



International Journal of Research Publication and Reviews

Journal Homepage: www.ijrpr.com ISSN 2582-7421

Contribution of the Bajaj Transport Business to Youth Employment Creation in Iringa Municipality, Tanzania

Aloyce Deus Kiyeyu^{*1}, Frank Phillipo², Given Msomba³

¹Department of Community Development, Iringa Municipal Council, P.O Box 162

^{2,3}Department of Community Development, University of Iringa, P.O Box 200

* Email: aloycekiyeyu@gmail.com

ABSTRACT

This study examined the contribution of the Bajaj transport business to youth livelihoods in Iringa Municipality, Tanzania. A mixed-methods approach guided by a cross-sectional research design was adopted. The target population comprised 480 registered youth Bajaj operators, from whom 90 respondents were selected using Yamane's formula and simple random sampling. Additionally, six key informants were purposively selected, resulting in a total of 96 participants. Data were collected through structured questionnaires, semi-structured interviews, and document reviews. Quantitative data were analysed using descriptive statistics, particularly frequencies and percentages, while qualitative data were analysed thematically. The findings revealed that 70.0% of respondents had been involved in the business for three years or less, while 41.1% operated investor-owned Bajajs, indicating that vehicle ownership was not a prerequisite for participation. Furthermore, 68.9% of respondents supported at least one dependent using income generated from the business, while 64.5% worked for nine hours or more per day. These findings suggest that the Bajaj transport business contributes to youth livelihoods by providing self-employment opportunities and generating income to support household members. The study recommends strengthening financial management training, improving access to affordable credit, promoting income diversification, and enhancing the operating environment for Bajaj operators. The findings provide useful insights for local authorities, transport stakeholders, and financial institutions seeking to strengthen youth livelihoods through informal transport activities.

Keywords: Bajaj transport, youth livelihoods, income generation activities, asset ownership

1. Introduction

The transport sector is an important source of employment in many developing countries. Licensed motorcycle taxis and three-wheelers such as Bajaj provide transport services in urban and peri-urban areas where buses and larger vehicles cannot easily operate. Such services operate under municipal and traffic regulations and contributes to local mobility and economic activities (ILO, 2021). Bajaj businesses require relatively low start-up capital and basic driving skills, they provide employment opportunities to many youths who face limited access to formal jobs.

Across many African cities, motorcycle and three-wheeler transport services have expanded due to population growth, limited public transport, and increasing youth unemployment. For example, cities such as Kampala and Nairobi rely heavily on motorcycle taxis and tuk-tuks to provide short-distance transport services. These vehicles are able to reach residential areas, markets, and institutions that are not easily served by buses. As a result, the sector has become an important source of employment for young people and a key component of urban mobility in many African cities (Owino et al., 2025). In Tanzania, youth unemployment remains a major development challenge. Many young people therefore engage in self-employment activities in the informal and semi-formal sectors, including transport services. Bajaj transport businesses provide opportunities for youths to earn income, support their households, and participate in local economic activities. At Iringa Municipality is estimated to have 3,500 Bajaj Operators of which most of them are youth aged between 18 and 35 years (IMC, 2023).

2. Literature Review

2.1 Theoretical Review

The Sustainable Livelihoods Framework (SLF), developed by Scoones (1998), explains how individuals utilize available livelihood assets to pursue livelihood strategies and improve their well-being. This study focused on four key assets: human capital, reflected in driving skills and business management experience; physical capital, represented by ownership of or access to Bajaj vehicles and equipment; financial capital, comprising income, savings, and the ability to meet daily needs; and social capital, including relationships with customers, fellow operators, family members, and transport associations. The framework guided the assessment of how participation in the Bajaj transport business contributes to employment creation, income

generation, asset accumulation, and livelihood diversification among youths in Iringa Municipality. Despite its holistic perspective, SLF is broad and largely descriptive, limiting its ability to establish the individual influence of specific livelihood assets and adequately capture personal decision-making and regulatory conditions. This study addressed these limitations by focusing on selected livelihood assets and considering contextual factors such as limited formal employment opportunities, operating costs, and transport regulations. Quantitative analysis was employed to examine the relationships between these factors and the livelihood outcomes of youths engaged in the Bajaj transport business.

2.2 Empirical Literature Review

The Bajaj transport business contributes to youth employment by providing opportunities for self-employment, hired driving, and related activities such as vehicle maintenance, spare-parts trading, and fuel supply. In Tanzania, Luambano et al. (2024) and Luvinga (2021) found that commercial motorcycle transport supports youth livelihoods through income generation and participation in economic activities. Similarly, Kumarage et al. (2010) demonstrated that three-wheeler transport can provide employment for both vehicle owners and hired operators. However, limited empirical evidence establishes the specific contribution of Bajaj transport to youth employment in Iringa Municipality.

The number of youths engaged in Bajaj transport is an important indicator of the sector's capacity to absorb labour and create employment opportunities. Manyerere (2020) identified informal economic activities as important survival strategies among young migrants in Iringa Municipality. However, the study did not establish the number of youths employed specifically in Bajaj transport. This gap highlights the need for municipality-specific evidence on the number of youths participating in the business and its contribution to employment creation. The types of employment generated by Bajaj transport include owner-operated businesses, hired driving, and indirect employment in supporting services. Luvinga (2021) and Luambano et al. (2024) highlighted the contribution of motorcycle transport to youth livelihoods, while Kumarage et al. (2010) showed that three-wheeler transport involves different vehicle ownership and operating arrangements. Nevertheless, limited evidence establishes the distribution of these employment arrangements among Bajaj operators in Iringa Municipality. The present study therefore examines the types of employment generated and their contribution to youth livelihoods.

The duration of engagement in Bajaj transport helps establish whether the business provides sustained employment or serves as a temporary livelihood strategy. Manyerere (2020) highlighted the challenges facing young migrants engaged in informal economic activities in Iringa, while Luvinga (2021) associated motorcycle transport with improved youth livelihoods. However, the length of time youths remains in Bajaj transport and its relationship with livelihood outcomes remain insufficiently documented. This study examines the duration of respondents' engagement to assess the business's role in sustaining youth employment.

Average daily working hours provide an indication of the intensity of employment and the effort required to generate income from Bajaj transport. Mwakalila (2025) examined the health and financial vulnerability of motorcycle-taxi drivers in Dar es Salaam, highlighting challenges associated with passenger demand and financial well-being. However, the findings may not fully reflect the working patterns of Bajaj operators in Iringa Municipality. This study therefore examines average daily working hours to understand the nature of employment and the contribution of Bajaj transport to youth livelihoods.

3. Research Methodology

The study was conducted in Iringa Municipality, Iringa Region, Tanzania, covering approximately 331.4 square kilometres, with a population of 202,490 according to the 2022 Population and Housing Census (NBS, 2022). Specifically, the study focused on Kitanzini, Ruaha and Kitwiru wards, which represented urban and peri-urban settings relevant to passenger transport activities. The study targeted youths aged 18–35 years engaged in the Bajaj transport business, consistent with Tanzania's National Youth Framework (URT, 2007). The study adopted a mixed-methods approach and a cross-sectional research design to collect quantitative and qualitative data at a single point in time.

The target population comprised 480 registered youth Bajaj operators identified through Iringa Municipal Council records. A sample of 90 operators was determined using Yamane's (1967) formula. Six key informants were purposively selected from the selected study area, giving a total of 96 participants. Simple random sampling was used to select youth operators, with proportionate allocation across the three wards, while purposive sampling selected one Bajaj association leader, one Bajaj owner, one municipal transport officer, one traffic officer, one trade officer and one youth development officer. Primary data were collected using structured questionnaires administered to the 90 youth operators and semi-structured interviews conducted to six key informants. Quantitative data were analyzed using descriptive statistics to give frequencies and percentages, while qualitative data were analyzed thematically.

4. Results and Discussion

4.1 Demographic Data of the Respondents

The findings in Table 1 indicate that most (37.8%) of the respondents were aged 25–30 years and 36.7% aged 18–24 years, meaning that 74.5% were aged 18–30 years (Table 1). Males constituted 96.7% of respondents, while females accounted for 3.3%. Regarding marital status, 55.6% of the respondents had never married, 31.1% of the respondents were married, 10.0% were separated, and 3.3% were divorced. In terms of education, 32.2% had secondary education, 23.3% had primary education, 20.0% had informal education, 15.6% had college or technical education, and 8.9% had university education. These findings demonstrate that the Bajaj transport business attracted youths with diverse educational backgrounds, although participation

was predominantly male. The age and gender patterns are consistent with Luambano et al. (2024), who highlighted the importance of commercial motorcycle transport as a livelihood opportunity for young people in Tanzania.

Table 1: Demographic characteristics of the respondents

Variable	Category	Frequency	Percent (%)
Age group of respondents	18–24	33	36.7
	25–30	34	37.8
	31–35	23	25.6
Total		90	100.0
Sex	Male	87	96.7
	Female	3	3.3
Total		90	100.0
Marital Status	Never married	50	55.6
	Married	28	31.1
	Divorced	3	3.3
	Separated	9	10.0
Total		90	100.0
Education Level	Informal education	18	20.0
	Primary education	21	23.3
	Secondary education	29	32.2
	College/Technical education	14	15.6
	University education	8	8.9
Total		90	100.0

Source: Field data, 2026

4.2 Respondents Characteristics in business activity in the study area

4.2.1 Respondents duration in Bajaji Business in study area

Respondents were asked to state duration in Bajaj business in study area. About 36.7% of respondents had operated Bajaj for 1–3 years, 33.3% for less than one year (Table 2), About 18.9% of the respondents for 4–6 years, and 11.1% for more than six years. This indicates that 70.0% had been involved in the business for three years or less. Concerning ownership bajaji, 41.1% operated investor-owned Bajaj vehicles, 27.8% used personally owned vehicles, 18.9% operated family-owned vehicles, and 12.2% used cooperative-owned vehicles. These findings show that youths participated in the business through different ownership arrangements, including operating vehicles owned by other individuals. This pattern suggests that owning a Bajaj was not a necessary condition for entering the business, allowing youths with different financial capacities to engage in transport activities.

Table 2: Respondents' Characteristics in the study area

Variable	Category	Frequency	Percent (%)
Duration of Involvement (years)	Less than 1	30	33.3
	1–3	33	36.7
	4–6	17	18.9
	More than 6	10	11.1
Total		90	100.0
Owner of Bajaj	Bajaj operator	25	27.8

Variable	Category	Frequency	Percent (%)
Total	Family member	17	18.9
	Cooperative group	11	12.2
	Investor	37	41.1
	Total	90	100.0
Number of Dependents	None	28	31.1
	1–2	21	23.3
	3–4	25	27.8
	5 and above	16	17.8
	Total	90	100.0
Average Daily Working Hours	Less than 6 hours	9	10.0
	6–8 hours	23	25.6
	9–12 hours	44	48.9
	More than 12 hours	14	15.6
	Total	90	100.0

Source: Field data, 2026

The findings further show that 31.1% of respondents supported no dependent, while 23.3% supported 1–2 people, 27.8% supported 3–4 people, and 17.8% supported five or more people (Table 2). These findings show that 68.9% of the respondents were supported at least one dependent using income from the business, indicating that Bajaj operations contributed to the welfare of other household members. Regarding working hours, 48.9% worked for 9–12 hours daily, 25.6% worked for 6–8 hours, 15.6% worked for more than 12 hours, and 10.0% worked for less than six hours. 64.5% worked for at least nine hours per day, demonstrating a substantial time commitment. These findings suggest that the Bajaj transport business served as an important livelihood activity for youths in Iringa Municipality, supporting both individual needs and household responsibilities, although participation often involved long working hours.

4.3 Bajaj Transport Business and Employment Creation among Youths

This section presents the findings and discussion on the contribution of the Bajaj transport business to employment creation among youths in study area. The analysis examines how the Bajaj transport business creates employment opportunities, provides self-employment, generates income, reduces youth unemployment, and contributes to improved livelihoods.

4.3.1 Bajaj Business and Respondents' Employment Opportunities

The findings indicated that 76.7% of respondents reported that the Bajaj transport business had created employment opportunities, while 23.3% reported otherwise. The findings imply that the Bajaj transport business contributes to reducing unemployment among youths by providing opportunities for direct and indirect participation in the transport sector. Youths may participate by operating Bajaj vehicles they own, operating vehicles owned by investors or family members, or participating through cooperative arrangements. Employment creation does not necessarily depend on ownership of a Bajaj vehicle. The interview responses generally confirmed the quantitative findings, as the key informants explained that Bajaj transport had created both direct and indirect employment opportunities for young people in the municipality.

The Ward Executive Officer from Ruaha Ward explained:

The Bajaj transport business has contributed significantly to employment creation among youths in Iringa Municipality. Many young people who could not secure formal employment have been able to engage in Bajaj transport either as owners or drivers. The business provides self-employment and a regular source of income, enabling youths to support themselves and their families (Interview with WEO from Ruaha Ward, 18 June 2026).

The regular income generated enables youths to meet their personal and household needs. This finding supports the quantitative results, which showed that Bajaj transport contributes to employment creation and livelihood improvement among youths.

Similarly, the Bajaj Association leaders stated:

Bajaj transport has created many employment opportunities for young people because it does not require very high academic qualifications to start working as a driver. Some youths are employed by Bajaj owners, while others have managed to own their own motorcycles after saving money or

obtaining financial support. The business allows them to earn income on a daily basis (Interview with Bajaj Association Leader from Iringa Municipality, 20 June 2026).

This suggests that Bajaj transport contributes not only to immediate employment creation but also to economic empowerment and livelihood improvement. The qualitative findings therefore complement the quantitative findings by confirming the importance of Bajaj transport as a source of employment among youths in Iringa Municipality.

The finding is consistent with Luambano et al. 2024, who, in a study of 138 participants in Dar es Salaam, found that commercial motorcycle transport significantly contributed to youth livelihoods and provided employment opportunities for young operators. Similarly, Munishi and Hamidu (2022) reported that motorcycle taxi activities constituted an important livelihood strategy among urban transport operators in Tanzania. Although these studies focused mainly on motorcycle transport, their findings are relevant to the present study because Bajaj transport forms part of the informal two- and three-wheeler transport sector. Therefore, the findings provide supporting evidence for the present result that 76.7% of respondents identified the Bajaj transport business as an employment-generating activity for youths at Iringa Municipality.

4.3.2 Ways Bajaj Business Created Employment Opportunities

As presented in Table 3, employment as Bajaj drivers recorded the highest frequency of 29.5%, followed by financial opportunities with 26.7%. Self-employment through Bajaj ownership accounted for 23.3%, while business expansion recorded the lowest frequency of 20.5%. The pattern indicates that direct employment as Bajaj drivers was the most commonly reported opportunity, whereas business expansion was the least reported. The total of 146 responses exceeded the 90 respondents because the question allowed respondents to select more than one option.

Table 3: Youth employment opportunities through Bajaj business

Employment opportunities through Bajaj	Frequency	Percent (%)
Business		
Employment as Bajaj drivers	43	29.5
Self-employment through Bajaj ownership	34	23.3
Business expansion	30	20.5
Financial opportunities	39	26.7
Total	146	100.0

Source: Researchers' Data (2026)

This finding is consistent with Luvinga (2021), who found that motorcycle transport supported youth financial well-being and participation in other economic activities, while Wango et al. (2021) reported that informal motorcycle transport provided employment opportunities but was also associated with income and employment insecurity. Thus, the findings suggest that Bajaj transport served as a livelihood activity through several interconnected forms of employment and economic participation.

4.2.3 Type of Employment Gained through Bajaj Business

The findings from Table 4 indicate that Bajaj driving was the most common type of employment at 52.2%, followed by Bajaj ownership at 31.1%. Mechanical services accounted for 15.6%, while spare parts business recorded the lowest proportion at 1.1%. The pattern indicates that employment gained from the Bajaj business was concentrated mainly in driving and ownership, with fewer respondents engaged in related mechanical and spare parts activities.

Table 4: Type of employment gained through Bajaj business

Type of Employment	Frequency	Percent (%)
Bajaj driving	47	52.2
Bajaj ownership	28	31.1
Mechanical services	14	15.6
Spare parts business	1	1.1
Total	90	100.0

Source: Researchers' Data (2026)

To identify the different employment opportunities created by the Bajaj transport business, the study interviewed three Ward Executive Officers (WEOs) and three Bajaj Association Leaders (BALs). The respondents explained that the business had created both direct and indirect employment opportunities for youths in Iringa Municipality.

During interview with WEO in study area it was stated that:

The Bajaj transport business has mainly created employment opportunities for youths as Bajaj drivers. Some youths operate their own Bajajs, while others are employed by Bajaj owners. The business has also created other jobs such as motorcycle mechanics, Bajaj washing services, and spare-parts selling. Youths can earn income from Bajaj transport either directly by driving or indirectly by providing services to Bajaj operators (Interview with WEO, Kitanzini Ward, 18 June 2026).

Starting as a driver allows youths to generate income and potentially accumulate savings that can later be invested in purchasing their own Bajaj. The finding therefore suggests that the sector contributes not only to immediate employment creation but also to economic empowerment and improved livelihood opportunities among youths. These qualitative findings complement the quantitative results by confirming that Bajaj transport generates both direct and indirect employment opportunities in Iringa Municipality.

The findings demonstrate that the Bajaj transport business contributes to youth employment through driving, ownership, and related services. Goletz et al. (2021) highlighted the important role of three-wheeler taxis and their drivers in Tanzania's urban transport system, supporting the finding that Bajaj driving was the dominant employment opportunity at 52.2%. Similarly, Murihano and Msangi (2023) found that commercialized three-wheelers in Mbeya City provided business and employment opportunities, consistent with the 31.1% of respondents who identified Bajaj ownership as an employment opportunity. The findings suggest that the Bajaj sector supports youth employment through both direct operation and related economic activities.

4.2.4 Bajaj Business Provides Reliable Income

The findings show that 63.3% of respondents reported that the Bajaj transport business provides a reliable source of income, while 36.7% reported otherwise. This indicates that the business provides a regular income opportunity for many youths, enabling them to meet daily needs and support their households. The finding is consistent with Murihano and Msangi (2023), who found that commercialized three-wheelers in Mbeya City provided income-generating opportunities and supported operators in meeting household needs. However, the 36.7% who reported unreliable income suggests that the benefits may vary among operators due to differences in operating and business conditions. The findings indicate that Bajaj transport is an important income-generating activity for youths at Iringa Municipality.

4.2.5 Challenges Faced in the Bajaj Transport Business

The findings in Table 5 show that police and licensing challenges were the most commonly reported challenge, accounting for 31.1%. This was followed by lack of capital, accounting for 27.8%, while accidents and insecurity accounted for 23.3%. The least reported challenge was high competition, accounting for 17.8%. The findings indicate that regulatory requirements and difficulties associated with police and licensing procedures were the most significant challenges affecting youths engaged in the Bajaj transport business. Goletz et al. (2021) similarly identified regulatory and operational challenges in three-wheeler taxi operations in Dar es Salaam. Wango et al. (2021) also reported safety and employment-related vulnerabilities among motorcycle taxi operators. These findings suggest that such challenges may affect the stability and sustainability of livelihood opportunities derived from the Bajaj transport business.

Table 5: Challenges faced in the Bajaj transport business

Challenge	Frequency	Percent (%)
Lack of capital	25	27.8
High competition	16	17.8
Police and licensing challenges	28	31.1
Accidents and insecurity	21	23.3
Total	90	100.0

Source: Researchers' Data (2026)

4.2.6 Bajaj Transport Business and Youth Unemployment

The findings in Table 6 show that reducing idleness among youths was the most frequently reported contribution of the Bajaj transport business, accounting for 39.4% of responses, followed by promoting youth entrepreneurship (34.5%), creating self-employment opportunities (15.5%), and providing quick access to income (10.6%). Since respondents could select more than one option, the total of 142 responses exceeded the 90 respondents. The findings suggest that the Bajaj business provides youths with opportunities to remain economically active through self-employment, entrepreneurship, and income generation. This is consistent with Mwaisakila and Msuya (2021), who found that informal economic activities provided opportunities for

youth self-employment and economic participation. Similarly, Mhede (2022) emphasized the role of informal businesses in promoting youth entrepreneurship and income generation. The findings indicate that Bajaj transport contributes to addressing youth unemployment through several forms of economic engagement, particularly reducing idleness and promoting entrepreneurship.

Table 6: Bajaj Transport Business and to Youth Unemployment

Ways of Reducing Youth Unemployment	Frequency	Percent (%)
Creation self-employment opportunities	22	15.5
It promotes youth entrepreneurship	49	34.5
It reduces idleness among youths	56	39.4
It provides quick access to income	15	10.6
Total	142	100.0

Source: Researchers' Data (20

4.2.8 Motivation to Join the Bajaj Transport Business

The findings in Table 7 show that lack of other employment opportunities was the main motivation for joining the Bajaj transport business, reported by 58.9% of respondents. This was followed by availability of income opportunities (17.8%), desire for self-employment (12.2%), and family influence (11.1%). The findings suggest that limited access to alternative employment was a major reason for youths entering the Bajaj transport business, while income generation and self-employment also influenced participation. This indicates that the business serves as an alternative livelihood opportunity for youths seeking to engage in income-generating activities.

Table 7: Motivation for joining the Bajaj transport business

Motivation	Frequency	Percent (%)
Lack of other employment opportunities	53	58.9
Desire for self-employment	11	12.2
Family influence	10	11.1
Availability of income opportunities	16	17.8
Total	90	100.0

Source: Researchers' Data (2026)

4.2.7 Motivation to Join the Bajaj Transport Business

The findings in Table 8 show that lack of other employment opportunities was the main motivation for joining the Bajaj transport business, reported by 58.9% of respondents. This was followed by availability of income opportunities (17.8%), desire for self-employment (12.2%), and family influence (11.1%). The findings suggest that limited access to alternative employment was a major reason for youths entering the Bajaj transport business, while income generation and self-employment also influenced participation. This indicates that the business serves as an alternative livelihood opportunity for youths seeking to engage in income-generating activities.

Table 8: Motivation for joining the Bajaj transport business

Motivation	Frequency	Percent (%)
Lack of other employment opportunities	53	58.9
Desire for self-employment	11	12.2
Family influence	10	11.1
Availability of income opportunities	16	17.8
Total	90	100.0

Source: Researchers' Data (2026)

The findings are consistent with Mbwete (2025), who found that limited formal employment opportunities and the need to generate income influenced youth participation in motorcycle taxi activities in Tanzania. Similarly, Wango et al. (2021) reported that motorcycle taxi operations provided employment

opportunities for young people where formal jobs were limited. This supports the present finding that 58.9% of respondents joined the Bajaj business due to a lack of other employment opportunities. Luvinga (2021) also found that motorcycle transport provided livelihood and income-generating opportunities for youths, consistent with the 17.8% who joined because of available income opportunities. Overall, the findings suggest that limited employment opportunities, income generation, and the desire for self-employment were important motivations for youths to enter the Bajaj transport business at Iringa Municipality.

4.2.8 Type of Training Received

Regarding the type of training received, driving skills training accounted for the highest proportion at 48.9%, followed by road safety training at 40.0%. Customer service training accounted for 7.8%, while business management training recorded the lowest proportion at 3.3%. This distribution shows that training was mainly focused on driving competence and road safety, with limited attention to customer service and business management.

Table 7: Type of Training Received by Respondents

Type of Training	Frequency	Percent (%)
Driving skills training	44	48.9
Road safety training	36	40.0
Customer service training	7	7.8
Business management training	3	3.3
Total	90	100.0

Source: Researchers' Data (2026)

The findings suggest that training among Bajaj operators focused mainly on technical and safety skills, with driving skills and road safety accounting for 88.9%. Kumar et al. (2021) emphasized the importance of technical competence in improving transport operators' performance and safety, consistent with the 48.9% who received driving skills training. Similarly, Böcker et al. (2022) highlighted the importance of road-safety knowledge among informal transport operators, supporting the 40.0% who received road safety training. However, only 7.8% received customer service training and 3.3% received business management training. Muthoni and Wambua (2023) noted that such skills can support the management and sustainability of informal transport enterprises. The findings therefore indicate a need for broader training that includes customer service, financial management, entrepreneurship, and business development.

4.2.9 Ways Bajaj Business Improved Livelihoods

In terms of livelihood improvement, better housing and improved food security were the most frequently reported outcomes, each accounting for 26.2% of responses and 52.5% of cases. Payment of school fees and improved clothing and personal needs each accounted for 23.8% of responses and 47.5% of cases. The findings indicate that income from the Bajaj transport business was mainly used to meet basic household needs, including housing, food, education, and personal welfare.

Table 9: Ways Bajaj business improved livelihoods

Ways of Improving Livelihoods	Frequency	Percent (%)
Better housing	32	26.2
Payment of school fees	29	23.8
Improved food security	32	26.2
Improved clothing and personal needs	29	23.8
Total	122	100.0

Source: Researchers' Data (2026)

The findings indicate that the Bajaj transport business contributed to household welfare through improved housing, food security, education, and personal needs. Kweka (2021) found that informal employment can support household consumption and welfare, consistent with the 52.5% of cases reporting improved food security and housing. Similarly, Mhede (2022) reported that youth involvement in informal businesses enabled participants to meet household and personal expenses, supporting the 47.5% of cases that used Bajaj income to pay school fees and meet personal needs. URT (2023) also emphasized the role of youth self-employment and entrepreneurship in improving economic welfare. Overall, the findings suggest that the contribution of Bajaj transport extends beyond income generation to practical improvements in the living conditions of participating youths and their households.

4.2.10 Government Support Adequacy for Bajaj Operators

The findings indicate that 76.7% of respondents considered government support for Bajaj operators adequate, while 23.3% reported that it was inadequate. This suggests that most operators perceived the available government support as sufficient for their participation in the business. The finding is consistent with Tukamushaba et al. (2021), who emphasized the importance of institutional support, including training, finance, and infrastructure, in supporting small businesses. Similarly, Agyapong and Kusi (2022) highlighted the role of supportive government policies and institutional services in improving business operating conditions. However, the 23.3% reporting inadequate support indicates that some gaps remain in the support available to Bajaj operators. The findings suggest that government support was generally perceived positively, although further improvements may be needed in areas such as financing, licensing, training, and road infrastructure.

5.0 Conclusions and Recommendations

The study concludes that the Bajaj transport business contributes to employment creation among youths in Iringa Municipality by providing direct self-employment opportunities, particularly for those with limited access to formal employment. It also supports indirect employment through vehicle maintenance, spare-parts sales, fuel services, and other related activities. However, the sustainability of these livelihood opportunities is constrained by competition, high operating costs, mechanical breakdowns, and dependence on Bajajs owned by other individuals. The study recommends to Iringa Municipal Council Authority, Bajaj associations, Land Transport Regulatory Authority (LATRA), financial institutions, and other stakeholders strengthen support for youth operators through financial management training in saving, budgeting, record keeping, investment, and income management. Affordable and flexible credit facilities should be promoted to enable operators to acquire their own Bajajs and invest in productive activities. Youths should also diversify their income through farming, livestock keeping, retail businesses, and other investments. Furthermore, Local Government Authorities should address parking challenges and other operational difficulties, while Bajaj associations should promote preventive maintenance and help operators manage repair costs.

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