



THE CONTRIBUTIONS OF BODABODA TRANSPORT BUSINESS ON THE LIVELIHOOD OF YOUTHS IN ARUSHA-TANZANIA

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Abstract: This paper explores the influence of bodaboda transport business on the livelihood of youths in Arusha region-Tanzania. It specifically presents the contribution of the bodaboda to the livelihood assets of the youths in the business and its influences to other economic activities undertaken by youths. A cross section study design was used where by data were collected using structured questionnaires and interview schedule. Systematic sampling was used to get the youths in bodaboda business including the bodaboda owners and operators from Arusha and Arumeru districts of Arusha region and lastly 90 respondents were sampled randomly using simple random sampling technique. The analysis and presentation of data involved the use of descriptive statistics and a sustainable livelihood framework approach. The descriptive analysis indicates that the bodaboda transport have significant contribution on the financial, personal and social assets of youths by 57.8 percent, 17.8 percent and 14.4 percent, respectively. The sustainable framework analysis indicates that the bodaboda transport business highly contributes on the financial wellbeing of the youths with the normalized score of 0.578. Based on the study findings, the study also shows that the bodaboda transport business contributes to other economic activities undertaken by youths such as small scale farming activities, livestock keeping and other employment activities. For the sustainability of the business, the study recommends that the government authorities and all other key stakeholders should better regulate, and support the implementation of bodaboda transport business to operate in safe and more effective manner by providing trainings of safe driving, entrepreneurship and financial management as well as customer care management.

Key words: *Bodaboda, transport business, youths, livelihood,*

1.0 Introduction

1.1 Background of the problem

Globally the number of youths engaging in motorcycle transport business is ever increasing (Turner, 2014). The potential available opportunities in motorcycle taxi business are fast growing to meet transport demand (Maulaga, Machimu and Mgema, 2019).The motorcycle transport have been more effective means of transport that provide door-to-door capability, unmatched



navigability in congested road conditions, ease of parking, capacity for passengers and luggage at low cost. Ease of entry, low capital requirement, employment potential, and ability to navigate congested and poor quality roads with relative ease, are some of the factors contributing to the growth of motorcycles transport business (Kumar, 2011).

The motorcycle business in many parts of East Africa is commonly known as bodaboda, the popular term which originally referred exclusively to bicycle transporters but in recent years it has been expanded to cover motorcycle taxis as well (Mutiso, 2010). Historically, the term bodaboda emerged as a bicycle taxi (Mutiso, 2010) across international borders of Uganda and Kenya in Busia and Malaba Towns (Malmberg, 1994; and Amone 2021). With the unemployment and under-employment situation in the developing countries the bodaboda transport business has become a livelihood opportunity and an alternative employment opportunity for youths in Tanzania (Bishop, 2015)). Nyachieo (2013) also relates the growth of bodaboda transport business with the increasing demand of employment opportunities. According to Mutiso and Behrens (2010), bodaboda provides employment to majority of youths in Kenya whereby the income earnings from the business is 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 business has absorbed northern Uganda youths because of its easily entry and repayment based on the daily business earnings compared to agriculture that can be ravaged by poor weather.

In Tanzania the bodaboda transport business is assuming a vital role in transportation of goods and services therefore they contribute to the economy of the nation and livelihood of the people. According to Mbugua (2011) the bodaboda is an attractive mode of transport as it has influence on incomes of the families, providing an affordable mobility option that is not otherwise available.

Luinga and Kilasara (2020) shows that the business is profitable with a positive Net Present Value (NPV) and the Benefit Cost ratio (BCR), therefore its viability and profitability attracts youth's engagement in the business for attaining their livelihood. On the other extreme, investment on transport may be equally relevant to reducing poverty indirectly through their effects on the general conditions that enable a process of sustainable livelihood.

1.2 Problem statement

There has been an increasing youth involvement in bodaboda business. Youths engage in the bodaboda business by either hiring the motorcycles based on the contractual agreements from the owners or by buying and operating their own motorcycles. Easy of entry, profitability of the business as well as its convenience to save the transport needs of the customers is considered to be some of the advantageous factors for the business growth (Amone, 2021). Therefore the bodaboda is an alternative income generating and employing sector to youths in most parts of the



world, more significantly to the developing countries in Asia, America and Sub-saharan Africa (Mbugua, 2011).

Despite the business employing many youths in various parts of East Africa including Tanzania, little is known about its contributions to the livelihood of youths in the business. Therefore this study is geared towards finding out the contribution of bodaboda to the livelihood of the youths in Arusha- Tanzania.

The findings of this study are expected to contribute to the debate on the contribution of bodaboda transport business on the livelihood of youths based on the direct income youths generate and spend for their living as well as its contribution to other economic activities which are also undertaken by youths in bodaboda business, thereby expanding the frontier of knowledge in this area.

2.0 Methodology

2.1 Location of the study

The study was carried out in Arusha Region of Northern Tanzania, particularly in Arumeru and Arusha Districts of the region. Significantly, this study was carried out in Arusha region but their scope of operation will not necessarily be limited to Arusha.

2.2 Research design

The study used Cross section study design where by data were collected at once from the respondents at one point in time. Being a systematic empirical investigation of social phenomenon via statistical techniques, quantitative method of research was also used in this study.

2.3 Study population

A target population is a large population of interest to the researcher from which the sample respondents was drawn (Maxwel, 2012). The study population composed of youth's population engaging in bodaboda transport business which included the Bodaboda owners who do not operate the motorcycles, Bodaboda owner who are also operators of their motorcycles' as well as hired Bodaboda operators. To this aspect then the researcher extracted the study sample from the youths engaging in the business from the population of youths engaging in bodaboda transport business in Arusha region.

2.4 Sample and sampling techniques.

The study considered it to be rational to use purposive sampling to identify respondents who could relatively account conversantly in respect of their undertakings in relation to the study on bodaboda commercial transport. The study also involved the use of simple random sampling technique to get the sample from youths engaging in bodaboda commercial transport from their customer waiting stations. The primary data were collected from 90 respondents through the use



of questionnaires and interview designed to find out the contribution of bodaboda to the livelihood of youths in Arusha- Tanzania. The distribution of the respondents included 28 bodaboda owners and owner operators and 62 hired operators from the two districts of Arusha and Arumeru in Arusha Region.

2.5 Data analysis methods.

Through simplifications upon the use of Microsoft excel and Statistical package for social science (SPSS), the study involved the use of descriptive statistics for the analysis of the influence of Bodaboda business among youths. Further analysis was carried out using the sustainable livelihood framework approach which presents the normalized scores on the five livelihood assets namely financial assets, personal assets, physical assets, social assets and human assets.

3.0 Results and Discussions

3.1 Demographic characteristics of respondents

The respondents of this study comprised of 88(97.8%) males and 2(2.2) females. 34(37.8%) of respondents were between the age of 19-24 years. Among the respondents 50(55.6%) of respondents were married and 40 (44.4%) were not married. 70(77.8%) of respondents were heads of their households. The results on education level of respondents shows that 53(59%) of respondents had primary education, 31(34%) had secondary education and 6 (7%) of respondents had college and university education. Table 1 summarizes the findings on the demographic characteristics of respondents.



Table1: Demographic characteristics of respondents

Item	Status	Frequency	Percent
Sex	Male	88	97.8
	Female	2	2.2
	Total	90	100.0
Age	15-18 yrs	1	1.1
	19-24 yrs	34	37.8
	25-29 yrs	27	30.0
	30-34 yrs	16	17.8
	35-40 yrs	12	13.3
	Total	90	100
Marital status	Married	50	55.6
	Never Married	17	18.9
	Not Married	23	25.6
	Total	90	100.0
Household head	Myself	70	77.8
	Parents	20	22.2
	Total	90	100
Level of Education	Primary Ed	53	59
	Secondary Ed	31	34
	College & University Ed	6	7
	Total	90	100

3.2 The impact of bodaboda transport business to youth's livelihood

The study presents the impact of bodaboda business to the livelihood of youths engaging in the business based on the five livelihood assets namely human, physical, financial, personal and social assets as it was suggested by DFID (1999).



A radar of analysis distributed the assets into five points as shown in Figure 1. The findings indicate that financial assets have the highest rank with the normalized score of 0.578 (57.8%). According to Maulaga et al., (2019) youth motorcycle taxi business investors benefit in the business which enables them to develop economically through improved wellbeing. Zuure and Yiboe (2017) documents that, commercial motorcycling business provides high amount of financial returns that make it a viable source of youth empowerment and poverty reduction. Luinga and Kilasara (2020) asserts that the bodaboda business is among informal sectors which do not require too high initial capital as youths can choose either to hire a motorcycle for the business or buy it himself, and the business returns based on the Net Present Value and the Benefit cost ratio is profitable and viable for youths to engage in. This proves that it is worth and easy for youths investing and operating the bodaboda as their source of financial income improvement.

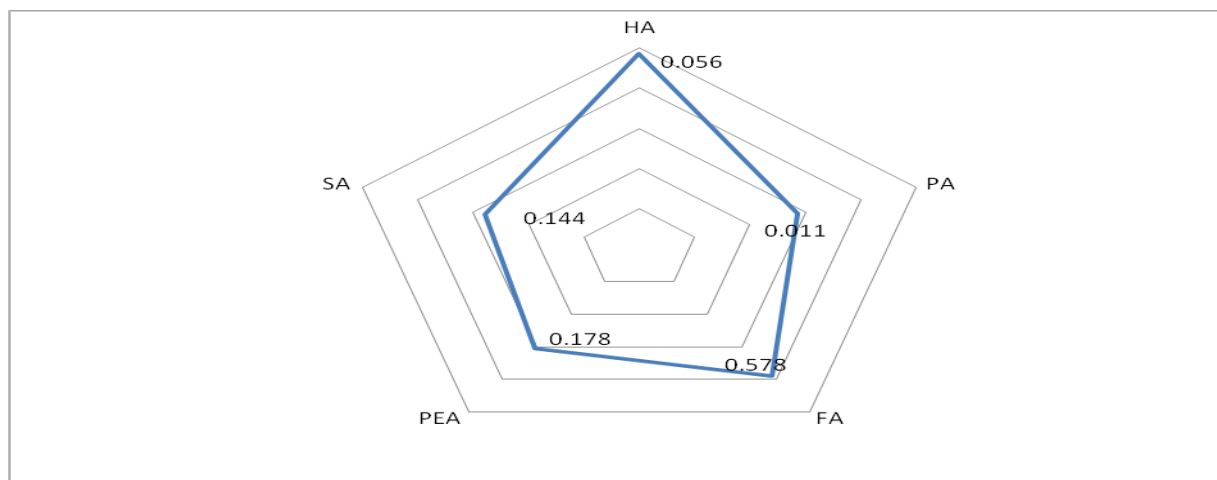


Figure 1. Bodaboda contribution to youth's livelihood

The finding reveals that the bodaboda transport business undertaken by youths had impact to personal assets with the normalized value of 0.178 (17.8%) and it is ranked number 2. The findings indicate that there are personal gains to youths as the result of bodaboda transport business. Besides the business positive impact on youth's livelihood, Zuure and Yiboe (2017), presents that, motorcycle transport business contributes immensely to the high rate of motorcycle-related accidents which connotes the negative impacts to personal growth. The findings from this study show that the Youths in the business may get personal achievement by carefully engaging and operating their bodaboda.



Table 2: Bodaboda contribution to livelihood

Livelihood Asset	Normalized score	Rank
Financial Assets	0.578	1
Personal Assets	0.178	2
Social Assets	0.144	3
Human Assets	0.056	4
Physical Assets	0.011	5

The finding reveals that the bodaboda transport business contributes to social assets with the normalized value of 0.144 (14.4%) ranked number 3 as shown in table 2. This proves that the bodaboda transport business has a positive contribution on youths' access to social services such as food, shelter and clothes. According to Bishop (2015), youths engage in motorcycle taxi business in order to sustain their daily lives but no significant development had been noted to their general lives as a result of engaging in the motorcycle taxi business. This suggests that the bodaboda contribution to livelihood may differ depending on the place of operation, and nature of the bodaboda operators. The findings also show that bodaboda contributes to human assets (Ha) of youths with a normalized value of 0.056 (5.6%) while physical assets (Pa) scored 0.011 (1.1%). This shows that the bodaboda business has a contribution to youths' access to human and physical assets and infrastructures that support their living such as information and communication facilities including TV, Radio, and Mobile phones. According to Maulaga et al., (2019) Youth motorcycle taxi business impacts on operators, owners and users' well-being or quality of life by providing affordable, quick, accessibility to remote places and flexible transport.

3.2.1 Monthly household expenditure of income from bodaboda business

The findings as presented in Table 3 show that 32 (35.6%) of respondents spend 50000-100000Tsh per month, 27 (30%) of respondents spend 100000-150000Tsh per month, 16 (17.7%) spend 150000- 200000Tsh of their monthly income from bodaboda business for their living, 10(11.1%) spend less than 50,000tsh of their income from bodaboda for their livelihood and 5(5.6%) spend more than 200000Tsh of their monthly income from bodaboda for their household livelihood. Based on the findings from this study, the youths in motorcycle commercial transport secure their social services using the income they get from the bodaboda business. Similar to this study, Zuure and Yibo (2017) asserts that youths in commercial motorcycle business have been able to pay their children's school fees, feed their family, secure land for building using the income from the motorcycle commercial transport.



Table 3 Monthly incomes expenditure for household needs

Income expenditure	Frequency	Percentage
Less than 50000Tsh	10	11.1
50000-100000Tsh	32	35.6
100000-150000Tsh	27	30
150000-200000Tsh	16	17.7
Above 200000Tsh	5	5.6
Total	90	100

3.2.2 The contribution of bodaboda to other economic activities

It was the interest of the study to find out if the bodaboda business contributes for youths to engage in other economic activities. The findings as presented in Table 4, shows that the bodaboda have positive impact to other economic activities undertaken by youths in a business. The bodaboda transport business contributes to the youths' daily mobility for their other social economic activities by 42.2%, helping to meet their operating expenses for their other economic activities by 12.2% and helping them on initial cost of investments for their other businesses by 4.5%. The finding also shows that 41.2% of respondents do not engage in other economic activities than bodaboda. Similarly to the finding in this study, Malaga et al., (2019) asserts that the intention for youths to engage in this business was initially aimed at obtaining extra income in addition to other primary sources of income such as formal employment, but due to increased unemployment and dependency levels motorcycle taxi business activity has become a self-primary employment and major source of income to both youth and other members of the society.

Table 4: How bodaboda contributes to other activities undertaken by youths

Bodaboda contributions to other economic activities undertaken by youths	Frequency	Percentage
Initial Cost of Inv	4	4.5
Operating costs	11	12.2
For daily mobility to other economic activities	38	42.2
None	37	41.1
Total	90	100.0

3.2.3 Other economic activities undertaken by Bodaboda owners and Operators

The findings as summarized in Table 5 shows that, 34 (37.8%) of the respondents engage in small scale farming activities, 12(13.3%) engage in small business, 6 (6.5%) are employed by other institutions. The findings from this study also shows that 38(42.2%) of respondents do not



engage in any other economic activity then bodaboda transport business. This proves that besides Bodaboda contributing directly to the livelihood of youths, it also has positive contribution towards other economic activities which are undertaken by youths. In line to this study finding, Maulaga et al., (2019) The need of gaining entrepreneurship skills by youths in bodaboda business appeared to be the push factor for youths to engage in the bodaboda business for gaining experience which can also be used for other investments by youths. Centrally to this study, Nyachieo (2013) documents that, majority of the bodaboda riders in Kenya do not have another form of employment and therefore they only depend on the bodaboda business for the livelihood.

Table 5: Other Economic activities undertaken.

Other activities undertaken by youths in Bodaboda business	Frequency	Percentage
Agriculture and livestock keeping	34	37.8
Employed by private institutions	6	6.7
Small business	13	14.4
None	37	41.1
Total	90	100.0

4.0 Conclusions and Recommendations

4.1 Conclusions

The results of the findings from this study reveal that the bodaboda transport business has positive impact to the Youths livelihood. The business has significant contribution to the livelihood of the youths in Tanzania with the high normalized score on financial assets, personal assets and social assets consecutively. Also, the study shows that the bodaboda transport business have positive contribution to other economic activities which also contributes to the livelihood of youths in a business such as small scale farming, poultry and small business. Based on the findings from this study there is noticeable positive impact of bodaboda transport business on livelihood of youths in Arusha whereby the income from bodaboda business enable youths in the business to secure their basic requirements as well as re-investing in other economic activities.

4.2 Recommendations

Based on the findings from this study, it is therefore recommended that the government authorities and all the key stakeholders should take measures to better regulate, and support the running of bodaboda transport business through formalization of bodaboda associations,



assurance of financial supports to youths in bodaboda business as well as creating conducive environment for bodaboda business to operate in a sustainable and safe manner, leading to increased satisfaction to bodaboda users and maximized income to operators and owners.

Also the Youths should improve their business undertakings through attending trainings on safe driving, customer care and management as well as investment and financial management so that they can effectively manage their business and maximize the returns from bodaboda business.

Lastly youths should consider diversification of their business investment to other investment opportunities such as livestock keeping, small scale farming activities, small shops using the income from bodaboda so as to maximize their income potentialities for sustainable livelihood.

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