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Factors influencing youth involvement in the bodaboda transport business in Dodoma City, Tanzania

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ABSTRACT

This research was conducted in two designated wards, specifically Miyuji and Mnadani, in Dodoma city, with an emphasis on the determinants of youth participation in the Bodaboda transportation enterprise, examining socioeconomic and demographic variables, as well as other motivational factors. This investigation used a sample of 175 participants and employed a cross-sectional research design to collect primary data. Data collection methodologies incorporated interviews and documentary analysis. The gathered data were subjected to both descriptive and inferential statistical analyses. The findings indicated that marital status and household size significantly influence youth engagement in the Bodaboda sector. In contrast, age, educational attainment, breadwinner status, and cohabitation with parents exhibited negligible influence on youth participation in the Bodaboda enterprise. Furthermore, sources of income and employment status significantly affected youth involvement in the Bodaboda business. In contrast, access to credit, initial capital requirements, and Bodaboda loans had minimal influence on youth engagement in this sector. Additionally, activities such as using WhatsApp, engaging with social media, the type of mobile device youths use, watching television, reading newspapers, and listening to the radio were significantly correlated with youth participation in the Bodaboda enterprise. Consequently, it is recommended that the central government establish supportive programs to enhance youth access to education and facilitate their transition from the Bodaboda sector to more formalized business ventures. The government should formulate policies and initiatives to combat poverty by improving educational access and financial resources, investing in youth skill development programs, strengthening job security policies, and promoting youth entrepreneurship.

INTRODUCTION

Over the past decade, China, India, Vietnam, and Indonesia have become the world's largest motorcycle markets (Chepkwony et al., n.d.; Luinga, n.d.; Mallett et al., 2023; Mashamba, 2014; Mbegu & Mjema, 2019a; Mbowa et al., 2025a; Mutiso & Behrens, 2011; Omondi Deppuh & Ng, n.d.). The annual market growth rate is above 6.5%, and the nation's vast market is evolving (Wickramaratne, 2018). The global evolution of motorcycles has yielded numerous benefits, including enhanced maneuverability (Wickramaratne, 2018), capability to traverse substandard roads (Essau & Ngonzi, 2022; Silwal et al., 2022), and adaptability to demand (Karema &

Irandu, 2017; Maulaga et al., 2019), particularly evident in the rising utilization of motorcycles for commercial public transport in sub-Saharan Africa, Latin America, and Asia, as well as for personal transport in European nations and the USA to circumvent prolonged traffic congestion and expedite travel (Kikula & Makore, 2022; Maulaga et al., 2019; Mbowa et al., 2025b; Moraa & Nyachio, n.d.). In this context, global motorcycle business services experienced a 2.5% rise in road accidents, a 3.8% increase in traffic management issues, a 1.3% escalation in pervasive noise, and a 0.9% growth in local air pollution and greenhouse gas emissions in 2018 (Luinga, 2011).

In Sub-Saharan Africa, motorcycle taxis are referred to as “Okada” in Nigeria and “Bodaboda” in East Africa (Salim, 2024a). The term Bodaboda derives from the English word 'border,' as it facilitated passage between borders while providing services. Motorcycle enterprises were recognized as a viable mode of commercial transport and an adaptable public transportation system, owing to their capacity to operate in regions where commuter buses or taxis were unprofitable or impractical due to inadequate road conditions (Luvunga, n.d.; Mashamba, 2014; Mutiso & Behrens, 2011; Omondi Deppuh & Ng, n.d.). By 2015, there was substantial development in the utilization of motorbikes as a commercial public transport option, with over 300,000 registered in Kampala (Regina et al., 2020), Uganda. By 2010, Tanzania had 308,412 motorcycle taxis, increasing to 832,149 by 2014, and surpassing 1 million in both Tanzania and Kenya by 2016 (Bishop et al., 2018; Mbegu & Mjema, 2019b; Runyora et al., 2017). Bodaboda has engaged youth in both rural and urban regions; around 1.2 million youth in Kenya, 1.3 million in Uganda, and 1.1 million in Tanzania will be employed in this industry throughout 2022/2023 (Essau & Ngonzi, 2022; Maulaga et al., 2019; Silwal et al., 2022; Wickramaratne, 2018). Notwithstanding the contributions and advantages of Bodaboda, Kenya recorded over 11,431 crimes, 6,314 fatalities, and 37,312 injuries in 2019; Uganda documented over 5,676 crimes, 3,214 fatalities, and 21,235 injuries in 2018; and Tanzania reported over 13,896 crimes, 5,994 fatalities, and 13,520 injuries in 2020. The enterprise experiences steady growth and attracts the interest of small- and medium-sized investors (Leonard, 2016). Young individuals and politicians regard Bodaboda as a viable employment choice (Amone, n.d.; Kikula & Makorere, 2022; Mbowe et al., 2025b; Moraa & Nyachio, n.d., 2015).

The utilization of Bodaboda as a public transportation system is expanding in Tanzania. Between 2013 and 2019, Tanzania engaged over 1.1 million youngsters in the Bodaboda industry and recorded more than 1,800,000 new motorcycles by 2019 (Luvunga, 2021). The Bodaboda industry results in fatalities, disability, noise pollution, environmental degradation, and heightened insecurity in urban areas due to crimes and theft associated with Bodabodas (Maulaga et al., 2019).

Although the Bodaboda transport industry serves as a significant source of employment and income (Amone, 2021). It is also regarded as a detrimental parasite that depletes vitality and is a primary contributor to poverty and the degradation of individuals' lives. (Mbegu & Mjema, 2019) indicated that 3,378 Bodaboda users were involved in accidents in 2018. This clearly indicates that, ultimately, the entire community of Bodaboda users will be implicated in an accident. The prevalence of severe injuries among Bodaboda users, coupled with the widespread perception of their involvement in communal crimes, casts doubt on the societal benefits of the Bodaboda industry (Luvunga, 2021). The importance of resolving this issue is paramount.

The Bodaboda industry exerts both detrimental and beneficial effects on riders and consumers alike. Identifying the factors driving young participation in the Bodaboda business is crucial for implementing strategies to avoid potential adverse impacts. Neglecting this study may result in insufficient governmental attention to the issues confronting children. This encompasses the inability to furnish essential knowledge and safeguards via the implementation of laws, policies, and regulations that oversee young participation in the Bodaboda enterprise.

Concerns are mounting regarding the economic significance of the Bodaboda industry due to the prevalence of orphans, impairments, and potential abuse by motorcycle proprietors. Bodaboda has resulted in injuries and fatalities, ranking as the third leading cause of death after malaria and HIV (Salum, 2015). This indicates that the business is undermining the workforce of both the region and the nation as a whole (Luvunga, 2021). In Dodoma city, the Bodaboda business recorded 2,375 crimes, 892 accidents, 1,294 fatalities, and 3,105 injuries in 2020.

Notwithstanding the challenges faced by the business, youth participation in the Bodaboda sector is growing rapidly (Adanu et al., 2025; “Effects of Youth Development Fund on the Establishment and Growth of Youth-Led Enterprises in Mpwapwa District, Tanzania,” 2025; Herur, n.d.; Kariuki Nyaga & Gichuru Kariuki, 2019; Luambano et al., 2023; Mashamba, 2014; Mkutu & Mkutu, 2019; Mutiso & Behrens, 2011; Oltaye et al., 2021; Omondi Deppuh & Ng, n.d.; Orwa Bula, 2012; Regina et al., 2020; Runyora et al., 2017; Salim,

2024b; Subhe et al., n.d.). The objective of this study was to evaluate the determinants affecting young participation in the Bodaboda business, notwithstanding its adverse effects in Dodoma city, addressing the following questions: (1) How do socio-demographic factors influence youth involvement in the Bodaboda transport business? (2) How do economic factors influence youth involvement in the Bodaboda transport business? (3) What are the influences of information on youth involvement in the Bodaboda transport business?

Entrepreneurship Theory

The theory was developed by Papanek in 1962 and revised by Harris in 1970 (Schloss, 1968). The overview of the theory was that “an entrepreneur implements all activities due to their economic spurs”. A man's inner drive is tied to economic gains, which motivate him to engage in economic activities. According to this theory, profit drive is the primary motivating force that turns an individual into an entrepreneur, while economic spur is the core influence that stimulates entrepreneurial activity (de Bont, 2021). Economic gains naturally foster entrepreneurs' will to pursue various entrepreneurial endeavors. The relationship between an individual's inner need and the favourite economic gains reflects on the growth of entrepreneurial fitness. Entrepreneurship growth and economic tumour occur whenever certain economic conditions are favourable (Schloss, 1968). This study adopted this theory because youth entering the Bodaboda business can be viewed as entrepreneurs seeking opportunities in a dynamic market. The theory also explains the motivations, risk-taking behaviour, and strategies of youth in growing the Bodaboda business (Adanu et al., 2025; Agyemang et al., 2021; Herur, n.d.; Hussein et al., 2022; K et al., 2012; Karema & Irandu, 2017; Kariuki Nyaga & Gichuru Kariuki, 2019; Luambano et al., 2023; Maulaga et al., 2019; Mkutu & Mkutu, 2019; Moraa & Nyachio, 2015; Orwa Bula, 2012; Silwal et al., 2022; Subhe et al., n.d.; Wickramaratne, 2018; Yakubu, 2012; Yiboe, 2017).

Functionalist Perspective Theory

Émile Durkheim formulated the theory known as functionalism, which constitutes a key theoretical position in sociology and anthropology. The theory focuses on the mechanisms that enable social order and maintain societal stability. Functionalism analyzes each component of society based on its

role in maintaining the overall stability. Society transcends mere aggregation; each component plays a vital role in maintaining the stability of the whole. Durkheim conceptualized society as an organism, wherein each component fulfills an essential role, yet none can operate independently; in the event of a crisis or failure, other components must adjust to compensate for the deficiency.

This theory is pertinent to the study as it analyzes how several societal components, including socio-demographic factors, economic influences, and the impact of information, contribute to the stability and operation of youth participation in the Bodaboda business. The Bodaboda business serves as a pragmatic solution to transportation demands in Tanzania, appealing to youth who seek to support their communities and deliver vital transportation services.

Institutional Theory

Institutional theory concerns the rules that govern, safeguard, and regulate the functioning of a market economy. (Orwa Bula, 2012). The theory posits that, with appropriate laws and regulations, individuals will engage in peaceful, safe interactions. The institutional framework, as a component of institutions, enables effective governance of individuals when they engage in contractual agreements (Runyora et al., 2017).

This theory parallels the study, as the institutional framework regulates the transport agreement between a Bodaboda driver and a customer. If the official institution is robust, it would prohibit the Bodaboda driver from operating a motorbike without two side mirrors, a helmet, shoes, or a legal driving license. Noncompliance will constitute a violation of the rules and regulations, perhaps resulting in court proceedings or fines for the driver.

Youth Employment and Involvement in the Bodaboda Business

Global social and economic well-being depends on youth employment. Jobs for youth promote economic growth, personal development, and social stability. Improving youth employment and futures are the key goals.

Regina et al. (2020) found that financing, mentoring, and company development for young entrepreneurship boost job creation and economic growth. Incubation centres and startup clusters, such as Bodaboda, may foster innovation and empower

young people to create jobs, according to Runyora et al. (2017). Kumar, n.d.; Silwal et al. (2022) found that quality education and skills development programs prepare youth for the work market. Aligning the curriculum with industry needs and providing practical training and internships can overcome the education-employment gap. Young individuals can start startups like Bodaboda transport with vocational training.

Schloss (1968) discovered that public-private mentorship, job fairs, and internships connect kids with industry professionals and boost their job prospects. Through PPP, the government must discover new job sectors and invest in youth-friendly companies like Bodaboda. Mbowe et al. (2025a) say that vocational and technical training, such as driving skills training, prepares youth for the job market. Working with industry and employers to expand and strengthen vocational training institutions and offer market-driven courses would boost youth employability and career prospects.

Licensing and Registration Regulations and Policies

The Land Transport Regulatory Authority Act and the Transportation Act, passed by LATRA, TRA, EWURA, and the police, regulate the safety and responsibilities of Bodaboda operators. Operators must have permits, licenses, and vehicle registrations under these policies. These guidelines help the government regulate the industry and guarantee new entrants follow the law (URT, 2017).

Safety Regulations and Policies

The Tanzanian government, through the police, has implemented road safety measures to safeguard the welfare of Bodaboda operators and passengers, mandating helmet use, reflective jackets, and routine vehicle inspections. These restrictions can augment the legitimacy and professionalism of the Bodaboda enterprise, rendering it more appealing to young entrepreneurs (Rizzo, 2011).

Insurance Policies and Regulations

Insurance policies and laws are essential for safeguarding Bodaboda operators, passengers, and third parties. The Tanzanian government has mandated insurance coverage for Bodaboda operators through several sectors, including banks and insurance organizations such as BUMACO and Zanzibar Insurance. These stipulations establish a

safeguard for young businesses and their clientele in the event of accidents or emergencies. Cost-effective insurance solutions designed for Bodaboda operators can promote youth engagement by alleviating financial risks. Consequently, this instills a sense of security for young entrepreneurs and promotes their participation in the Bodaboda transport sector (IFAD, 2016).

Age Restrictions

The 2017 and 2019 Transportation Acts and Regulations set age limits for Bodaboda business participants. Commercial motorbike operators must be 18 or older. This Regulation protects minors from hazards and ensures they are mature enough to operate the Bodaboda transport industry (Itodo, 2019).

Taxation Policies and Regulations

The Tanzanian government, through local government bodies (LGAs) and the Tanzania Revenue Authority (TRA), requires entrepreneurs and businesspeople to pay taxes. Tax benefits for young Bodaboda entrepreneurs in Tanzania include lower tax rates. These programs help young people financially and encourage their participation in the sector (IFAD, 2016).

Traffic Laws and Regulations

Tanzania has established traffic laws and regulations for all road users, including Bodaboda operators. These laws govern speed limits, traffic signals, and road signage. Compliance with these regulations is crucial for the safety of both operators and passengers. Young individuals interested in the Bodaboda business must familiarize themselves with these laws and adhere to them to avoid legal consequences and ensure road safety (URT, 2017)

Training and Certification Policies

Recognizing the importance of equipping youth with the necessary skills and knowledge, the Tanzanian government, through its institutions such as VETA, the police force, and NIT, has introduced training and certification programs tailored explicitly for Bodaboda operators. These programs provide comprehensive education on road safety, defensive driving, first aid, and customer service. By participating in these programs, young individuals can enhance their professionalism and improve their service quality (Boniface et al., 2016).

Financial Support And Incentives Policies

The Tanzanian government, with the support of NGOs and the private sector, has introduced

various financial support schemes and incentives, such as Bodaboda loans from Microfinance Institutions (MFIs); banks such as CRDB, NMB, and NBC; Bodaboda dealers such as Kazimoto, City Boys, Mo-Bajaji Boxer, betting companies such as Biko, Throne Bet, and Meridian Bet. These schemes include youth-specific loans, grants, and subsidies to help young individuals acquire motorcycles, purchase safety gear, or start their own Bodaboda businesses. These policies aim to alleviate financial barriers and provide youth with the resources they need to enter and thrive in the industry (Bishop, 2015).

Youth Empowerment Programs

The government of Tanzania, through various platforms, NGOs, private sectors, and ministries, has initiated various youth empowerment programs such as the Youth Development Fund (YDF), National Youth Development Agency (NYDA), United Nations Development Program (UNDP), Youth Entrepreneurship Development Organization (TYEDO), USAID Tanzania Youth economic empowerment activity (YEE) youth leadership platforms that specifically target young individuals interested in the Bodaboda business. These programs provide training, mentorship, and financial support to equip youth with the necessary skills and resources to enter and excel in the industry. By offering guidance and assistance, these programs encourage youth to get involved in businesses and promote entrepreneurship (URT, 2017).

Socio-Demographic Factors Influencing Youth Involvement In Bodaboda

Luvinga's (2021) cross-sectional study on the impact of the Bodaboda transport industry on Arusha's youth used cross-tabulation for data analysis. The study found that youth education and networking have expanded the Bodaboda transport sector, improving their personal assets (financial gains and overall livelihood), social assets (food, shelter, and clothing), and human and physical assets and infrastructure for their living conditions.

A study by Cheres (2019) on enterprise fund strategy and youth unemployment in Kericho County, Kenya, found that motorcycle advertising and media, including social media, radio, and television, increased youth participation in the motorcycle industry and improved their well-being by providing affordable, fast, accessible

transportation to remote areas and flexible mobility options.

Research by Amone (2021) on Bodaboda, young employment, and globalization in Uganda found that riders' social lives have improved. Karema (2013) found that improved road safety education, networking, and social networks helped youth support their livelihoods in the motorcycle taxi industry in Laikipia East sub-county, Kenya. Olvera et al. (2012) found that greater Bodaboda investment improves economic empowerment and the living conditions of vehicle users.

Mutiso (2013) found that small- and medium-sized investors in several developing nations are investing in Bodaboda (bicycle taxi) services in Nakuru and Kisumu, Kenya. Youths and politicians also view motorbike taxis (Bodaboda) as an alternative source of income. In Uganda, Amone (2021) found that high rural-urban migration, rapid urban population growth, the growth of the informal sector, and poor transport infrastructure in many developing nations drive the rapid adoption of Bodaboda as a public transit mode.

Luvinga and Kilasara (2020) conducted a cost-benefit analysis of the financial ramifications of the Bodaboda transport sector among youth in Arusha. They found that a reduction in the availability of new vehicles of all types and a rise in advertising and media influence, which facilitated the proliferation of motorcycles for commercial use, have contributed to its increased use for public transportation in Tanzania since 1990.

Lawrence's (2012) study on the socio-cultural effects of motorbike taxis in Tombel, South West Region of Cameroon, found that the Bodaboda enterprise's Net Present Value (NPV), Benefit-Cost Ratio (BCR), and Profitability Index increase youth income and improve their livelihoods. A similar study by Mutiso and Behrens (2011) on Bodaboda bicycle taxis and their role in urban transport systems in Nakuru and Kisumu, Kenya, found that youths initially intended to use the business to earn extra income alongside formal employment and investments. Due to increased unemployment and dependency rates, the motorcycle taxi sector has become a significant source of work and income for youth and community members.

Njenga (2018) explored how policies affect youth engagement in Kenya's Bodaboda business. The findings showed that education is crucial to

Bodaboda. Rural areas have mostly poor primary and secondary schools. Resourceful rural parents bring their children to cities to work in the Bodaboda business to fund their higher education.

Khahemba (2017) found that family size and composition affect entry into the Bodaboda industry. Larger families are more likely to join Bodaboda. Male members of joint families can run the Bodaboda company while their wives and children are cared for by other family members. In a nuclear family, there is no support system; hence, fewer people engage in the Bodaboda industry. Extended families advance Bodaboda better than nuclear families. The expansive framework of such households encourages family members to invest in the Bodaboda firm.

Economic Factors Influencing Youth Involvement in Bodaboda Business

A study by Amone (2021) on Boda-boda, Youth Employment, and Globalization in Uganda found that the transport sector boosts the economy, development, and public welfare. Comparable Nyachieo (2013) in Kenya found that the Bodaboda transport sub-sector creates youth jobs.

Itodo (2005), on Borno, authorizes N1 billion for the purchase of motorcycles in Nigeria, showing that the motorcycle taxi sector has dramatically impacted the economy and society. Employment for millions of unemployed retirees is a significant benefit. The motorbike taxi sector has benefited many Nigerians economically. Many unemployed teens and seniors find profitable opportunities in commercial motorbike operations. Some government officials also use motorcycles to boost their income.

Maulaga et al. (2019) explore young people's views on motorcycle taxi investment and economic well-being. Moshi Municipality found that the Bodaboda business has a high Net Present Value (NPV), Benefit-Cost Ratio (BCR), and Profitability Index, improving young people's finances. In Kampala, Howe (2003) found that motorbike renting is profitable for people with other businesses.

Mutiso and Behrens (2011) found in "Boda Boda: Bicycle Taxis and Their Role in the Urban Transport System in Nakuru and Kisumu, Kenya" that youths initially wanted to join the Bodaboda business to supplement their income from formal employment and investments. However, rising

unemployment and dependency rates have made motorcycle taxis a significant source of income and employment for young people and community members.

Nyachieo (2013) reported that most Kenyan Bodaboda riders have no other income and depend on the company. Lawrence (2012) in Tombel, South West Region, Cameroon, found that youngsters' learning of entrepreneurial skills in the Bodaboda company motivates them to participate and provides them with experience for additional ventures.

Kikula and Makorere (2022) conducted a study on Bodaboda drivers' experiences in Tanzania, specifically in Morogoro Municipal, which shows a significant increase in motorcycles as commercial public transport. Accessibility, affordability, the ability to navigate poor road conditions, limited investment, and demand responsiveness are advantages of this mode. However, commercial motorcycle services have increased road accidents, traffic management issues, noise pollution, local air pollution, and greenhouse gas emissions.

Influence of Information on Youth Involvement in Bodaboda Business

Opondo and Kiprop (2018) revealed that radio, television, and newspapers can strongly influence young Kenyans' views on the bodaboda sector and security issues. These channels can affect perceptions and ambitions by sharing information about the business, its challenges, and rewards.

Oyesiku (2014) showed that motorbikes are a growing business for people with low incomes in Kenya's transport sector and contribute to sustainable development, and that social media, particularly WhatsApp, are important for bodaboda information dissemination and networking. These venues can foster youth knowledge exchange, business, and community growth.

Bodaboda bicycle taxis provide urban transportation systems, according to Maseno (2019). Case studies from Nakuru and Kisumu, Kenya, showed that teenagers need training to meet the demands of the bodaboda sector. Media- or technology-delivered high-quality training programs can boost employability and safety.

Naddumba (2019) discusses the role of commercial motorbikes in rural economies. A Kenyan case study of Laikipia East Sub-county shows that phone types can alter information

accessibility. Smartphones offer more information and opportunities than feature phones due to their internet connectivity.

Access to knowledge can influence motorcycle handling, industry entry, service offerings, and business practices (Dickson, 2016). Social media and WhatsApp will certainly influence networking, information distribution, and market dynamics among Tanzanian commercial motorbike operators, according to PECOD (2020).

According to Salum (2015), trans-spatial economic and social networks between families and media channels such as radio, television, and newspapers can strongly influence teenagers' opinions of the bodaboda sector. Unfavorable images may deter potential participants, while positive ones may romanticize the lifestyle.

Rollason (2012) reported that Kigali motorcycle taxi drivers used social media, including WhatsApp, to share information. They can facilitate experience sharing, job postings, and industry news. However, these methods spread misinformation quickly. Maulaga et al. (2019) stated that training is necessary to prepare youth for the challenges and opportunities of the bodaboda business. Superior training can boost their skills, safety, and income. Xinhua (2018) said that technology, particularly phones, affects information consumption and use. Smartphone users have more information sources and may interact more with internet platforms.

Information Gap

Numerous studies and scholars (Mbegu & Mjema, 2019; Xinhua, 2018; Luinga & Kilasara, 2020; Maulaga et al., 2019; Amone, 2021; Luinga, 2021; Kikula & Makorere, 2022; Urio, 2020) have examined the Bodaboda business in East African nations, including Uganda, Kenya, and Tanzania. Their findings elucidate the effects of Bodaboda on the living standards of motorcycle users, highlighting both negative and positive outcomes, such as fatalities, accidents, and substantial profits. However, there remains a paucity of knowledge regarding the factors motivating youth to engage in the Bodaboda transport sector in Dodoma city, despite the attractive investment opportunities available, such as those in the Central Business District (CBD), packaging materials for primary and secondary processing industries, the dairy industry, and leather processing (tanneries) (URT, 2019).

Conceptual Framework

Researchers use a conceptual framework to discover variables and statistical correlations (Adam & Kamuzora, 2008). Institutional theory informs this study's conceptual framework, which links independent factors, intermediate variables, and dependent variables (Figure 1). This study considers young bodaboda transit participation as an independent variable and mobility, opportunity, accessibility, profitability, promotion, and demand as intermediate variables. The independent variables affect youth participation in bodaboda transport.

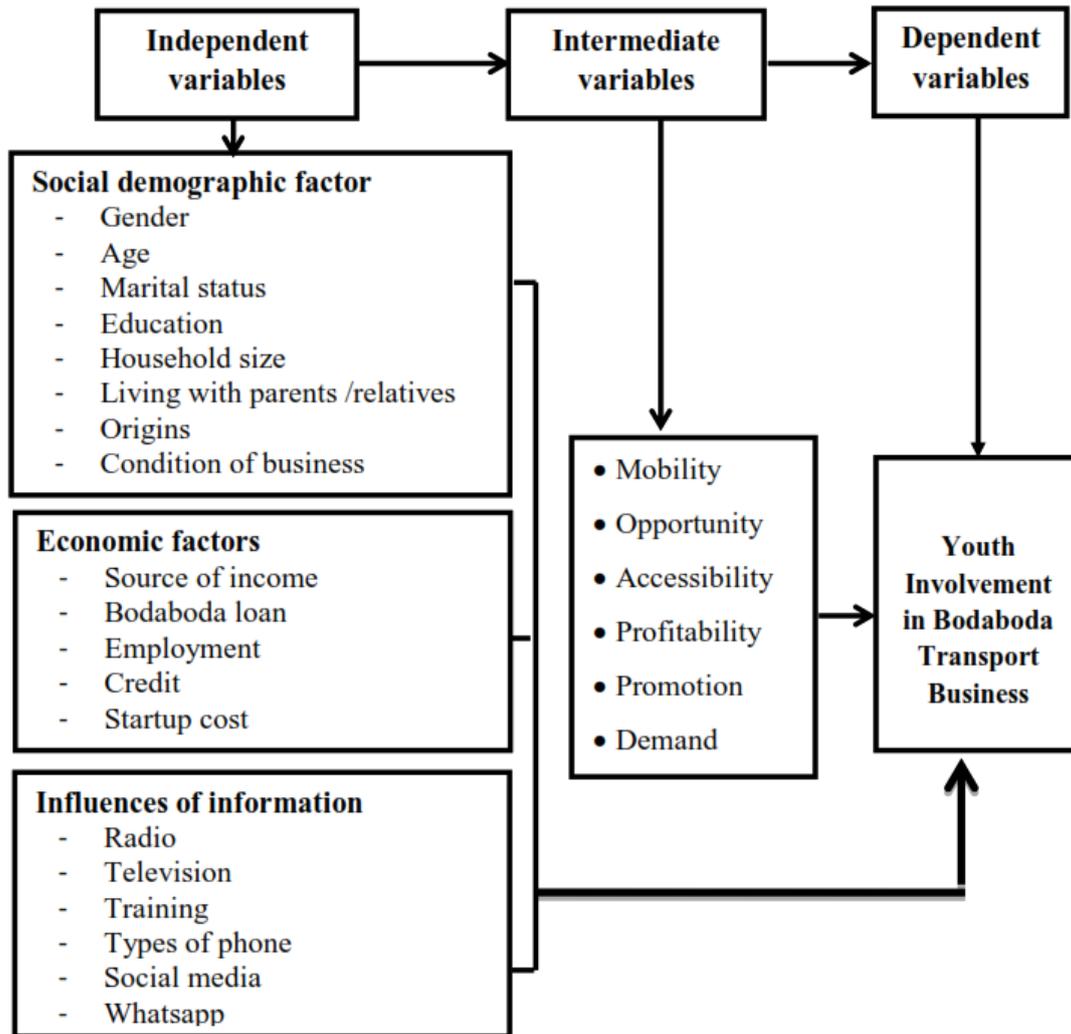


Figure 1. Conceptual Framework
 Source: Researcher Creation (2026)

METHODS

This section outlines the methodologies used during this study. A quantitative research approach and survey research design were employed in this study. This quantitative study employed random sampling to select respondents. The target population encompassed 175 bodaboda riders.

Data collection instrument

To investigate factors influencing youth involvement in the bodaboda transport business in Dodoma City, a questionnaire, interviews, and focus groups were used. Validity was ensured through established scales, focus groups, and literature, while reliability was addressed through consistent methodologies and trustworthiness measures.

Informed consent and ethical considerations

It is important to note that participation in this study was entirely voluntary, and participants had the right to withdraw their consent at any point, for any reason, without facing any obligations or consequences. At the outset of the research, both the researchers and participants engaged in the informed consent process. During this process, participants received detailed information about the study's purpose, goals, and objectives. They were explicitly instructed to provide their responses with clarity and honesty. In addition, ethical considerations included obtaining research clearance, protecting participant confidentiality, and fostering a respectful and open research environment.

Data analysis

Data analysis involves computing specific measures and searching for patterns of relationships among data groupings (Kothari, 2004). The entered data were analyzed in IBM SPSS Statistics using inferential methods, including binary logistic regression and chi-square tests. However, for objectives 1 and 2, binary logistic regression was applied to examine their relationship. Objective three chi-square test was applied to determine the influence of information on youth engagement in the bodaboda business. The binary logistic

regression model was presented in the equation below.

$$\text{Logit}(p) = \beta_0 + \beta_1 X_1 + \beta_2 X_2 + \beta_3 X_3 + \dots + \beta_5 X_5$$

Where:

p is the probability of engaging in the bodaboda business

β_0 is the intercept

β_1 to β_5 are regression coefficients representing the effects of each independent variable on the log-odds.

X_1 to X_5 are the independent variables as defined in Table 1.

Table 1. Definition of explanatory variables used in logistic models

Variable name	Code	Variable description	Measurement type and unit 1=Engaged 0=Not engaged
Dependent Variable	Y	Probability of engaging in the Bodaboda business	
Independent Variables	X		
Age	X1	The age of youth influences their involvement in bodaboda	1=Influence 0 = otherwise
Marital status	X2	Marital status of youth influences their involvement in bodaboda	1=Influence 0 = otherwise
Education level	X3	The education level of youth bodaboda influences their involvement in bodaboda	1=Influence 0 = otherwise
Breadwinner	X4	Being a breadwinner leads to involve Into bodaboda	1=Influence 0 = otherwise
Household size	X5	Household size and a youth belong Influence	1=Influence 0 = otherwise
Loan Bodaboda	X1	How respondents got the bodaboda	1= Loan; 0 = Otherwise
Source of income	X2	Having any other source of income other than bodaboda	1=Have income; 0= Otherwise
Employed	X3	Have been employed by any government or private sector	1=Employed; 0=Otherwise
Credit access	X4	Having Access to credit for activities instead of relying on the bodaboda business alone conducting other income	1=Have credit; 0= Otherwise
Start –up cost	X5	Need of having start –up cost business for one to engage in bodaboda	1=Startup cost; 0=Otherwise

RESULTS AND DISCUSSION

Characteristics of respondents'

The demographic characteristics of the respondents considered relevant to this study

included age, sex, education level, marital status, originality, and household size. In Fig.3, the majority (85.0%) of all respondents were male, and females comprise (15%). The predominance of

male respondents in the study area can be attributed to traditional divisions of labor, in which males are considered better suited to the Bodaboda business. These findings are somewhat supported by Maseno (2019), who noted that due to social, cultural, and environmental factors, men in Tanzania are more responsible for providing for the family's needs, leading them to be more involved in various economic activities, including the Bodaboda business.

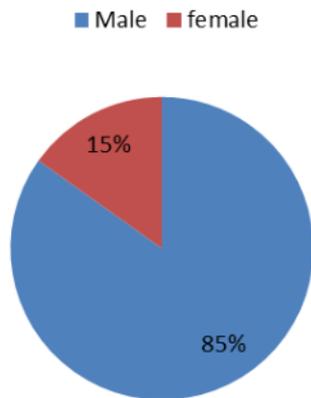


Figure 2. Gender of respondents

The results in Table 2 show that most (53.1%) of the respondents were between the ages of 18 and 27 years, followed by the age group of 28 - 37 years (44.6%), and the age group of 38 – 47 years (2.3%) was the minority. These results imply that a large proportion of Bodaboda riders are mature adults across all age categories. The findings are supported by those of Nyachieo (2012), who indicated that the majority (72%) of Bodaboda operators in Kitengela were aged 20-29.

Table 2. Age of the respondents

Age of Respondents	Frequency	Percentage
18-27 years	93	53.1
28-37 years	78	44.6
38-47 years	4	2.3
Total	175	100.0

According to the results in Fig. 4, most (85.5%) of the respondents were single. These findings imply that most Bodaboda riders are free from family responsibilities that could keep them busy, rather than hustling to build their lives and futures. This result is contrary to the findings by Livinga (2021), who found that more than two-thirds (70%) of Bodaboda riders in Tengeru, Arusha, were single, while 25.9% were married, the rest were separated, divorced, or widowed, and

most of the riders had responsibilities and financial needs that they needed to take care of.

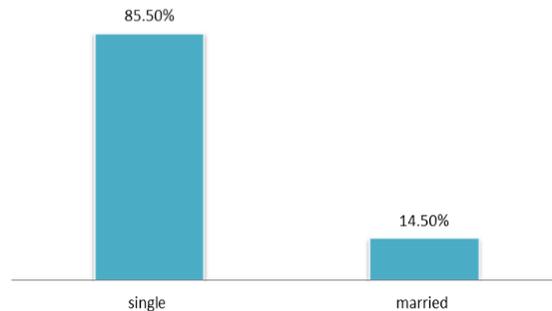


Figure 3. Marital status of respondents

Results in Table 3 reveal that most (75.4%) respondents live in households of 1 to 2 people, with a minority (3.4%) having 5 or more people. This implies that most Bodaboda riders are single and live alone. This finding is similar to that of Lawrence (2012), who found that the household size of Bodaboda riders ranged from 1 to 4 people, with a mean of 2.3, which was significantly lower than that of non-Bodaboda riders. A possible difference here can be poor living conditions.

Table 3. Household size

Household Size	Frequency	Percentages
1-2 people	132	75.4
3-4 People	37	21.1
5 people & above	6	3.4
Total	175	100

Education level of respondents

The survey findings in Fig. 5 suggest that 47.3% of respondents in the study area possessed post-secondary education. The results indicate that the majority of respondents were educated and have a clear comprehension of the impact of young participation in the Bodaboda industry. Mutiso and Behrens (2010) also reported that operators of Bodaboda bicycles in Kisumu and Nakuru, Kenya, have some formal schooling. Kumar (2011) asserts that commercial motorcycle riders possessed a satisfactory level of education.

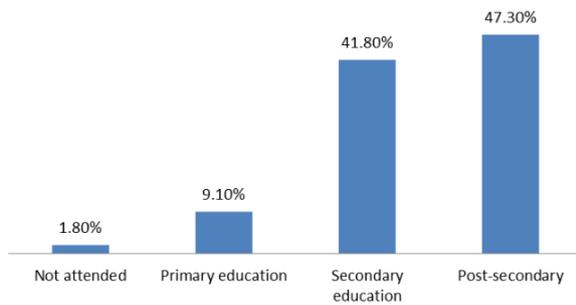


Figure 4. Education level of respondents

Living conditions of respondents

Results in Table 4 revealed that the majority (83.4%) of respondents are not living with their parents or relatives, while a few (16.6%) are. This implies that the majority of Bodaboda riders are not living with their families or relatives, but rather live alone or with their partners. This is similar to Mutiso (2013), who found that the Bodaboda business is attracting small- and medium-sized investors in most developing countries; youths and politicians also consider motorcycle taxis (Bodaboda) an alternative form of employment.

Table 4. Living Conditions of Respondents

Living Condition	frequency	%
Live with parents -/relatives	29	16.6
Not Live with parents -/relatives	146	83.4
Total	175	100.0

Place of origin of respondents

The data from Fig. 6 reveal that a majority of respondents (61.2%) were newcomers to Dodoma, having relocated from other locations in Tanzania in pursuit of economic opportunities. This suggests that the majority of Bodaboda riders are not indigenous to the Dodoma region, perhaps because of the city's prominence as the capital, which has drawn individuals from other parts of the country, including Bodaboda riders.

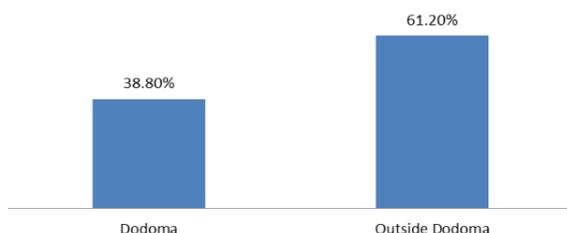


Figure 5. Origin of Respondents

The current status of youth engagement in the bodaboda business

The interview revealed that a predominant 85.7% of young males are engaged in the Bodaboda business, whereas only 14.3% of young females are engaged in this sector (Table 5). This indicates that male youths are more predisposed to engage in the Bodaboda industry than females, due to their confidence and competence in this domain.

Table 5 reveals that a predominant 36.0% of youth employ contract Bodabodas, whereas 18.3% manage their own Bodabodas. This indicates that most youngsters lack the financial means to purchase their own Bodaboda; instead, they obtain one through contractual arrangements with their employers or owners. Youth are required to make payments daily, weekly, or monthly to the Bodaboda proprietors, as specified in the contract and agreed amount.

The interview disclosed that 29.7% of youth aspire to enter the Bodaboda company in the future, whereas 15.4% do not intend to participate. The aspiration to engage in the Bodaboda business is shaped by economic conditions (21.1%) and entrepreneurial drive (5.7%). In contrast, risk aversion (9.1%) and a deficiency of desire and enthusiasm (5.7%) are identified as factors contributing to the youth's hesitance to participate in the Bodaboda business. This indicates that most young people engage in Bodaboda activities largely to improve their economic conditions and meet their daily needs. Their enterprising attitude fuels their ambition to pursue business endeavors. Nevertheless, young women have diminished courage in entering this sector, possibly attributable to a lack of confidence and apprehension about potential attacks or exploitation by clients.

This aligns with Nyachieo (2013) in Kenya, who found that male participants were more engaged in the Bodaboda industry than their female counterparts. Lawrence (2012) found that the imperative to acquire entrepreneurial skills among youth in the Bodaboda enterprise served as a motivating factor in their participation, facilitating the acquisition of expertise relevant to other endeavors. Mutiso and Behrens (2011) found that young individuals initially entered the Bodaboda industry to earn additional income alongside primary sources such as official employment and investments. Nevertheless, owing to rising

unemployment and dependency rates, the source of work and income for young and other motorcycle taxi industry has become a principal community members.

Table 5. Cross-tabulation analysis based on the current status of youth engagement in the Bodaboda business

Details		Status in Bodaboda			Chi-Square	P-Value
		Business Engaged	Not Engaged	Total		
Gender of Respondents	Male	95(54.3%)	55(31.4%)	150(85.7%)	34.635	0.000
	Female	0(0%)	25(14.3%)	25(14.3%)		
	Total	95(54.3%)	80(45.7%)	175(100%)		
Status of Ownership of Bodaboda	Contract	63(36.0%)	1(0.6%)	64(36.6%)	0.505	0.001
	Own	32(18.3%)	0(0%)	32(18.3%)		
	Total	95(54.3%)	1(0.6%)	96(54.9%)		
Future Desire to engage in the Bodaboda Business	Would like to Engage	0(0%)	52(29.7%)	52(29.7%)	**	0.000
	Would not like to engage	0(0%)	27(15.4%)	27(15.4%)		
	Total	0(0%)	79(45.1%)	79(45.1%)		
Reasons for desire to engage in bodaboda business	Education and training	0(0%)	3(1.7%)	3(1.7%)	**	0.000
	Economic Condition	0(0%)	37(21.1%)	37(21.1%)		
	Entrepreneur Spirit	0(0%)	10(5.7%)	10(5.7%)		
	Family influence	0(0%)	2(1.1%)	2(1.1%)		
	Total	0(0%)	52(29.7%)	52(29.7%)		
Reasons for not desire to engage in the Bodaboda Business	Financial barrier	0(0%)	1(0.6%)	1(0.6%)	**	0.000
	Risk aversion	0(0%)	16(9.1%)	16(9.1%)		
	Interest and Passion	0(0%)	10(5.7%)	10(5.7%)		
	Total	0(0%)	27(15.4%)	27(15.4%)		

** No statistics are computed because engagement in the bodaboda business is a constant.

Socio-demographic factors influencing youth involvement in bodaboda

The study conducted logistic regression to examine social factors influencing youth involvement in the bodaboda business, as presented in Table 6. Results in Table 6 indicate that variation in youth involvement in bodaboda can be explained by the included variables in the model. This means that the predictor variables considered collectively

account for variability in youth involvement in the Bodaboda business. This indicates that the model is statistically significant ($p < 0.05$), signifying that at least one of the independent variables is an essential predictor of youth involvement in the Bodaboda business, suggesting that all variables are statistically significant ($p\text{-value} < 0.05$), suggesting they influence youth involvement in the bodaboda transport business.

Table 6. Binary logistic regression results on socio-demographic factor influencing youth involvement in bodaboda

Independent Variable	B	S.E	Wald	df	Sig.	Exp(B)	95% C.I. for EXP(B)	
							Lower	Upper
Age	1.980	0.847	5.469	1	0.019	7.242	1.378	38.063
Marital Status	-3.633	0.939	14.983	1	0.000	0.026	0.004	0.166
Education Level	2.730	1.053	6.716	1	0.010	15.329	1.945	120.806
Breadwinner	2.802	1.219	5.286	1	0.022	0.061	0.006	0.662
Household Size	-4.371	1.143	14.634	1	0.000	0.013	0.001	0.119
Living with Parents	18.122	5502.852	0.000	1	0.997	74151964.474	0.000	
Constant	4.109	1.391	8.725	1	0.003	60.861		

F-value =11.998, P=0.05

Table 6 indicates that an additional year of youth increases the probability of participation in the Bodaboda industry. This effect is statistically significant at the 5% level (B = 1.980, odds ratio = 7.242, p-value = 0.019). This indicates that age is strongly correlated with youth participation in Bodaboda, with each one-unit increase in age associated with a 7.242-fold increase in the odds of participation, assuming other variables remain constant. This finding aligns with Cheres (2019), who reported that the proliferation of motorcycle advertisements and media, including social networks, radio, and television, significantly influenced youth participation in the motorcycle industry and affected their well-being and quality of life by offering affordable, rapid, accessible transportation to remote areas and flexible mobility options.

Additionally, the findings indicated that marriage significantly (p<0.05) decreases the probability of youth participation in the Bodaboda business (B = -3.633, odds ratio = 0.026, p-value = 0.000). This implies that marriage, compared with single status, substantially reduces the likelihood of youth participation in Bodaboda by a factor of 0.026. Luvunga and Kilasara (2020) identified that factors contributing to the increased utilization of Bodaboda for public transportation in Tanzania since 1990 include a reduction in the availability of new vehicles of all types and the proliferation of advertisements and media, which facilitated the emergence of motorcycles for commercial transport.

Moreover, the findings in Table 6 indicated that an additional year of schooling among

adolescents increases the probability of participating in the Bodaboda industry. This effect is statistically significant at the 5% level (B = 2.730, odds ratio = 15.329, p-value = 0.010). This indicates that higher educational attainment is associated with a greater likelihood of participation in Bodaboda activities. This finding parallels Luvunga (2021), who demonstrated that education and networking among youth have contributed to the expansion of the Bodaboda transport sector, enhancing the personal assets of young individuals (including financial gains and improvements in their livelihoods), social assets (such as food, shelter, and clothing), as well as human and physical assets and infrastructure for their living conditions (including information and communication facilities like television, radio, and mobile phones).

Additionally, the findings in Table 6 indicated a substantial (p>0.05) positive correlation between being a breadwinner and the increased probability of participating in the Bodaboda business (B = 2.802, odds ratio = 0.061, p-value = 0.022). This suggests that breadwinners are more inclined to participate in Bodaboda activities. This parallels Amone (2021), who discovered that the Bodaboda industry has notably enhanced the social lives of Bodaboda riders.

Furthermore, the results in Table 6 indicated a robust negative correlation between household size and the propensity to engage in the Bodaboda industry. This effect is statistically significant at the 1% level (B = -4.371, odds ratio = 0.013, p-value = 0.000). This suggests that larger household sizes are associated with a lower probability of participation

in Bodaboda activities. This data aligns with Lawrence (2012), who reported that the household size of Bodaboda riders ranged from 1 to 4 individuals, with a mean of 2.3, which is much lower than that of non-Bodaboda riders. The potential disparity here may be attributed to inadequate living conditions.

Furthermore, the results in Table 6 indicated a substantial positive correlation between cohabitation with parents and the increased possibility of participating in the Bodaboda business. This effect is statistically significant at the 5% level (B = 18.122, odds ratio = 74151964.474, p-value = 0.997). This suggests that young individuals residing with their parents are far more inclined to engage in Bodaboda activities. This finding aligns with Olvera et al. (2012), who indicated that heightened investment in the

Bodaboda business enhances economic empowerment and living conditions for vehicle users.

Economic factors influencing youth involvement in Bodaboda

The logistic regression results indicate that some factors influence participation in the Bodaboda industry, as presented in Table 7. The predictor variables together explain 72.4% of the variability in youth participation in the Bodaboda business. The F-value of 21.278 demonstrates that the model is statistically significant (p < 0.05), indicating that at least one independent variable is a crucial predictor of youth participation in the Bodaboda business, implying that these variables significantly influence youth involvement in the Bodaboda sector (p < 0.05).

Table 7. Binary logistic regression results on economic factor influencing youth involvement in bodaboda

Independent Variable	B	S.E	Wald	df	Sig.	Exp(B)	95% C.I. for EXP(B)	
							Lower	Upper
Loan Bodaboda	1.035	0.501	4.265	1	0.039	2.814	1.054	7.512
Source of Income	-3.094	0.679	20.788	1	0.000	22.057	5.834	83.387
Employed	-2.106	0.666	10.011	1	0.002	0.122	0.033	0.449
Credit	-0.988	0.470	4.427	1	0.035	0.372	0.148	0.935
Startup cost	0.760	0.480	2.511	1	0.113	2.138	0.835	5.475
Constant	-0.691	0.517	1.783	1	0.182	0.501		

F-value =21.278, P=0.05

The results in Table 7 indicate that youth with access to credit are less likely to participate in the Bodaboda business. This effect is statistically significant at the 5% level (B = -0.988, odds ratio = 0.372, p-value = 0.035). This suggests that access to credit correlates with a reduced probability of involvement in Bodaboda activities. The probability of involvement diminishes by a factor of 0.372 for individuals having access to credit, assuming other variables remain unchanged. This finding aligns with Kikula and Makorere (2022), who indicated a substantial increase in the utilization of motorcycles as a mode of commercial public transport. This mode provides various transport benefits, including easy access, affordability, the capability to navigate poor roads, low investment costs, and responsiveness to demand. However, the expansion of commercial motorcycle services has concurrently led to increased road accidents, traffic management

challenges, pervasive noise, and higher local air pollution and greenhouse gas emissions.

Furthermore, the results in Table 7 indicate a robust negative correlation between possessing a source of income and the propensity to engage in the Bodaboda industry. This effect is statistically significant at the p<0.01 level (B = -3.094, odds ratio = 22.057, p-value = 0.000). This suggests that those whose principal income derives from Bodaboda operations are far more likely to engage in Bodaboda activities than those with other sources of income. This finding parallels the work of Mutiso and Behrens (2011), who discovered that youths' intention to participate in the Bodaboda business was initially motivated by the desire to secure supplementary income alongside primary sources such as formal employment and investments; however, this intention has shifted due to rising unemployment and dependency levels. The motorcycle taxi industry has emerged as a vital

source of employment and significant income for both teenagers and other community members.

Moreover, the findings in Table 7 indicate that employment is associated with a lower probability of young people participating in Bodaboda activities. This effect is statistically significant at the 1% level ($B = -2.106$, odds ratio = 0.122, p -value = 0.002). This suggests that working individuals are less likely to engage in Bodaboda activities than their unemployed counterparts. This finding aligns with Nyachieo (2013), who indicated that the majority of Bodaboda riders in Kenya lack alternative jobs and hence rely only on the Bodaboda business for their survival. Lawrence (2012) found that the need to acquire entrepreneurial skills in the Bodaboda sector serves as a motivating factor for youngsters to participate in this industry, enabling them to develop experience applicable to other ventures.

Moreover, the results in Table 7 indicate that having a loan specifically for Bodaboda activities considerably ($p < 0.05$) increases the probability of

young people participating in the business. This effect is statistically significant at the 5% level ($B = 1.035$, odds ratio = 2.814, p -value = 0.039). This suggests that having a loan for a Bodaboda increases the probability of participation. This study aligns with Amone (2021), who determined that the Bodaboda transport sector significantly contributes to national economies and plays a crucial role in development and the welfare of inhabitants. In Kenya, Nyachieo (2013) found that the Bodaboda transport sub-sector significantly contributes to youth employment.

The influence of information on youth involvement in the Bodaboda business

A Chi-Square test was used to examine the correlation between several informational elements and young participation in the Bodaboda industry. This statistical method is used to determine whether a significant correlation exists between the variables. Table 8 delineates the results of the Chi-Square tests for various informational variables.

Table 8. Pearson Chi-Square Tests to test the association between information factors and youth involvement in the bodaboda business

Variables	Chi-Value	df	P-Value
Listening to Radio	15.224	1	0.000
Reading Newspaper	85.911	1	0.000
Watching Television	8.333	1	0.004
Types of Phones	69.828	1	0.000
Using social media	2.083	1	0.001
Using WhatsApp	110.979	1	0.000

The study revealed a substantial correlation between radio listening and youth participation in the Bodaboda business, shown by a Chi-Square value of 15.224 and a p -value of 0.000. This suggests that young individuals who listen to the radio are more inclined to participate in the Bodaboda industry. Radio serves as an excellent tool for spreading information and fostering participation in this industry. Radio serves as a crucial medium for reaching and influencing youngsters involved in the Bodaboda industry. This discovery aligns with the findings of Opondo and Kiprof (2018), who determined that media channels, including radio, television, and newspapers, can substantially affect young people's opinions of the Bodaboda sector. By spreading information regarding the business, its problems,

and rewards, these platforms can influence attitudes and aspirations.

The research indicated a substantial correlation between newspaper reading and youth participation in the Bodaboda business, evidenced by a Chi-Square value of 85.911 and a p -value of 0.000. Young individuals who peruse periodicals are more inclined to engage in the Bodaboda industry. Newspapers may serve to disseminate articles and advertisements that convey information about opportunities, discounted Bodaboda sales, and assistance for Bodaboda operators. This can facilitate attracting more knowledgeable and equipped workers to the enterprise. This finding aligns with Dickson (2016), who found that access to information may affect judgments about industry entry, service offerings, and corporate practices.

The research indicated a substantial correlation between television viewing and youth participation in the Bodaboda industry, evidenced by a Chi-Square value of 8.333 and a p-value of 0.004. Individuals who consume television content are more inclined to participate in the Bodaboda industry. Television shows and ads can be employed to showcase success narratives, impart business advice, and deliver instructional material pertinent to the Bodaboda industry. This may augment the appeal of the enterprise and furnish pertinent information to prospective operators. This conclusion aligns with Oyesiku (2014), who discovered that television has emerged as a potent instrument for knowledge dissemination and networking inside the Bodaboda industry. These venues can promote knowledge exchange, commercial opportunities, and community development among adolescents.

The research indicated a substantial correlation between the type of mobile phone utilized by youths and their participation in the Bodaboda industry, evidenced by a Chi-Square value of 69.828 and a p-value of 0.000. The type of phone, which may signify access to superior technology and communication capabilities, affects involvement in the Bodaboda industry. Bodaboda operators equipped with modern communication devices can enhance their efficiency and connectivity, consequently facilitating commercial operations. This parallels Xinhua (2018), which claimed that access to technology, especially via various types of phones, influences information consumption and utilization. Smartphone users typically possess enhanced access to diverse information sources and can interact more actively with online platforms.

The research indicated a substantial correlation between social media usage and young participation in the Bodaboda business, evidenced by a Chi-Square value of 2.08325 and a p-value of 0.001. The use of social media significantly influences young people's engagement in the Bodaboda industry. Social media serves as a mechanism for marketing and networking, thereby influencing the decision to enter this industry. This aligns with Rollason (2012), who observed that social media and WhatsApp have emerged as potent instruments for information diffusion. They can offer venues for exchanging experiences, employment opportunities, and industry-related information. Nonetheless,

misinformation can spread swiftly through these channels.

The research indicated a substantial correlation between WhatsApp usage and youth participation in the Bodaboda industry, evidenced by a Chi-Square value of 110.979 and a p-value of 0.000. Young individuals who utilize WhatsApp are more inclined to engage in the Bodaboda industry. WhatsApp serves as an efficient tool for communication, coordination, and information dissemination among Bodaboda operators. It can facilitate the formation of support groups, the exchange of best practices, and the dissemination of critical updates. This aligns with PECOD (2020), which reported that social media and WhatsApp are likely to play a pivotal role in networking, information dissemination, and market dynamics.

CONCLUSION

This study evaluated the determinants affecting youth participation in the Bodaboda industry in Dodoma city. The study specifically examines social-demographic factors, economic issues, and the impact of knowledge on young people's participation in the Bodaboda business.

The study indicated that age, education level, being a breadwinner, and cohabitation with parents positively correlate with young participation in Bodaboda, whereas household size and marital status negatively correlate with such involvement. This suggests that family size and marital status are associated with a reduced probability of adolescent engagement, whereas age, educational attainment, primary income earner status, and cohabitation with parents are associated with an increased probability of youth involvement in Bodaboda.

The study indicates that a Bodaboda loan and income source are associated with an increased probability of participation in the Bodaboda business; conversely, employment and access to credit are associated with a decreased probability of involvement, while start-up costs are not statistically significant. The study revealed that the availability of loans expressly for Bodaboda operations and reliance on Bodaboda as a primary income source are significant determinants of youth participation in the Bodaboda sector.

The study concluded that the use of WhatsApp, social media, the type of phone youths use, television viewing, newspaper reading, and

radio listening are substantially correlated with youth participation in the Bodaboda industry.

Recommendations

In light of the study's findings and conclusions, the following suggestions are derived from this research: The federal government should enhance youth access to technical and vocational training, including vehicle repair, as well as to microfinance and subsidies. Additionally, it is imperative to promote health and safety rules, enhance public awareness, and foster collaboration with the commercial sector.

The report further suggests that the government adopt policies and programs such as a youth enterprise development fund, Bodaboda skills diversification, road safety and insurance initiatives, and regulatory career counseling services. The government should provide effective business platforms and initiatives for youth, enabling their engagement in the transport sector and mitigating the rising unemployment rate. A large number of youths can access loans and entrepreneurship, enabling them to earn a source of income. These factors sustained economic growth and development at both the individual and national levels.

This study sought to evaluate the determinants affecting youth participation in the Bodaboda industry in Dodoma city. Further studies should be conducted to evaluate the roles of government and financial institutions in facilitating the Bodaboda business in Tanzania. In addition, the study can use more samples.

CONFLICTS OF INTEREST

The authors declare that there are no conflicts of interest regarding the publication of this paper.

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