operators, and their dependents. Amone (2021) had a different view that the motorcycle taxi business has absorbed northern Uganda youth based on easy entry and repayment based on the daily business earnings, compared to agriculture, which can be ravaged by poor weather.

Additionally, Salum (2015) believed that the motorcycle taxi business enables quick monetary gains on a daily basis, in both urban and peri-urban settings. Mainly used as a means of transport, as a household solution to their livelihoods through widened employment opportunities. Figure 3 provides a detailed description of the economic benefits of the motorcycle taxi business among youth. Nyerere (1968d) noted that the realities of poverty and underdevelopment under the Arusha Declaration emphasized the need to mobilize human resources for self-reliant development rather than relying on capital and material resources. For him, the development of a country is brought about by people. This strategy was emphasized in the policy of socialism and self-reliance enshrined in the Arusha Declaration, which was further implemented in the policy of education and self-reliance. In that, education for self-reliance focused on developing in each citizen with an open-minded inquiry, the ability to learn from others, obtaining confidence in one's position, and learning and contributing to society. Eventually, this kind of education develops a sense of collective responsibility in individuals in all areas of activity and a willingness to cooperate. Concerning the study, more respondents had primary education than secondary education, hence managed to decide on the motorcycle taxi business whereby the findings from the survey revealed that 188 (81.7%) agreed that the amount earned per day cater for basic needs while 42 (18.3%) reported that the amount earned per day does not cater for their basic needs. It was further pinpointed by Huntington (2021) that education for self-reliance entails the kind of education that serves the common good and fosters the social goals of living together and working together for the continuity of society. Moreover, it was pointed out that the attempts to build a socialist and self-reliant society through political, economic, social, and educational actions have had some success even though the

country has recently been much more integrated into the capitalist system, Huntington (2021) notes that the success and failures of education for self-reliance lie in the complex intersection of external and internal dynamics, especially in Tanzania’s unique mix of socialist vision and peripheral capitalist practice.



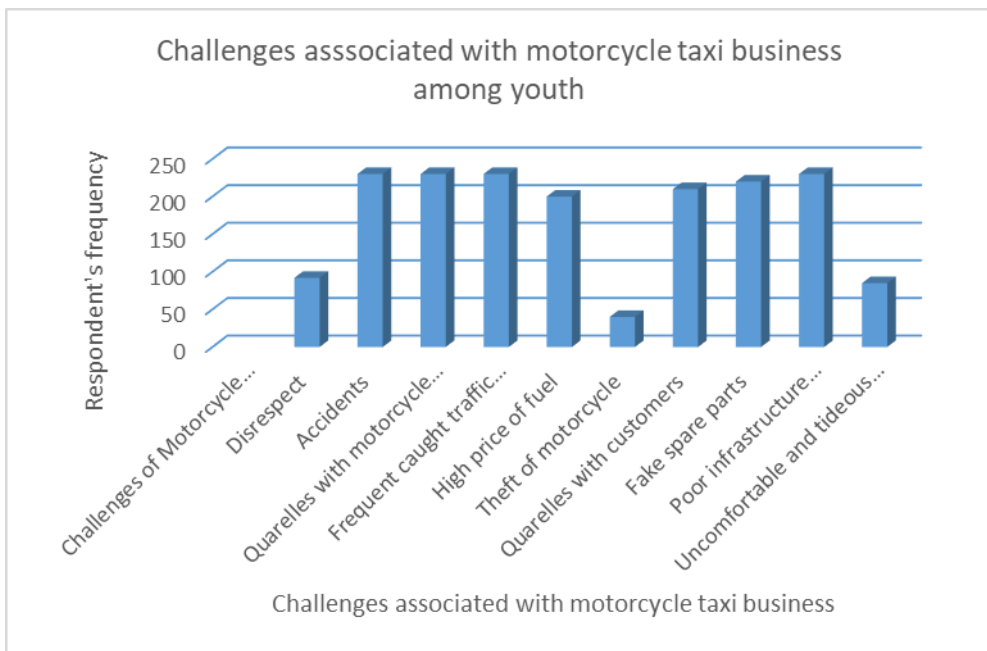
**Figure 3:** Economic benefits of the motorcycle taxi business among youth  
**Source:** Field Data, Kunduchi Ward, August 2024

### 3.4 Challenges and suggested way forward related to the motorcycle taxi business among youth

#### 3.4.1 Challenges

During the discussion, it was crucial to comprehend the challenges related to the motorcycle taxi business among youth., The following challenges were reported by 230 (100%) respondents interviewed, including accidents, frequent being caught by police for traffic violations, quarrels with motorcycle owners and customers, high fuel prices, fake spare parts, and poor infrastructure, especially out of the city. Another reported challenge was disrespect by societal members by 92 (40%), uncomfortable and tedious jobs by 85 (37%), and theft of a motorcycle by 40 (17.3%). In his study, Jamal (2014) noted that despite the benefits of the motorcycle taxi business, the motorcycle taxi business has resulted in an increase in road accidents, traffic management problems, pervasive noise, and increases in local air pollution and greenhouse gas emissions. In their study, Luambano & Tulizo (2020) observed that motorcycle

taxi drivers do not have driving licenses, do not wear helmets, and have no doubts about driving in the wrong direction on one-way roads. Castillo and Collins (2013) assert that, like any other informal work, the motorcycle taxi business has several challenges, such as a lack of social security, low earnings, the uncertainty of income, a lack of labour security, and the risk of occupational injuries. In their study, Maulaga et al. (2019) noted that long working hours is closely related to driving fatigue, increasing the risk of accidents. Salum (2015) added that, in most cases, the earnings of the motorcycle taxi business are determined by the number of trips carried per day, forcing motorcycle taxi drivers to work extended hours to compensate for low earnings. In this regard, motorcycle drivers are prone to accidents and fatigue. Additionally, apart from being a cheap and quick transport facility in cities and towns, the economies of developing countries, the economy faces high demand for imports of motorcycles and their spare parts, creating an unfavourable balance of trade and payments, loss of life, noise, environmental pollution and increase insecurity in towns and cities in developing countries (Bishop, 2015). Figure 4 provides a detailed description of challenges related to the motorcycle taxi business among youth.



**Figure 4:** Challenges associated with the motorcycle taxi business among youth

**Source:** Field Data, Kunduchi Ward, August 2024

In the in-depth interview, security within the Kunduchi ward had the following views:

*"Another challenge connected to motorcycle taxi drivers is the fare issue, as there is no fixed price for the respective route. This is even though there are regulators named (LATRA), meaning the regulator has not fully managed to perform its duty efficiently. This situation resulted in a misunderstanding between motorcycle drivers and customers. He added another challenge: the lack of training on road safety measures to young motorcycle drivers contributes to more accidents. (In interview, Ward security officer, Kunduchi ward, August 2024)*

### **3.4.2 Suggested way forwards**

Findings from the study further revealed the following as suggested measures towards eradicating challenges associated with the motorcycle taxi business among youth. Respondents interviewed indicated that the government has to recognize them as motorcycle taxi drivers and their contribution to society. The government should be responsible for all procedures to legally acknowledge the motorcycle taxi business by 95 (41.3%) and 85 (37%), respectively. Findings from the study further revealed that motorcycle taxi drivers should be committed to their work to avoid accidents and to enhance online motorcycle business by 28 (12.15%) and 14 (6%), respectively. Other respondents further reported that it is hard to resolve challenges related to the motorcycle taxi business among youth by 8(3.5%). Similarly, Yiboe (2017) had the following views related to ways forward towards challenges related to the motorcycle taxi business among youth, thus roads should be improved to make them more passable, regular training on road transport, and training on entrepreneurship skills for motorcycle taxi drivers to significantly have a positive effect on their economic well-being.

## **4. Conclusion and Recommendations**

### **4.1 Conclusion**

This study was carried out to provide insight into the plight and the consequences of the motorcycle taxi business among youth, with a reflection of Nyerere's philosophy of self-reliance. The study was conducted in the Kunduchi ward, in Mtongani and Tegeta streets. It was further revealed that among the reasons which made youth engage in the motorcycle taxi business included a desire for self-employment, the work in itself, due to problems experienced in previous jobs, easy job and reliable income, and lack of employment. The social benefits of the motorcycle taxi business among youth included social connections, family rearing, social safety, and getting the right women to

marry. At the same time, the economic benefits of the motorcycle taxi business among youth included the source of income, employment, easy means of transportation of goods and services, improved livelihood, fuel efficiency, and development of entrepreneurial skills. As it has been pinpointed by Nyerere (1968a), independence means self-reliance; therefore, the decision of youth to engage in the motorcycle taxi business entails that they are independent and free in their decision-making process for their welfare and for the societal welfare through youth engagement in the motorcycle taxi business. Despite the stipulated social and economic benefits of the motorcycle taxi business, findings further revealed the challenges associated with the motorcycle taxi business among youth such as accidents, disrespect, quarrels with bosses, frequently caught by traffic police, high price of fuel, theft of the motorcycle, misunderstanding with customers', fake and expensive spare parts, poor infrastructure especially out of the city and uncomfortable type of job.

#### **4.2 Recommendations**

From the study findings, the motorcycle taxi business among youth should be recognised as a legal business and respected; further, youth should be committed to their work, and the government should be responsible for their fate. The study recommends that the government, through policies, should develop and implement measures to safeguard youth engaged in the motorcycle taxi business for the sustainability and continuity of the business and the youth.

#### **5. Acknowledgement**

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