STJOHN'S UNIVERSITY OF TANZANIA

ASSESSMENT OF LIVELIHOOD STANDARDS AMONG COMMERCIAL MOTORCYCLE RIDERS IN DODOMA MUNICIPALITY

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MASTER OF ARTS IN COMMUNITY DEVELOPMENT (MA. CD)
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By
ZENAIS F. SHIRIMA

A DISSERTATION SUBMITTED IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE MASTER OF ARTS IN COMMUNITY DEVELOPMENT (MA. CD) OF ST. JOHN'S UNIVERSITY OF TANZANIA

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CERTIFICATION

I the undersigned, certify that I have and hereby recommend for acceptance by St. John's University of Tanzania a dissertation entitled**: *Assessment of Livelihood Standards among Commercial Motorcycle Riders in Dodoma Municipality,*** in fulfillment of the requirements for the degree of Master of Arts in Community Development".

.....

DR. CHRISTINA GEOFFREY

(SUPERVISOR)

……

DATE

DECLARATION

I, **Zenais F. Shirima** do hereby declare that this dissertation is my own work. It has not been and will not be presented for any other course of study. I confirm that appropriate credit has been given where reference has been made to the work of others.

.....

ZENAIS F. SHIRIMA

(STUDENT)

…….

DATE

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LIST OF ABBREVIATIONS AND ACRONYMS

AAT	Automobile Association of Tanzania
CMRs	Commercial Motorcycle Riders
CRDB	Cooperative and Rural Development Bank
HCT	Human Capital Theory
ILO	International Labour Organization
IRDP	Institute of Rural Development Planning
LGTI	Local Government Training Institute
NMB	National Micro-finance Bank
SJUT	St. John's University of Tanzania
SPSS	Statistical Package for Social Sciences
SSA	Sub-Saharan Africa
TRA	Tanzania Revenue Authority
URT	United Republic of Tanzania

ABSTRACT

This study was conducted in Dodoma municipality in relation to the livelihood standards of commercial motorcycle riders whereby, 85 respondents were conveniently selected. Primary data were collected from commercial motorcycle riders and owners from their work stations by means of questionnaires administration and interview. Secondary data were obtained through documentary review. Data processing and analysis was done through SPSS computer program version 20 and use of qualitative data analysis techniques such as questionnaires, Interviews and documentary review. Results from the study show that, commercial motorcycle transport business in Dodoma Municipality is predominantly gender-bias as it is mainly a male activity, as they are generally champions in the business of commercial transportation than their female counterparts. Majority of commercial motorcycle riders in Dodoma Municipality are less educated or illiterate whereas 56% lacks formal education it was however noted that, only 29% has attained primary education with less than 14% have secondary education and above. Married men in Dodoma Municipality do take up the commercial motorcycle riding business as alternative for their inability to secure job opportunity as well as to fulfill their economic and marital responsibilities of the household. Commercial motorcycle riders in Dodoma municipality have readily gone into the business without due training in terms of business management and training on driving and traffic rules this has resulted to at least six accidents each day. The study concluded that income generation, household size, motorcycle ownership and regulatory measures / policies positively influence livelihood standard of commercial motorcycle riders in Dodoma municipality. Commercial motorcycle industry provides a range of opportunities including employment to motorcycle mechanics and motorcycle spare parts dealers, local revenue generating sources through taxes/levies on motorcycle owners/riders as well as motorcycle registration and licensing.

CHAPTER ONE
INTRODUCTION

1.1 Chapter overview

This study cover the background of the problem, statement of the problem, research objectives, research questions, significance of the study, and scope of the study. The livelihood standards of commercial motorcycle riders are not well known in Tanzania and Dodoma municipality in particular.

1.2 Background Information

Transport is an important element in development and it affords the social, economic and political interaction that most people take for granted (Mbugua, 2011). There is relative short fall of the conventional public transport in many countries this has led to a novel innovative mode of operation currently known as unconventional or informal transport (Cevero, 2000; Aworemi, *et al.,* 2008). This situation has been the case where public transport supply is insufficient to meet the travel needs of the population. Notwithstanding in developing countries the situation is predominant whereby, motorcycles are the most essential and effective means of transportation (World Bank, 2013).

Worldwide motorcycles are being used as means of transportation and hence this is not a recent thing. It can be observes that, there has been a significant growth of the use of motorcycles for commercial public transport mode in countries in sub-Saharan Africa. Additionally Commercial motorcycles offer certain transport advantages in the form of easy maneuverability, ability to travel on poor roads, and demand responsiveness. Furthermore, Commercial motorcycle is a service growth but has also led to an increase in road accidents, traffic management problems, pervasive noise and increases in local air pollution and greenhouse gas emissions (Ajar, 2011).

Like many other economic activities transport sector is an important component of the economy impacting on development and the welfare of populations (Surjit, 2002). Where transport systems are efficient, they provide economic and social benefits that result in positive multipliers effects for example better accessibility to markets, employment and additional investments (Mbugua, 2011). In the place where transport systems are poor will result to slow economic and business growth.

It is viewed by many people that, poor road infrastructure, low income among households in developing countries has necessitated the use motorcycles. Most people prefers the use of low capacity motorcycles mainly small in size with low capacity (50 - 150 cc) at prices ranging from several hundred to several thousand US$ (Nguyen *et al*., 2008; Nkubitu & Karugu, 2015).

The use of commercial motorcycles as an alternative means of transport in solving urban mobility problems in Dodoma Municipality has lead to varying dimensions of benefits and disadvantages. Among notable benefits is improved livelihood of motorcycle riders and their families but has also resulted to adverse issues such as serious accidents, road damages and compliance issues (Mbugua, 2011).

1.3 Statement of the Problem

Unemployment is the problem that faces most countries in the world. Some of the youths in developing countries have employed themselves in the transportation sector through motorcycles and improve their standard of living. Initiatives have been undertaken in Tanzania to support motorcycle riders for their betterment. The government of Tanzania has been providing education to motorcycle riders through Automobile Association of Tanzania (AAT) to promote safety driving. Also the institute of transport in collaboration with traffic police has been offering training to various groups of motorcycle riders. Moreover, private sectors like NMB have been supportive in offering soft loans and CRDB bank providing motorcycles to the youth so as to improve their business.

Various literature (Howe, 2001; Sexton *et al.,* 2004; Taiwo, 2007; Nguyen *et al*., 2008; Maseno, 2009; Mbugua, 2011; Yakubu, 2012; Kulekana, 2013; Kimaro, 2014; Nkubitu, and Karugu, 2015; Hague, 2015) have evidenced that commercial motorcycle transport *"bodaboda"* has created a number of employment opportunities to the majority of youth found in many developing countries including Nigeria, Ghana, Uganda, Kenya, Tanzania and some parts of Asia. In Tanzania for years now commercial motorcycles transport *"bodaboda"* business has drastically grown. Despite all such efforts, most motorcycle riders' economic status is not encouraging as Kimaro (2014) has shown that most of the drivers have been employed for a long time but have not advanced economically over time. It also seems that there is limited information concerning the livelihood sustainability strategies among motorcycles riders. Most studies on motorcycles issues have been done for example a study focusing on the factors for accidents and behaviour associated to motorcycle riders, for instance Sexton *et al.* (2004), Taiwo (2007) and Kimaro (2014).

Although motorcycles are regarded as a solution to unemployment problem to most youths in Tanzania and Dodoma region in particular, the livelihood standard of most riders is not clearly known. Therefore, the interest of this research was to assess the livelihood standards of commercial motorcycle riders in Dodoma municipality. It is such lack of information that triggered the researcher to be interested in conducting an exploratory study of the livelihood standards among motorcycle riders in Dodoma Municipality with focus to the central business centers such as main bus stand, Jamatini daladala station, Dodoma general hospital, Nyerere square and Majengo main market.

1.4 Objectives of the Study

1.4.1 Overall Objective

To assess the livelihood standards of commercial motorcycle riders in Dodoma municipality.

1.4.2 Specific Objectives

(i) To explore the operation procedures of commercial motorcycle riding.

(ii) To determine the contribution of commercial motorcycle riding to livelihood standards of commercial motorcycle riders in the study area.

(iii) To examine the livelihood sustainability strategies of commercial motorcycle riders in Dodoma municipality.

1.5 Research questions

(i) What are the operation procedures of commercial motorcycle riding?

Variables

- Skills and experience of commercial motorcycle riders
- Training on health and safety, traffic rules

(ii) What is the contribution of commercial motorcycle riding to livelihood standards of commercial motorcycle riders in Dodoma municipality?

Variables

- Assets accumulation ability before and after participating in commercial motorcycle riding
- Daily profit margins obtained from commercial motorcycle riding
- Average monthly income levels from commercial motorcycle riding
- Uses of income obtained from commercial motorcycle riding.

(iii) What are the livelihood sustainability strategies of commercial motorcycle riders in Dodoma municipality?

Variables

- Ownership status of the commercial motorcycles
- Savings and saving schemes

1.6 Significant of the Study

The findings from this study would contribute to a better understanding of the factors influencing the livelihood standards of motorcycle riders in Dodoma. The stakeholders would be aware of the problems facing motorcycle riders in Dodoma and develop contextually relevant solutions that could rectify these problems. The study would also contribute to research done on youth's private employment on motorcycle section in Tanzania, Africa and globally.

1.7 Scope of the Study

This study was carried out in Dodoma municipality focusing on the central business centers such as main bus stand, Jamatini daladala station, Dodoma general hospital, Nyerere square and Majengo main market. The study assessed the ability of commercial motorcycle riders to afford the necessary basic needs; contribution of commercial motorcycle riding to livelihood standards of commercial motorcycle riders; and livelihood sustainability strategies of commercial motorcycle riders. The findings and conclusion of the study reflect the opinions and information received from respondents.

1.8 Chapter summary

The introduction of the study cover the background of the problem, statement of the problem, research objectives, research questions, significance of the study, and scope of the study. The livelihood standards of commercial motorcycle riders are not well known in Tanzania and Dodoma municipality in particular. Therefore, the research objectives of this study meant to assess the livelihood standards of commercial motorcycle riders in Dodoma municipality. The study has a paramount significance to provide information on entrepreneurial skills and training of commercial motorcycle riders; average monthly incomes obtained from commercial motorcycles riding business; daily incomes (Profit margins); assets accumulation ability of commercial motorcycle riders; expenditure patterns; and ownership status of the commercial motorcycles.

CHAPTER TWO
LITERATURE REVIEW

2.1 Chapter Overview

This chapter reviews different literature on livelihood standards of commercial motorcycle riders. It provides definition of the key terms that are used in the study for better understanding of the study. Besides, the chapter continues by reviewing theories of livelihood standards from different authors that support the study. In addition, it provides empirical evidences from other studies done on livelihood standards in different countries in the world, Sub-Saharan Africa as well as Tanzania. Lastly, the chapter ends with the conceptual framework.

2.2 Theoretical Literature Review

2.2.1 The Human Capital Theory (HCT)

This study on livelihood standards of commercial motorcycle riders was framed within the human capital theory (HCT). The founders of the human capital theory (HCT) are Becker (1962) and Mincer (1974). The human capital theory focus on the view that education and training are the major source of human capital accumulation that, in turn, have direct and positive effect on individual's life time earnings. The human capital theory thus serves as the theoretical framework for analyzing earnings and livelihood standards. Resources such as education, training and experience can increase a worker's productivity, earnings and livelihood standards (Berker 1962; Mincer 1974).

Human capital is the term economist often use for education, health, and other human capacities that can raise productivity when increased. Increase in the level of education is capable of raising human capacity of income generation in the society and consequently raise one's livelihood standard. Human Capital is described further by Mincer (1974), to mean productive investments embodied in human persons. These include skills; abilities; ideas; resulting from expenditure on education and on-the-job training. In this connection, to operate in the informal sector such as commercial motorcycle riding some form of skills, abilities, ideas and training are needed in order to enhance productivity that will in turn guarantee employment, earnings and better livelihood standard. Yakubu (2012) also used the human capital theory (HCT) to evaluate how commercial motorcycle riders required skills, ideas; and abilities in order to generate employment and income.

2.2.2 Application of the theory to this study

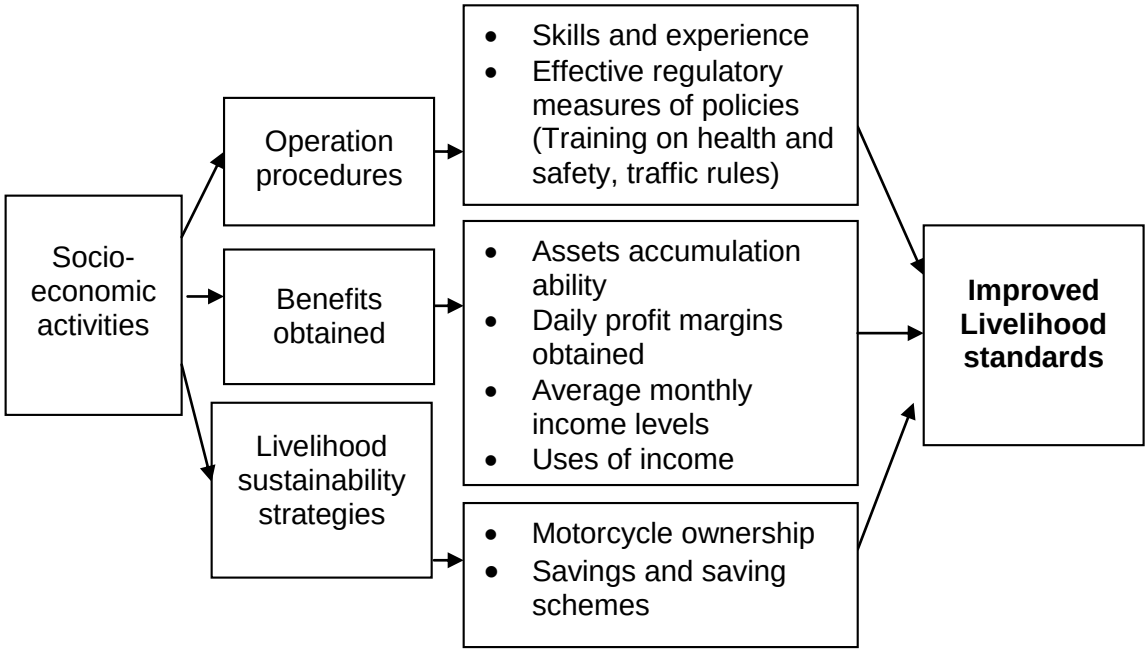
This study used the human capital theory to understand ways in which commercial motorcycle riders in Dodoma municipality use their skills, abilities, ideas and training to attain a better and sustainable livelihood standards. The human capital theory (HCT) helped to understand how the relationships of skills, abilities, ideas and trainings about their work have confined commercial motorcycle riders into their livelihood standards. The study drew from Yakubu (2012) to understand whether commercial motorcycle riders used human capital as a determinant for their sustained employment, earning and how they linked to attainment of better livelihood standards.

2.2.3 Role of commercial motorcycles

Globally, experiences show that motorcycles were used during the First World War for armed forces (Leyland, 1999). Commercial motorcycles in East Africa started at the border between Uganda and Kenya. In Uganda youths have been involved in using motorcycles as source of income. In Kenya the government also encourages the use of motorcycles for commercial purposes (Maseno, 2009). In Tanzania motorcycles have been used as urban and rural transport and constitute a source of income to many youths (Kimaro, 2014).

Moving to places of work fast and in a much convenient manner increases working hours and increased productivity leading to better living standards. Commercial motorcycles provide cheaper and affordable means of transport. The motorcycle is fast becoming the only way to move quickly through congested urban traffic and the only affordable personal transport in the developing world where motor vehicle may cost more than a worker earns in a decade. Motorcycles have been formally neglected by transit planners in almost every country on the globe. Only China and a few western European nations collect transportation data that count motorcycles among forms of transport (Marcia, 1991). The reviewed literature suggest the variables for improved livelihood standards as summarized in the livelihood conceptual model (Figure 2.1) as formulated by the researcher.

Figure 2.1: Livelihood Conceptual Model



Source: Formulated by the researcher (2016)

Motorcycles are cheaper to run, easier to repair, easier to park, more flexible in traffic, less boring and can stop anywhere – thus providing a door-to-door service. Motorcycle, indeed, stands as a new evolution in public transportation that needs to be given needed attention. Many factors have been responsible for the growth of the use of motorcycles for commercial transport in recent years. These are the poor state of roads in many developing countries and the inability of bus companies to meet growing demand.

The increasing growth in the number of motorcycles has come to solve the mobility needs of many rural dwellers in the light of poor and inadequate public transport system, poor road conditions particularly those leading into the peri- urban areas where many people in Dodoma Municipality reside as a result of urban expansion. Commercial motorcycles riding business comes along with a host of opportunities including employment to motorcycle mechanics and motorcycle spare parts dealers, local revenue generating sources through taxes on motorcycle riders as well as motorcycle registration and licensing (World Bank, 2002). The major retailers have in the past offered a limited credit of about 5% of the purchase price and retained the registration papers until the debt has been cleared (Howe, 2001).

2.2.4 Commercial motorcycles and income generation

Motorcycles have been currently used as source of income generation by many youth in the world. They have also become the most popular means of transport in both rural and urban areas. The motorcycle transport has become a major business which employ majority of youth around the world especially the developing countries. Most of the poor are engaged in the informal sectors where productivity and income are low as poverty is now central to any dialogue on urban development especially in Sub Saharan Africa (Hague, 2015).

Drivers and vehicle licensing of motorcycles generate revenue. Municipal Council by-laws require that all motorcycle owners buy and stick stickers on their motorcycles. Court fines from deviant motorcyclists contribute to revenue generation. A good number of mechanics, commercial motorcycle spare parts dealers and increased number of fuel filling stations derive their livelihoods and operations on commercial motorcycles. Studies show that almost 50% of motorcycle riders are from various backgrounds but cannot find employment within their fields. Thus motorcycle ridership business serves both as temporary employment and as a means for entrepreneurs to earn capital to start businesses.

2.2.5 Commercial motorcycles and standard of living

In developing countries, motorcycles are the most essential and effective means of transport in daily life and overall livelihood (World Bank, 2013). The region is characterized by underdeveloped and synchronous infrastructure, the largest population and high concentration of low income groups. The motorcycle consumption each year in this market accounts for 90% of the world motorcycle consumption (Nguyen *et al*., 2008).

Motorcycling is life enhancing; contrary to the conventional wisdom that motorcycling is for those who are careless of life. The view that motorcycling is life enhancing has two aspects: It provides transport, which enhances lifestyle by increasing the range of available activities; It is also an enjoyable experience, that can be engaged in for its own sake. The advantages of motorcycling as a form of transport to work are not restricted to its being cheap, it is also more convenient than motor transport in terms of avoiding traffic jams and parking problems. Motorcycling also provides transport to leisure activities. The most important attribute of motorcycling was independence and freedom of mobility. Unemployment and poverty are two basic problems plaguing many developing nations of the world (ILO, 2013).

The importance of commercial motorcycle in alleviating poverty is not clearly acknowledged; more often than not, it revolves around the needs such as, creating greater access to employment opportunities, educational and health facilities, agricultural development, social inclusion and networking. Commercial motorcycle transport popularly known as *boda boda* have become a source of livelihood for the poor. Operators of this informal mode of transport take it as last resort to generate income for their families and dependants to survive (Arosanyin, *et al.,* 2011). Informal public transport modes vary in size, type and operation from place to place all over the world. The high incidence of motorcycle ownership and use has also been contributing significantly in the betterment of many livelihoods of urban residents in Nairobi and its environment (Mbugua, 2011).

The lifestyles of the people of Dodoma municipality have greatly changed with modification in the means of transport within and around the municipal with respect to movement (Kimaro, 2014). Before the coming of motorcycles movement, the municipal was basically dominated by walking, bicycling and a few taxi- caps. The motorcycle growth in Dodoma municipality has indeed enhanced and improved the mobility needs and social relations or networking of people in many and varying ways (*Ibid*). The growth of motorcycles in Dodoma municipality has affected the livelihoods of the populace in many respects firstly, family heads especially the men use motorcycles to transport their wives and children to the market place and school respectively; secondly, both men and women particularly the young ones use motorcycles to visit friends, entertainment centers like nightclubs and the sport stadium as well as wedding ceremonies. Thirdly, motorcycles are also used by youths in Dodoma municipality to attend social gatherings like funerals, children's birth ceremonies, churches and mosques; Fourthly, motorcycles provide the fastest and most flexible mode of transport to respondents and finally, motorcycles also add to the social standing (status) of respondents as motorcycles operations are seen as symbols of economic success and honor by some people; again motorcycles operations offer easy opportunities to respondents to visit friends or relatives in sick bed either at hometowns or at the hospital (Kimaro, 2014).

2.2.6 Challenges facing commercial motorcycle riders

Many cities in Africa are using commercial motorcycles as transport means. Despite of commercial motorcycles being a threat toward youth lives still people are engaging in for searching their livelihoods to improve quality of their life. For instance in Uganda, commercial motorcycles use has become the leading cause of death and injuries on most roads. It has led the national referral hospital to set up a special ward to handle victims of motorbike-related accidents (Nakiyimba, 2012).

Starkey *et al.,* (2002) investigated on improving rural mobility and found that there were many obstacles to cheaper, more efficient rural transport, and that many factors influence efforts to promote rural transport services. Despite massive spending, many government and donor efforts to improve rural transport have not met the needs of rural residents. Moreover, the market has not provided transport services to areas with low demand and to the poorest and least mobile segments of the community. To deliver significant economic and social benefits, Starkey *et al.,* (2002) recommends for investment in transport that must take an integrated approach. Rather than focus solely on expanding road networks, it should also pay attention to smaller roads and paths.

Also a study done in Nigeria reveal that the rise in Okada or Bodaboda usage has been accompanied by increased occurrences of risky driving and accidents on Nigerian roads as a result, Okadas have come under heavy criticism resulting in legislation intended to restrict or prohibit their operation in some Nigerian cities (Beekers,2008). In connection to the above in Mwanza, Tanzania the injuries related to motorcycles contribute significantly to the number of road traffic injuries in Mwanza city, taking out significant resources including consumables and the health worker time. On the other hand the study done by Naddumba (2011) reports that the negative side of motorcycle as a means of transport is the risk of injury and they constitute a major public problem in major cities in developing countries like Tanzania. This information reveals that commercial motorcycles transport business impacted highly on the risks of injuries and death of the commercial motorcycles riders and passengers how are the uses of commercial motorcycles transport. However, Nakiyimba (2012) reports that urban areas have the highest concentration of commercial motorcycles, and the largest number of injuries Riders often flout traffic laws, running traffic lights at city road junctions and giving on the wrong sides.

2.3 Empirical Literature Review

According to the International Labour Organization (ILO, 2013), the informal sector represents 72 percent of jobs in Sub Saharan Africa (SSA), due to the inabilities of states to create formal jobs or enhance existing enterprises. This sector is characterized by self-employment, either with or without hired workers with their primary objective geared towards profitability (Banmi, 2010). They have local technological and organizational skills, are industrious and clever but with no written rules and regulations nor any kind of standardized accountability. They depend largely on verbal understanding and mutual trust. They pay less interest to social protection schemes risk assessments due to low awareness and in most cases; the working environments and conditions are very risky (Oluwaseyi, 2014).

The informal sector is thought to account for around 60 percent of all urban “jobs” and to have provided 90 percent of all new “jobs” created during the 1990s (Brown and Lyons, 2010; Charmes, 2012). Taxis and matatus has become exposed to competition from Motorcycle transport in Nairobi and those who cannot stand the test of the times are pushed out of business leading to large scale unemployment and lost incomes (Muller, 2010).

With the recent escalation of petroleum prices, interest and use of motorcycles is growing worldwide. Compared with automobiles, motorcycles offer superior maneuverability, braking and acceleration that generally give their operators confidence to operate at higher speeds (Mbugua, 2011). Patterns of commercial motorcycles transport demand and supply are often linked to population density and income levels, the urban areas are highly populated and relatively higher income consequently have higher commercial motorcycles transport demand (Starkey *et al.,* 2002).

In Uganda, about 60% of male and 38% of female users say that use of bodaboda services results in increased income. Increased ability to penetrate less accessible areas where they were able to purchase at lower costs than formerly. Also there was greater mobility of their customers as a factor that had also increased sales (Howe, 2001). In Uganda for over 90% of men and women users bodaboda services have resulted in significant changes in lifestyle by increasing the range and number of the activities in which they engage. They have also enabled them to save time and be more punctual to make activities easier; and increase their personal performance and output. Only 7-8% perceives no change they use the services because they are more convenient (*ibid).* Therefore the use of bodaboda seems to have an improvement in quality life for the youth as observed. The observation show that bodaboda create employment, serve time, create income, and source of transport.

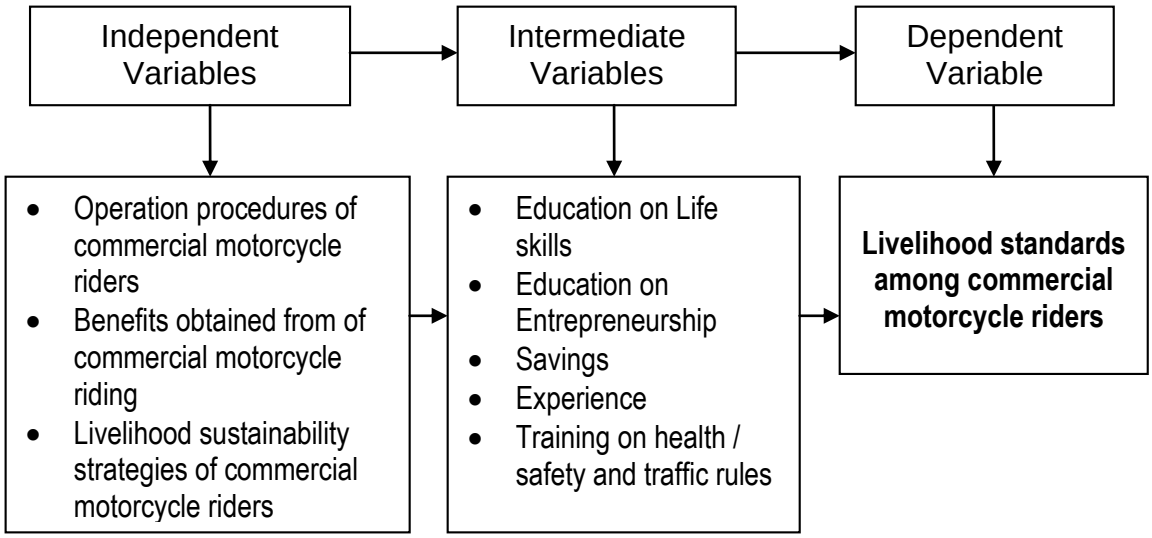
The growth of motorcycles operations has ripple or spillover effects with regards employment Hung *et al*., (2006). They range from motorcycle mechanics (popularly known as motor fitters), spare parts dealers, increase in number of fuel filling stations as a result of continuous increase in demand for fuel (UN, 2008). As many as eighty-six (86) motor fitters, over thirty (30) spare parts shops and about ten-to-fifteen fuel (10-15) filling stations were counted during head count of the above mentioned employment centres.

It must also be added that on average motorcycle repair shops employ on average three (3) persons, motorcycle spare parts shop two (2) persons and the fuel filling stations four (4) persons, thereby increasing the ratio employment to unemployment among the youth. It must, however, be noted here that this paper did not wholly attributing the apparent existence of fuel filling stations to motorcycle growth. Commercial motorcycle riding has had a significant impact on economies. It has created employment, generated revenues for government via licensing, supported industry-associated businesses, for example, by providing spare parts and necessitating repairs, and facilitated the marketing of rural produce and trade, especially where other transport links are weak.

2.4 Conceptual Framework

The conceptual framework is narrative outline of variables. The types of variables shown in the conceptual framework are intermediate variables; independent variables and a dependent variable. The variable of primary interest to this study is the dependent variable which is livelihood standards among commercial motorcycle riders. Some of the variables studied in explaining the dependent variable are indicated in Figure 2.2 which explains the relationship between the dependent variable and independent variables. It specifies nature of the relationship between the studied variables where the horizontal arrows indicate the direction of influence of the variables. Based on the literatures reviewed, the conceptual framework is as follows:

Figure 2.2: Conceptual Framework



Source: Formulated by the researcher (2016)

2.5 Definition of Key Terms

2.5.1 Livelihood

The term “livelihoods” suggests diverse activities combined to mitigate household or family risk (Bryceson, 2002). According to Jackson (2003) people’s livelihoods as their means of securing basic needs such as food water, shelter and clothing. Livelihoods is considered as a set of activities involving securing water, food, medicine, shelter, clothing for meeting requirements of the households on a sustainable basis. Chambers and Conway, (1991) defined livelihood as that comprises the capabilities, assets (including both material and social resources) and activities required for a means of living. Livelihoods can be understood in their simplest sense as the means by which people make their living; livelihoods include all of the activities that people derive their food and income from, including different kinds of employment, agricultural and livestock production, and business activities. Livelihoods are determined by access to five essential types of assets: human (including education, training), natural (land, water, and forest products), financial (savings, credit), physical (infrastructure), and social (family and neighborhoods networks, religious associations, other forms of social alliances that foster cooperation and mutual help).

Moreover, the term livelihood refers to the process by which households construct an increasingly portfolio of activities and assets in order to survive and to improve their standard of living (Ellis, 2000). A livelihood is sustainable when it can cope with and recover from stress and shocks and maintain or enhance its capabilities and assets both now and in the future, while not undermining the natural resource base (Chambers and Conway, 1991). This can be perceived that there should be various activities and achievements due to the availability of development driving forces within a community which enable peoples to earn a living and improve their living standards. In 1992 Chambers and Conway proposed the following composite definition of livelihood, which is applied most commonly at the household level (Krantz, 2001).

"*A livelihood comprises the capabilities, assets (stores, resources, claims and access) and activities required for a means of living: a livelihood is sustainable which can cope with and recover from stress and shocks, maintain or enhance its capabilities and assets, and provide sustainable livelihood opportunities for the next generation; and which contributes net benefits to other livelihoods at the local and global levels and in the short and long term." (*Robert Chambers and Gordon Conway, 1992)

2.5.2 Livelihood assets

Assets may be tangible, such as food stores and cash savings, as well as trees, land, livestock, tools, and other resources. Assets may also be intangible such as claims one can make for food, work, and assistance as well as access to materials, information, education, health services and employment opportunities.

2.5.3 Motorcycle

This refers to a single-track, two-wheeled motor vehicle. Motorcycles vary considerably depending on the task for which they are designed, such as long distance travel, navigating congested urban traffic, cruising, sport and racing, or off-road conditions (Mbugua, 2011).

2.6 Chapter Summary and Knowledge Gaps

Reviewed literature has indicated that there are various challenges facing Commercial Motorcycle Riders. Some of these challenges are poor roads and paths, accidents and low market and income of passengers. There are possible solutions tried out to address including government spending on road maintenance, and calls to involve NGOs in assisting the highly growing sector. There has been paucity of research on factors affecting livelihood standards of the Commercial Motorcycle Riders generally and in Tanzania particularly, Dodoma municipality. Little study (if any) both locally and internationally has been conducted addressing the factors affecting livelihood standards of the Commercial Motorcycle Riders. Livelihood standards among commercial motorcycle riders may be affected by family size, money made per day and expenditure patterns of a respective commercial motorcycle rider. The intervention at policy and practice levels may include but not limited to mainstreaming and provision of life skills and entrepreneurship education.

CHAPTER THREE
METHODOLOGY

3.1 Chapter Overview

This chapter provides detailed explanation on methods and materials which were used to collect, analyze and present data. It provides how the study was conducted; areas where the study was conducted, and justification for choosing the study area. The chapter describes the study area, study population, study design, sample size, sampling techniques and data collection methods. Finally, the chapter discusses issues related to validity and reliability of the findings.

3.2 Research Design

Cooper and Schindler (2006) stated that research design is the manner in which data is collected, measured and analyzed in order to achieve certain research objectives. Chandran (2004) stated that the research design is a way to accomplish the research objectives through empirical evidence that is obtained economically. According to Kothari (2004) a research design is “an arrangement of collecting and analyzing data in a manner that is relevant to the research purpose”. This study used non-experimental and cross sectional research designs. There was no use of control and treatment groups. According to Yin (2003) a cross sectional research design is considered when it is difficult to manipulate the behavior of those involved in the study.

This study followed the principles of the cross sectional design as given by Yin (2003) to assess the affordability the necessary basic needs by commercial motorcycle riders, examine the livelihood sustainability strategies of commercial motorcycle riders, and explore possible solutions of improving livelihood standards of the commercial motorcycle riders in Dodoma municipality. In using cross-sectional research design, data collection was done once.

3.3 Study Area

This study was conducted in the town centre of Dodoma municipality. The selected area has many commercial activities taking place, the implication of which the findings of the study would provide a true picture of the need and use of transport services offered by commercial motorcycle riders. The government efforts to construct the central corridor roads are stimulating the expansion of Dodoma municipality and more people are attracted to invest in various economic activities. The Dodoma town is the business area which comprises large number of population residing in urban and sub-urban areas who visit various town centre for different business purposes thereby making use of transport services offered by commercial motorcycle riders.

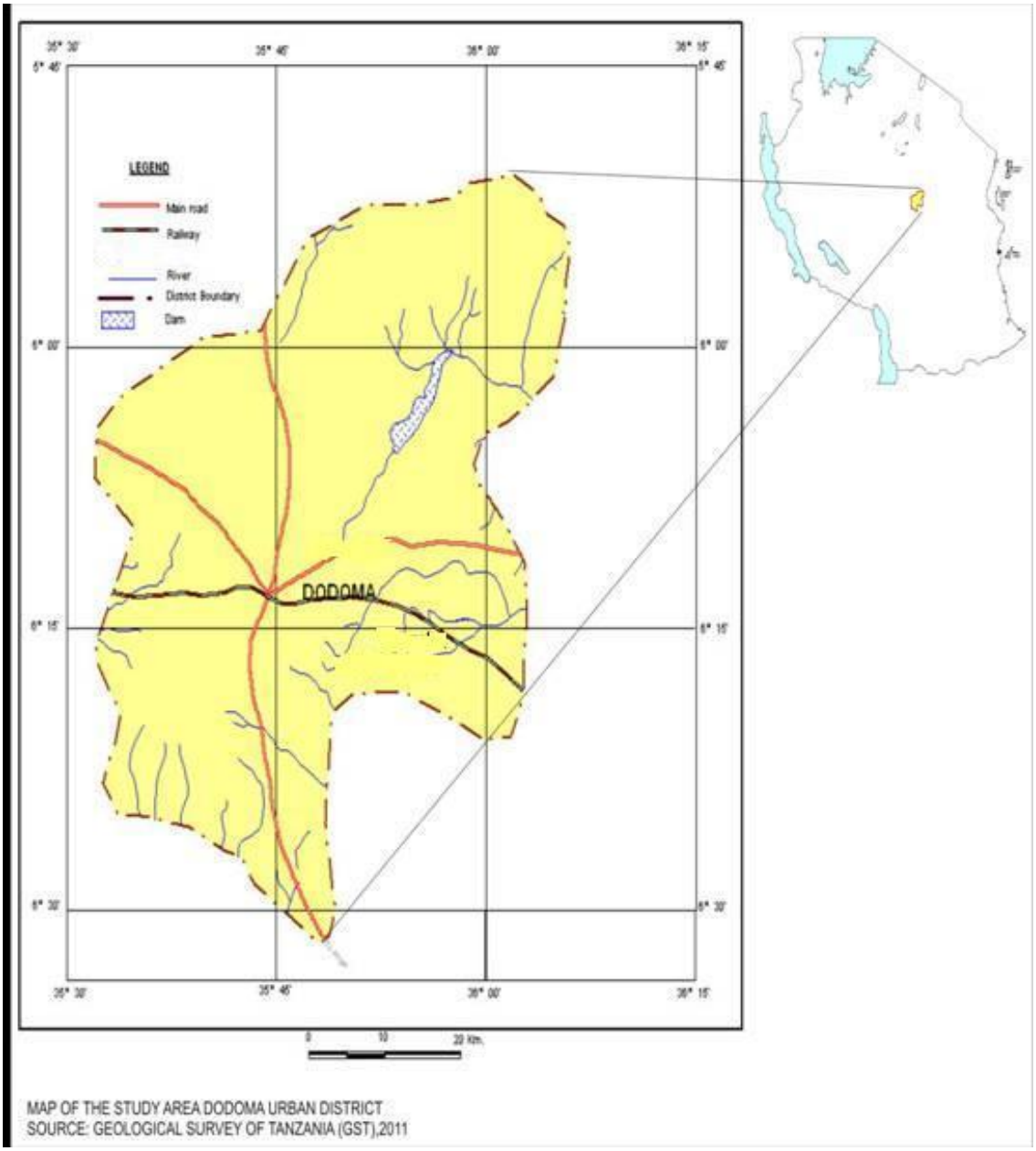
The increased investments in Dodoma town due to the existing and newly constructed academic institutions such as the University of Dodoma (UDOM) and Local Government Training Institute-Hombolo, Institute of Rural Development and Planning (IRDP), St. John's University of Tanzania, Mineral Institute, The Open University of Tanzania, College of Business Education (CBE), Capital Teachers College and other academic institutions has facilitated the increased need for transport services particularly the use of commercial motorcycle riders.

Due to its urban nature, it is likely that Dodoma municipality has more commercial motorcycle riders. According to the available most recent statistics (Dodoma municipal profile, 2016) from Dodoma municipal, estimated figures of commercial motorcycle riders stand at 5000. This rapid increase number of commercial motorcycle riders creates interests regarding their livelihood standards.

Dodoma municipality is within Dodoma region which covers an area of 41,310 km² and has 2,083,588 inhabitants of which 1,014,974 are males and 1,068,614 are females (URT, 2012). Dodoma municipal council has a total number of 410,956 people of which 199,487 (48.5%) are males and 211,469 (51.5%) are females with the average population growth rate of 2.3% (URT, 2012). Dodoma municipality is one of the seven administrative districts, which make up Dodoma region. Others are Kondoa, Mpwapwa, Kongwa, Chamwino, Bahi and Chemba. It covers an area of 2,669 square kilometers of which 625 square kilometers are urbanized (URT, 2012).

Dodoma municipality is located centrally 6º.00 North and 6º00 South and Longitude 35º.30 West and 36º.02 East. In the urban and semi-urban areas the main activities of the residents are commerce, urban farming and civil service employment (Dodoma profile, 2003). Figure 3.1 indicates the map of Dodoma Municipality as the study area.

Figure 3.1: Map of Dodoma Locating the Study Area



Source: Geological Survey of Tanzania (2011)

3.4 Research Approach

The study employed mixed research approach, whereby both qualitative and simple quantitative techniques were used. However, qualitative approach was dominant due to the intention of the study to explore in depth details regarding the livelihood of commercial motorcycle riders. Simple quantitative approach was used to complement and show magnitude of qualitative information in the study.

3.5 Sample size

The sample size was drawn using a model proposed by Yamane, (1967) and quoted by Kothari 2004, which shows the following relationship:

$$n = N / [1+ N (e)^2]$$

Where; N = Estimated number of commercial motorcycle riders at Dodoma main bus stand, Jamatini daladala station, Dodoma general hospital, Nyerere square and Majengo main market

n = Sample size

e = Confidence interval/Error of detection (10 percent)

Based on the sampling frame described above and by substitutin g the values in the model given, the sample size from commercial motorcycle riders in Dodoma municipality was easily computed as shown below:

From $n = N / [1+ N (e)^2]$

$n = 568 / [1+ 568 (0.1)^2]$

$n = 568 / [1+ 568 (0.01)]$

$n = 85$

Thus, a sample of 85 respondents which represent 15% of the entire population of 568 was drawn as indicated in Table 3.1. This sample size tallies with the arguments by Mugenda and Mugenda (2003) that, a good sample size is lies between 10% to 30% of the entire population. According to Were, (2013) a 10% sample size is sufficient if the population in greater than 1000 units.

Table 3.1: Sample size

Commercial motorcycle parking place	Number	Percentage
Dodoma general hospital	25	29.4
Majengo main market	20	23.5
Dodoma main bus stand	18	21.2
Jamatini daladala station	12	14.1
Nyerere square area	10	11.8
Total	**85**	**100.0**

Since an understanding of the phenomena depends on the appropriate choice of the cases in alignment with the research design, a total of 85 respondents who solely included commercial motorcycle riders were selected for the study. This sample size was preferred so as to ensure rational representation of the population and easy manageability of the study (Krishnaswarni and Ranganatham, 2005; Adam and Kamuzora, 2008).

3.6 Sampling frame

The target population is the entire population in which the researcher is interested to or which he/she would like to generalize the study results (Polit and Becker, 2006). The sampling frame for this study was commercial motorcycle riders in the central business centers of Dodoma municipality such as main bus stand, Jamatini daladala station, Dodoma general hospital, Nyerere square and Majengo main market with a total of 568 commercial motorcycle riders. According to the available most recent statistics (Dodoma municipal profile, 2016) from Dodoma municipal, Dodoma municipality had about 5000 commercial motorcycle riders.

3.7 Sampling unit

The sampling unit was a commercial motorcycle rider in the central business centers of Dodoma municipality such as main bus stand, Jamatini daladala station, Dodoma general hospital, Nyerere square and Majengo main market.

3.8 Sampling procedures

Sampling is defined as a selection of subset of elements from a larger group of objects in which the researcher is interested in gaining information, making certain inferences and drawing conclusions (Churchill and Laccobucci, 2002). In this study, probability sampling method was used. Simple random sampling gives individuals in the defined population equal and independent chance of being selected as a member of the sample (Kombo and Tromp, 2006). Normally one should resort to simple random sampling because under it bias is generally eliminated (Kothari, 2004). For the purpose of this study, the researcher applied convenience sampling as a probability sampling method to select commercial motorcycle riders in the central business centers in Dodoma Municipality such as main bus stand, Jamatini daladala station, Dodoma general hospital, Nyerere square and Majengo main market.

3.9 Data types

For the purpose of this study, both primary and secondary data were collected to meet study objectives. Primary data were obtained directly from respondents in the study area. Primary data are important as they ensured validity, authenticity and reliability of the research. According to Kothari (2004) secondary data are those which have been collected by someone else and passed through statistical process. Secondary data were obtained from both published and unpublished documents such as poverty annual reports, relevant research papers on community livelihoods, thesis, write-ups, brochures, journals, articles, monograph, books and other electronic sources. Largely, these documents were obtained from libraries, municipal offices, and traffic police station.

3.10 Data collection methods

Different methods were used in order to increase the reliability of the collected data. Creswell (2009) states that no single technique or instrument will be adequate while collecting valid and reliable data. According to Fontana and Frey (2005), the use of different methods known as “triangulation” minimizes the possibility of making erroneous conclusion and increases the credibility of the findings. Cohen *et al.,* (2000) states that a single instrument throughout can bias or distort data. The study involved use of different data collection methods to secure accuracy and validate collected data. Using more than one collection instruments enabled to combine strengths and rectify some of the weaknesses of using only one data collection tool. Quantitative and qualitative data were collected during the study. Several techniques: interviews, questionnaires and documentary reviews were used in data collection. The details on data collection methods/techniques are given below: -

3.10.1 Documentary review

Documentary reviews have straight forward function of providing facts and figures related to the study; they also cover a very range of different kinds of sources and thus allow the researcher to collect interesting information about the study (Bryman, 2005). Documentary review method was used to collect secondary data. The researcher employed documentary sources of data. Documentary sources of data included: various national policies (poverty reduction, transport and economic policies), poverty annual reports, relevant research papers on community livelihoods, thesis, write-ups, brochures, journals, articles, monograph, books and other electronic sources. These documents were obtained from libraries, municipal offices, and central traffic police station.

3.10.2 Questionnaire administration

Questionnaire administration is the data collection technique where by respondents provides written answers to questions or statements that require factual information (Best and Khan, 2003). The semi-structured questionnaire (having both open and close ended questions) was designed. The questionnaire helped to obtain the respondent’s views, perception and interpretation on the situation under study. Close ended questions provided exact information needed by the researcher, while open ended questions allowed probing and posing of follow-up questions by the researcher, hence, obtaining in-depth information from the respondents. Some statements were provided to respondents in the form of Likert Scale in order for them to agree or disagree with the statement.

3.10.3 Interviews

Interview is a purposeful interaction in which one person is trying to obtain information from another (Gay, *et al.,* 2006). This is the verbal face-to-face interaction between the researcher and respondent. This study employed in-depth interviews to allow flexibility in questioning and responding in the sequence of the interviews. It also helped the researcher to enter into the participant's inter-perception and tap the different issues under study. The interview was conducted to commercial motorcycle riders as they were believed to have relevant and adequate information in relation to their livelihood standards in Dodoma municipality. The researcher used checklist (interview guides) in conducting interviews to simplify the discussion and save time.

3.11 Validity and Reliability of Methods and Data

In order to reduce the possibility to getting wrong results, attention need to be paid to reliability and validity (Saunders and Thornhill, 2003).

3.11.1 Validity

The validity of data refers to how well the instruments measure what they are supposed to measure (Triola, 2001). Content validity of the data collection instrument refers to the extent to which a measurement instrument is a representative sample of the content area being measured (Himid, 2011).

To ensure validity of the data, triangulation of methods were used in sampling and effective data collection. This means that different methods of sampling and data collection were used. Triangulation of in-depth interviews, questionnaires administration and documentary helped to demonstrate validity and open up new perspective about the topic under investigation. Also, validity in this study was achieved through proper identification of the research problem, stating clearly research objectives, and application of the appropriate methodology. This study used several quotations from participants to provide more insights on the part of the reader regarding the meaning of the data collected.

This study employed back translation to achieve validity in which interview guides initially in English language were translated into Kiswahili language with the help of Kiswahili expert to ease communication with participants. This is supported by Lincoln and Guba (1985) who pointed out thick description as one of the techniques for achieving validity in qualitative study.

3.11.2 Reliability

According to Phelan and Wren (2005), reliability is the degree to which the instrument produces stable and consistent result. Patton (2002) defines reliability as the consistence with which repeated measures produce the same results across time and across observers. Ballinger (2008) had the view that researcher ought to justify the research instruments by doing a pilot study. To ensure reliability of methods for data collection and analysis, the researcher relied on making logical inferences from data. Precision in describing phenomena and minimization of the researcher's bias and subjectivity by capitalizing on participants' views on the issues under study was the other strategy of achieving reliability.

3.12 Data Processing, Analysis and Presentation

3.12.1 Data processing

In data processing, the responses from the questionnaires were coded and summarized using the Statistical Package for Social Sciences (SPSS) version 16. Data were entered into the SPSS spread sheet following the developed codes. The SPSS program is appropriate since it has features that can accommodate the categorical variables; and can perform the classification analysis required in this study making it compatible to the data and livelihood standards of commercial motorcycle riders.

3.12.2 Data analysis

The already processed data were analyzed to make meaningful sentences for easy interpretation of the findings and easy drawing of conclusions. Descriptive analysis was conducted basing on data that were collected from primary and secondary sources. The analysis involved examination of the causal-effect relationship between the dependent variable and independent variables. Also, the analysis involved computation of frequencies (numbers and percentages) of the distributions. Qualitative data obtained through interviews were subjected to content analysis. Content analysis is a research technique for making valid inferences (Cohen, 2007). The analysis procedures of data collected from each specific objective are as shown in Table 3.2.

Table 3.2: Data analysis procedures

Specific objectives	Type of data collected	Data analysis procedures
To explore the operation procedures of commercial motorcycle riding	• Skills and experience of commercial motorcycle riders • Training on health / safety and traffic rules	• Qualitatively through content analysis (Explanation of the facts using statements) • Simple quantitative through SPSS (computation of frequencies of the distributions)
To determine the contribution of commercial motorcycle riding to livelihood standards of commercial motorcycle riders.	• Assets accumulation ability • Daily profit margins • Average monthly income levels • Uses of income	• Qualitatively through content analysis (Explanation of the facts using statements) • Simple quantitative through SPSS (computation of frequencies of the distributions).
To examine the livelihood sustainability strategies of commercial motorcycle riders in Dodoma municipality	• Ownership status of the commercial motorcycles • Savings and saving schemes	• Simple quantitative through SPSS (computation of frequencies of the distributions).

3.12.3 Data presentation

The results of data analysis are presented in descriptive forms such as tables and statistical charts so as to simplify interpretation of the findings. In depicting the situation more vividly data are also presented in photographs relating to commercial motorcycle riders' shelter and those indicating the challenges encountered as argued by (Ary *et al.,* 2010).

3.13 Ethical Consideration

Ethics for conducting research were considered before, within and after the research process (i.e. during the research process and aftermaths). A formal letter for permission (research clearance) from St. John's University of Tanzania for data collection was availed. Informed consent was taken care. Each participant was asked to consent to the collection of their personal data after being informed about the nature of the study, use of findings of the study, possible benefits of the study and the future use of the data. Informed consent of respondents enabled the researcher to get the relevant data. Privacy and confidentiality were highly ensured and respondents' participation was voluntary. Respondents are not referred to by their names rather by coded names. Thus, ethical issues were related to human rights, national policies, all rules and regulations as well as physical accessibility and accessibility to data sources.

3.14 Chapter summary

A sample of 85 respondents was drawn. The researcher applied convenience sampling as a probability sampling method to select commercial motorcycle riders. Both primary and secondary data were collected to meet study objectives, interviews, questionnaires administration and documentary reviews were used in data collection. The Statistical Package for Social Sciences (SPSS) version 16 was used in data processing and analysis.

CHAPTER FOUR
RESULTS AND DISCUSSION

4.1 Chapter Overview

Chapter four presents the research findings accompanied by a discussion of the data collected with respect to livelihood standards among commercial motorcycle riders in Dodoma municipality. The analysis and discussion of the findings of this study was guided by the research questions. The chapter is organized into four sections. Section one describes the characteristics of respondents, section two assesses the operation procedures of commercial motorcycle riding, section three dwells on the contribution of commercial motorcycle riding to livelihood standards of commercial motorcycle riders in Dodoma municipality, and section four addresses the livelihood sustainability strategies of commercial motorcycle riders in Dodoma municipality.

4.2 Results

4.2.1 Characteristics of Respondents

The study involved only men of different age, education background, marital status, and household size were considered for the study. These had a bearing on the nature and quality of information received. For example, educational skills on entrepreneurship may be a facilitating factor of commercial motorcycle transport business in Dodoma municipality. Household size influences ability and willingness of commercial motorcycle riders to engage in commercial motorcycles riding business. It is perceived to be essential determinants of livelihood standards among commercial motorcycle riders.

4.2.1.1 Gender of the respondents

The study found that all 85 (100%) respondents conveniently interviewed were males. These findings suggest that commercial motorcycle transport business in Dodoma municipality is predominantly gender-bias. The findings imply that, the business of commercial motorcycle riding in Dodoma municipality is mainly a male activity. Abdussalam (2014) also found that, the business of commercial motorcycle riding is mainly performed by males, as they are generally champions in the business of commercial transportation than their female counterparts.

4.2.1.2 Age of the respondents

Age consideration of the respondent was an important variable of this study. The age respondents ranged from 18 years to 62 years as indicated in Table 4.1. The categorization of the age groups was done based on the need to have few classes and avoid too big table where a class interval of 10 was considered. Proportion-wise, most 56 (65.9%) of the respondents were in the age group of 33 - 47 years.

These findings show that all respondents were old enough to provide valid information regarding livelihood standards among commercial motorcycle riders in Dodoma municipality. Majority 56 (65.9%) of the respondents in the study area were youths as they are within 33 – 47 years who are economically active and productive hence they are the potential seekers and users of livelihood and employment opportunities; and struggles for better life. These findings imply that respondents were socially experienced and responsible.

Table 4.1: Age of the respondents

Age group (Years)	Frequency	Percentage
18 - 32 years	24	28.2
33 - 47 years	56	65.9
48 - 62 years	5	5.9
Total	**85**	**100.0**

4.2.1.3 Education status of the respondents

Education level of an individual is important as it signifies the ability of the respondent to analyze issues related to different life aspects. Respondents were asked to mention their levels of education and their responses are summarized in Table 4.2. The overall results in Table 4.2 indicate that most of the respondents have either not gone to school or possess primary education (low certificate) with 73 (85.9%) and the remaining respondents 12 (14.1%) are high certificate holders (secondary, diploma and university education). These findings implies that majority of those riding commercial motorcycles in Dodoma municipality are relatively illiterate.

Table 4.2: Education status of the respondents

Highest education level	Frequency	Percentage
No formal education	48	56.5
Primary education	25	29.4
Secondary education	08	9.4
Diploma education	03	3.5
University education	01	1.2
Total	**85**	**100.0**

4.2.1.4 Marital status of the respondents

Both married and non-married individuals are struggling to curb unemployment problem, reduce poverty and improve their livelihood standards. Table 4.3 shows distribution of sample respondents by marital status. The findings in Table 4.3 show that, most of the respondents 55 were married accounting to 64.7%. Having more respondents who are married suggest the increased responsibility of the household heads including provision of good livelihoods to their families influencing the need for venturing into commercial motorcycle riding business so as to build the financial capacity. These findings imply that, in Dodoma municipality, married men undertake commercial motorcycle riding business as alternative for their inability to secure job opportunity as well as to fulfill their economic and marital responsibilities of the household.

Table 4.3: Marital status of the respondents

Marital Status	Frequency	Percentage
Single	16	18.8
Married	55	64.7
Widowed	08	9.4
Divorced	06	7.1
Total	**85**	**100.0**

4.2.1.5 Household size of the respondents

The findings in Table 4.4 reveal that majority 58 (68.2%) of respondents have small sized households each with 1 - 4 people. This is due to their awareness on family planning issues as a result of availability of health awareness campaigns. The results in Table 4.4 suggest that there is commercial motorcycle riders in Dodoma municipality have social responsibility to their families which calls for increased income through the adoption of the diversified sources of income for the households such as commercial motorcycle riding.

Table 4.4: Household size of the respondents

Household size	Frequency	Percentage
1- 4 people	58	68.2
5 - 8 people	17	20.0
More than 8 people	10	11.8
Total	**85**	**100.0**

4.2.2 The Operation Procedures of Commercial Motorcycle Riding

In respect to this objective, the study focused on skills and experience of commercial motorcycle riders and training on safety and traffic rules. Embarking on training on safety and traffic rules to commercial motorcycle riders, the study findings in Table 4.5 show that majority (74.1%) of commercial motorcycle riders in Dodoma municipality received training on commercial motorcycle riding through friends or relatives while only 25.9% of commercial motorcycle riders received training on motorcycle riding via various driving schools and Vocational Education Training Authority (VETA). These findings suggest that, being attracted by the quick monetary gains on a daily basis, majority of respondents have embraced this mode of transport as a household solution to their livelihoods.

Table 4.5: Training status of commercial motorcycle riders

Variable	Frequency	Percentage
Type of training to commercial motorcycle riders		
Training on motorcycle riding via a driving school	22	25.9
Training on motorcycle riding through friends / relatives	63	74.1
Total	**85**	**100.0**
Duration of Trainings to commercial motorcycle riders		
Few weeks and less than a week	52	61.2
One Month	20	23.5
Over two months	13	15.3
Total	**85**	**100.0**

On the duration of the training, the study findings in Table 4.5 depicts that majority (61.2%) of the respondents attended commercial motorcycle training on safe and proper operation of commercial motorcycle riding for a few weeks and less than a week. These findings suggests that most of the commercial motorcycle riders in Dodoma municipality received relatively short training and thus they were not in a position to get the proper training on best operation of commercial motorcycle riding within the short training duration.

Results in Table 4.6 shows that majority (76.5%) of the respondents indicated that they were in possession of valid driving licenses. The study findings also revealed that 70.6% of the respondents were tested by traffic police in order to get driving license whereas a significant proportion (29.4%) of the respondents were not tested by traffic police to get driving licenses.

These findings were supported by the comments from the Regional Traffic Officer (RTO) of Dodoma central traffic station who revealed that some commercial motorcycle riders are not tested on road safety and traffic rules and mainly perform commercial motorcycle business during the night times.

Table 4.6: Traffic rules and commercial motorcycle riding

Variable	Frequency	Percentage
Possession of valid driving licenses by commercial motorcycle riders		
In possession of a valid driving license	65	76.5
Not in possession of a valid driving license	20	23.5
Total	**85**	**100.0**
Tests to commercial motorcycle riders before receiving driving licenses		
Tested by traffic police to get driving license	60	70.6
Not tested by traffic police to get driving license	25	29.4
Total	**85**	**100.0**

The study findings in Table 4.6 suggest that majority of commercial motorcycle riders in Dodoma municipality comply with the condition of having valid driving licenses. However, the study findings revealed that some commercial motorcycle riders are recklessly riding without reflectors and neglecting traffic rules riding while drunk leading to increased road accidents. The study finding imply that some commercial motorcycle riders do not adhere to safety measures as a rarely ride wearing protective clothing / helmets / boots, and some are riding while under the influence of drinks *"viroba"* and drugs*,* do not properly maintaining their motorcycles, and are not observing the speed limit. The study further revealed that respondents do not have any medical insurance cover. These findings are similar to what (Mbugua, 2011) realized that, the rising danger posed by increased commercial motorcycles is compounded by driving behavior, sharing of roads by motorized and non-motorized vehicles, overcrowding of vehicles, and inadequate or non-existent traffic signals, signs, and traffic management.

When asked about the challenges facing commercial motorcycle riders in Dodoma municipality, 92% of respondents revealed that the occasional non-adherence of commercial motorcycle riders to traffic rules and safety measures negatively affects their livelihood standards.

Furthermore, respondents explained that when accidents occur, injuries are many times more numerous than fatalities, and can cause social and economic problems that rival those of death. The study findings reveal that people with low income suffers more than other income classes from traffic dangers. Since they make most of their trips by walking or cycling, they are particularly vulnerable in any traffic crashes. Lacking any health insurance, they must either forgo professional medical treatment of injuries or sell the little they own to pay for treatment. Lost income from parents killed or seriously injured in traffic crashes can force children out of school and into the workplace, thus affecting future generations as well. The response to serious injuries consumes the slender incomes commercial motorcycle riders obtain and sell of the little assets owned thereby increasing the incidence of poverty in the household; the consequence of which children may be forced out of schools or engage in child labour. Mohan (2004) documents, traffic deaths and injuries can have devastating financial and social consequences for poor families in India.

Generally, the study findings imply that commercial motorcycle riders in Dodoma municipality have readily gone into the business without due training in terms of business management and training on driving and traffic rules leading to motorcycle accidents within Dodoma municipality.

4.2.3 Contribution of Commercial Motorcycle Riding to Livelihood Standards of Commercial Motorcycle Riders

This was the second specific objective of the study. The study focused on assets accumulation ability before and after participating in commercial motorcycle riding; daily profit margins obtained from commercial motorcycle riding; average monthly income levels from commercial motorcycle riding; and uses of income obtained from commercial motorcycle riding. These variables are assumed to be key determinants of livelihood standards as explained in the Human Capital Theory within which this study was conducted.

Results in Table 4.7 show that respondents in the study area own different assets such as radios, televisions, furniture, bicycles, cooking stoves, refrigerators, and motorcycles. However, the proportions of respondents owning such assets before venturing into commercial motorcycle riding are relatively low as compared to proportions of the asset owners after venturing into commercial motorcycle riding as depicted in Table 4.7. These findings suggest an increased purchasing power of commercial motorcycle riders in Dodoma municipality.

Table 4.7: Types of assets owned by commercial motorcycle riders (N=85)

Type of Assets	Before venturing into Bodaboda		After venturing into Bodaboda	
	Yes	No	Yes	No
Livestock (cattle, goats, sheep, poultry)	58.8 (50)	41.2 (35)	88.2 (75)	11.8 (10)
Bicycle	42.4 (36)	57.6 (49)	84.7 (72)	15.3 (13)
Motorcycle	10.6 (09)	89.4 (76)	82.4 (70)	17.6 (15)
Radio	69.4 (59)	30.6 (26)	89.4 (76)	10.6 (09)
TV set	47.1 (40)	52.9 (45)	80.0 (68)	20.0 (17)
Furniture	81.2 (69)	18.8 (16)	90.6 (77)	9.4 (08)
Stove	31.8 (27)	68.2 (58)	76.5 (65)	23.5 (20)
Refrigerator	9.4 (08)	90.6 (77)	70.6 (60)	29.4 (25)

Figures in parentheses are the number of respondents

Generally, the findings in Table 4.7 suggest that respondents' willingness and ability to purchase more valuable assets is strongly influenced by the available livelihood opportunities and the level of incomes derived from such opportunities. This means that people with more assets and high income level have high purchasing power, are likely to have improved livelihood standards. These findings are similar to what was found by Yakubu (2012) that, sustained employment and earning of commercial motorcycle riders are linked to better livelihood standards.

Results in Table 4.8 reveal that the average monthly incomes of respondents from various sources ranged from Tshs. 45,000/- to 350,000/-. The study found that 83% of respondents mentioned business as their main source of income from which they accrue an average of Tshs. 350,000/- per month.

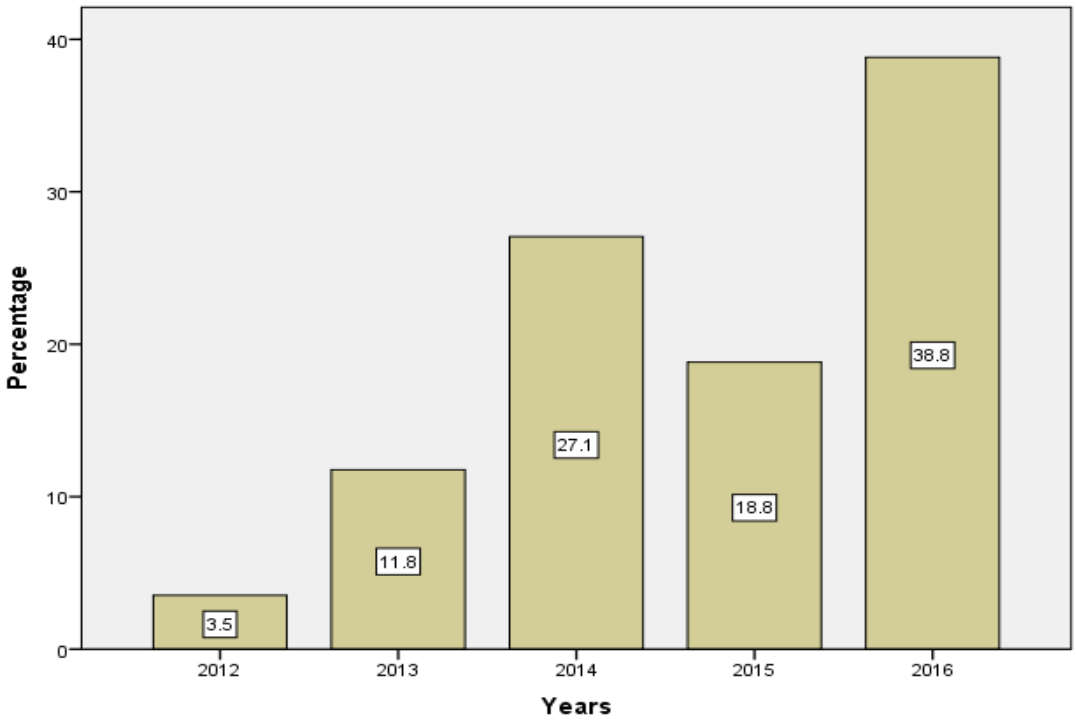
Table 4.8: Main sources and average monthly incomes respondents (N=85)

Source of income	Average monthly income (Tshs)	Percentage
Formal employment	200,000	71
.Business	350,000	83
Farming	45,000	50
Remittance from relatives and friends	100,000	62
Livestock production	50,000	49

The results in Table 4.8 reveal that respondents' incomes are mainly generated from business (83%) operating on small and medium scale for subsistence. These findings imply that majority of respondents in the study area have low incomes the factor that may limit their purchasing power and motivate the respondents search for other livelihood sustainability alternatives and strategies such as commercial motorcycle riding business. These findings suggest that income differentials among commercial motorcycle riders may significantly influence their ability to meet the necessary basic needs. Arosanyin, *et al.,* (2011) also found that, operators in commercial motorcycles transport take it as last resort to generate income for their families and dependants to survive

Results in Figure 4.1 show that majority (38.8%) of respondents in Dodoma municipality started commercial motorcycle riding in the year 2016. These findings suggest an increasing trend of the number of respondents venturing into commercial motorcycle riding in Dodoma municipality. These imply that the importance of commercial motorcycle riding as one of livelihood opportunity is increasing to the extent of attracting more people as time goes on.

Figure 4.1: Time commercial motorcycle riders started business



Focusing on daily profit margins obtained from commercial motorcycle riding business, results in Table 4.9 displays that before venturing into commercial motorcycle riding respondents 56 (65.9%) are making the amount of money per day (profits) of between the range of Tshs. 9,000/= to Tshs. 11,000/= while 22 respondents about 24.7% are earning above Tshs. 11,000/= per day as profit from commercial motorcycle riding. Results in Table 4.9 show that after venturing into commercial motorcycle riding, majority (70.6%) of the respondents were earning above Tshs. 11,000/= per day, whereas 23.5% of the respondents earn between Tshs 9,000/= and 11,000/= per day. These findings suggest that, the amount of money made per day by the respondents reflects the daily profit margins, after necessary deduction and other expenses per day. These findings tallies with the conclusion by Abdussalam *et al.,* (2014) that "There is relationship between the amount of money made per day by the commercial motorcycle riders and the contribution to their standard of living in Nigeria".

Table 4.9: Daily earnings as profit from commercial motorcycle riding

Income level (Tshs)	Before venturing into Bodaboda		After venturing into Bodaboda	
	N	%	N	%
3,000 – 5,999	03	3.5	02	2.4
6,000 – 8,999	05	5.9	03	3.5
9,000 – 11,000	56	65.9	20	23.5
above 11,000	22	24.7	60	70.6
Total	**85**	**100.0**	**85**	**100.0**

However, the findings in Table 4.9 are strongly objected by one of the interviewees who stated that, *"people always think that we are making so much money in commercial motorcycle business but after we pay the running costs such as buying food for breakfast and lunch during the business hours and buying fuel, you would realize that the amount of money made per day has drastically reduced".*

This means that the net amount of money earned per day by the commercial motorcycle riders is not that relatively higher and also not sufficient for them to yield reasonable effect on majority of the respondents' standard of living. However, one of the respondents revealed that some of them incurred unnecessary expenses on themselves through taking hard drug or dried gin, alcohol, such as beer, hot drinks commonly known as *"konyagi or Viroba",* and smoking, coupled with large size of family members.

Generally, majority (96%) of the respondents agreed to a large extent that; commercial motorcycle industry create employment. Motorcycle industry improves the respondent's income; and commercial motorcycle industry ensures efficient and faster means of transport. Finally, 73.9% of respondents agreed that commercial motorcycle industry reduce crimes as the youth have this activity to perform as a means to earn their income. However, 26.1% of respondents revealed that some commercial motorcycle riders have been using bodaboda especially Boxer brand as a means to facilitate crimes.

Focusing on the average monthly income levels of commercial motorcycle riders before and after venturing into the business of commercial motorcycle riding, the results in Table 4.10 shows that, before venturing into commercial motorcycle riding business only 12.9% of respondents were earning above Tshs.100,000/=, the percentage of respondents earning between Tshs 200,000/= and 250,000/= before venturing into the business is 70.6%.

Results in Table 4.10 show that after venturing into commercial motorcycle riding, majority (63.5%) of the respondents were earning above Tshs. 250,000/=, whereas 20% of the respondents earn between Tshs 200,000/= and 250,000/=.

Table 4.10: Average monthly income of commercial motorcycle riders

Income level (Tshs)	Before venturing into Bodaboda		After venturing into Bodaboda	
	N	%	N	%
100,000 – 149,990	11	12.9	05	5.9
150,000 – 199,990	08	9.4	09	10.6
200,000 – 250,000	60	70.6	17	20.0
above 250,000	06	7.1	54	63.5
Total	**85**	**100.0**	**85**	**100.0**

Results in Table 4.10 suggest that there was an increase in the earnings among commercial motorcycle riders in Dodoma municipality as a result of venturing into the motorcycle business enterprises implying that they have attained improved livelihood standards. These findings are supported by Kimaro (2014) who revealed that, in Tanzania motorcycles have constituted a source of income to many youths.

With regard to the use of the income obtained from commercial motorcycle riding, results in Table 4.11 suggest that, income obtained by commercial motorcycle riders cater for their obligations in the motorcycle industry although income generated is taxed. Since motorcycle transport earns income for both the operators and owners it implies that their living standards has improved in the sense that they can have better diet, enroll their children in school and few can save some of their income. Majority of the respondents agreed to a large extent that motorcycle transport is a faster and convenient means of transport. They also agreed that motorcycle transport is cheap and is available in every part of the municipal.

The results in Table 4.11 reveal that through venturing in the commercial motorcycle riding business, commercial motorcycle riders in Dodoma municipality have ability to meet social and emergence demands, accumulate capital, stimulated growth of micro-enterprises, income diversification, reduced incidence of poverty and improved livelihood standards.

Table 4.11: Benefits of commercial motorcycle riding business

Benefits	Agree	Neither Agree nor Disagree	Disagree
Ability to meet social and emergence demands	82.4 (70)	12.9 (11)	4.7 (4)
Accumulate capital	83.5 (71)	16.5 (14)	Nil
Stimulated growth of micro-enterprises	80.0 (68)	17.6 (15)	2.4 (2)
Income diversification	88.2 (75)	11.8 (10)	Nil
Reduced incidence of poverty	87.0 (74)	10.6 (09)	2.4 (2)
Improved livelihood standards	95.3 (81)	3.5 (3)	1.2 (1)

Figures in parentheses are the number of respondents

The findings in Table 4.11 suggest that commercial motorcycle riding business has facilitated commercial motorcycle riders to perform the social responsibility function of their respective households by financially supporting education, health, water, environmental and security initiatives for the better survival or livelihood standards. These findings concur with (Howe, 2001) that, in Uganda the use of bodaboda seems to have an improvement in quality life for the youth through creating employment, serving time, and generating income.

With regard to the impact of commercial motorcycle riding business on livelihoods, results in Table 4.12 show that majority (82.4%) of respondents had improved their living standard while the remaining 15 (17.6%) respondents had not improved their living standard. This implies that most respondents believed that their poverty has been reduced when involved in commercial motorcycle riding. However, majority of the respondents 58 (68.2%) are not satisfied with commercial motorcycle business. This is because of the lack of capital to purchase their own motorcycles, inability to fulfill conditions in possessing valid driving licenses, difficulties associated with commercial motorcycle regulatory procedures such as trainings, traffic rules and health or safety gears.

Table 4.12: Impact of commercial motorcycle riding on livelihoods

Variable	Frequency	Percentage
Living standard after venturing into commercial motorcycle riding business		
Improved	70	82.4
Not improved	15	17.6
Total	**85**	**100.0**
Attitudes on commercial motorcycle riding business		
Satisfactory	27	31.8
Not satisfactory	58	68.2
Total	**85**	**100.0**

Generally, commercial motorcycle riding business has resulted into improved livelihood standards of the commercial motorcycle riders in Dodoma municipality as they are able to pay education and health expenses for their family members; and purchase modern household assets such as radios, Televisions, furniture, stoves, and refrigerators as well as accessible to capital assets such as land and good houses as depicted in Figure 4.2. Thus, commercial motorcycle riding business is a vital economic activity to improved livelihoods of the youth in Dodoma municipality.

Figure 4.2: A house owned by one of commercial motorcycle riders

4.2.4 Livelihood Sustainability Strategies of Commercial Motorcycle Riders

This was the last specific objective of the study. The study concentrated on ownership status of the commercial motorcycles; and savings and saving schemes of commercial motorcycle riders. Analyzing the ownership status of the commercial motorcycles used by commercial motorcycle riders in Dodoma municipality, Table 4.13 indicate that the major sponsorship of the business of commercial motorcycle riding is an individual dealer or contractor as revealed by 60% of respondents. This is due to the lack of startup capital among commercial motorcycle riders in Dodoma municipality. However, results in Table 4.13 equally reveal that majority of the respondents 64 (75.3%) of those commercial motorcycle riders who have purchased their own motorcycles have been paying for their commercial motorcycles by installments. Commercial motorcycle riders are supposed to pay Tshs. 3,650,000/= in total to contractors or dealers as full costs of motorcycles they own at a daily instalment of Tshs. 10,000/=. This was found to be the reason for some commercial motorcycle riders not saving as they use part of the profits obtained to repay for the motorcycle purchase expenses.

Table 4.13: Ownership status of commercial motorcycles

Variable	Frequency	Percentage
Ownership of a commercial motorcycle		
Individual commercial motorcycle riders	27	31.8
Individual dealers or contractors	51	60.0
The Bank (either NMB or CRDB)	07	8.2
Total	**85**	**100.0**
Mode of payment for a commercial motorcycle when purchased		
In full	21	24.7
By installments	64	75.3
Total	**85**	**100.0**

The findings in Table 4.13 means that government in Dodoma municipality is not showing any interest in sponsoring or promoting commercial motorcycle transport in the region. Though, this is not a shock as some regions in Tanzania such as Dar es salaam, Pwani, Tanga, Arusha and Morogoro are kicking against the operation of commercial motorcycles as a means of transportation in their respective areas mainly due to associated increased accidents. These findings are supported by Odidi, (2012) who revealed that some states in Kenya have on and off in banning the operation of commercial motorcycles and normally generates protest from the riders.

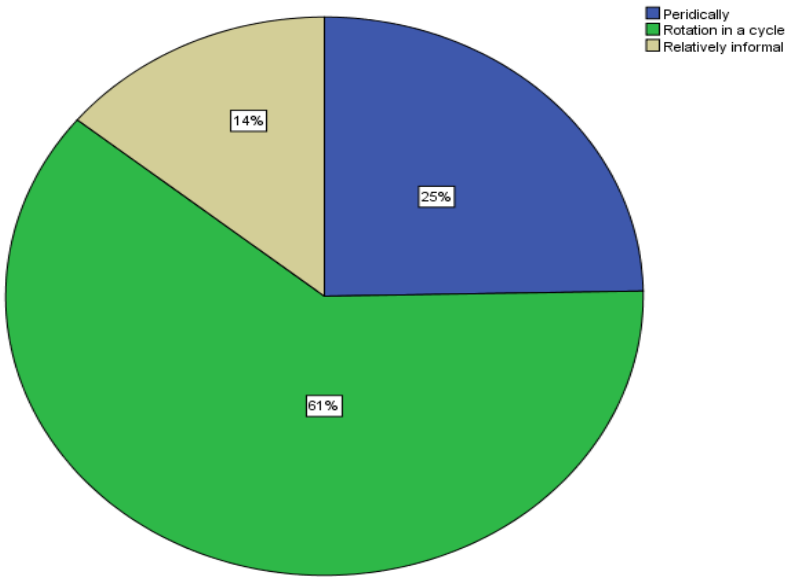
Capitalizing on the analysis of savings before and after participating in commercial motorcycle riding, the study found that, majority (80%) of respondents had no bank accounts as indicated in Table 4.14 within which they saves their profits accrued from commercial motorcycle riding business as a livelihood sustainability strategy. However, 20% of respondents had bank accounts suggesting that the income obtained from commercial motorcycle riding business is all consumed as it is not enough to cater for both expenditure and savings. These findings are similar to what was found by Karen, Alberto and Juan-Pablo (2010), who revealed that the most commonly reasons for not saving reflect a lack of adequate money to save.

Table 4.14: Possession of bank account by commercial motorcycle riders

Variable	Frequency	Percentage
Operating a bank account	17	20.0
Not operation a bank account	68	80.0
Total	**85**	**100.0**

The study found that most commercial motorcycle riders in Dodoma Municipality have joined that saving schemes such as LAPF, PPF, PSPF, and NSSF although those schemes are not clearly elaborated, thus, losing the opportunity to use economies of scale to better their livelihoods. The study also found that some commercial motorcycle riders in Dodoma municipality were members of the Rotating and Accumulating Savings and Credit Associations (ROSCAs) or *Upatu*." Results in Figure 4.3 show the fund disbursement system adopted by ROSCAs.

Figure 4.3: Fund disbursement system used by ROSCAs



4.3 Chapter Summary

Commercial motorcycle industry creates employment; has led to improved standard of living; improves the respondent's income; ensures efficient and faster means of transport; youths have this activity to perform as a means to earn their income. Commercial motorcycle riding business has resulted into improved livelihood standards of the commercial motorcycle riders in Dodoma municipality as they are able to pay education and health expenses for their family members; and purchase modern household assets such as radios, televisions, furniture, stoves, and refrigerators as well as accessible to capital assets such as land and good houses. Commercial motorcycle riding business is a vital economic activity to improved livelihoods of the youth in Dodoma municipality. Respondents, being attracted by the quick monetary gains on a daily basis, have embraced motorcycle mode of transport as a household solution to their livelihoods.

CHAPTER FIVE
CONCLUSION AND RECOMMENDATIONS

5.1 Chapter overview

Chapter five provides the general overview and conclusion of the study findings. It stipulates the recommendations for better livelihood standards of commercial motorcycle riders. It also highlights areas for further research.

5.2 Conclusions

Commercial motorcycle business is a source of livelihood for households as it provides income for the unskilled, semiskilled and the socially marginalized in Dodoma municipality. The industry creates employment, has led to improved standard of living, improves the respondent's income ensures efficient and faster means of transport. The riders are attracted by the quick monetary gains on a daily basis and have embraced motorcycle mode of transport as a household solution to their livelihoods. The riders in Dodoma Municipality have ability to meet social and emergence demands, accumulate capital, stimulated growth of micro-enterprises, business expansion, income diversification, reduced incidence of poverty and improved livelihood standards. The business has resulted into improved livelihood standards of the commercial motorcycle riders in Dodoma Municipality as they are able to pay education and health expenses for their family members; and purchase valuable and modern household assets such as radios, televisions, furniture, stoves, and refrigerators as well as accessible to capital assets such as land and good houses. Not only that, but this business has made the riders enjoy economic well-being and make them economically responsible both in the family and the society.

5.3 Recommendations

Based on the findings and conclusion of this study the following are recommended for ensuring improved livelihood standards in Dodoma municipality:

Commercial motorcycle riders need to value the activity as their important income generating and livelihood sustainability opportunity. The more the passengers consider and trust commercial motorcycles as a means of transport the more money the riders can make per day and eventually overcome their economic problems.

The National transport policy mainly implemented by SUMATRA, TANROADS and Police Force stipulates the need for mandatory training about safety through driving schools. This incorporates health education and relevant law that guide the road safety for the protection of riders and their passengers, and to avoid accident on the road.

The government should equally see commercial motorcycles riding as a way to create more job opportunities for the youth, less privileged and poor in the society.

On the part of individual commercial motorcycle riders, they should endeavor to drive with care so that the associated rate of accident is riding is drastically reduced. They should also try to use personal protective equipment for their safety. Majorly, they should avert from taking hard drug and smoking while driving. This would help to reduce their daily expenses on undesirable consumption and relatively increase their net amount of money made per day.

Social security funds should educate commercial motorcycle riders to enable them join their schemes for their livelihood sustainability. Furthermore, Insurers need to educate the riders on the types, procedures and benefits of insurance thereby advising them to join.

The traffic police department needs briefing up in terms of officers and motorcycles in order to enforce traffic rules away from main roads. Regular retraining of the motorcyclists should be undertaken through partnership among the police service of each division, driving schools and motorcycle associations. The police service must ensure that all the riders have valid driving licenses. The testing centers should be decentralized owing to unnecessary costs that hinder the motorcyclists.

It is recommended that the government need to bring on board public private partnerships in managing the motorcycle industry in a manner that is economically viable and sustainable. Since majority of the traders, 65.9% are youth, then the ministry of employment and youth, the banking industry, ministry of infrastructures, communication and transport, ministry of finance and planning, universities and international development partners, should develop a structure for the training of these commercial motorcycles businessmen on entrepreneurship and business management.

5.4 Areas of Further Research

The following are areas that other researchers could consider for future research:
Further research needs to be undertaken on the effect of the age of riders on motorcycle accidents. This should be undertaken to find out the link between age of a rider and the probability of causing an accident.

Consequently, a more in-depth research is required to investigate the effect of having saving schemes for the commercial motorcycle businessmen on their livelihoods in Tanzania and other parts of the world.

APPENDICES

Appendix A: Data collection instrument(s)

QUESTIONNAIRES FOR COMMERCIAL MOTORCYCLE RIDERS

RESEARCH ON "ASSESSMENT OF LIVELIHOOD STANDARDS AMONG COMMERCIAL MOTORCYCLE RIDERS IN DODOMA MUNICIPALITY".

Dear respondent,

My name is …….I am from St. John's University of Tanzania. I am requesting you to participate in this study by answering questions. I assure you that confidentiality is guaranteed to the information you will provide. The information provided will be used for academic purposes only and will not refer to you by name.

PART 1: PERSONAL DETAILS

1. Commercial motorcycle parking place ……
2. Gender of respondent:
   (1) Male [ ] (2) Female [ ]
3. Age of respondent …….
4. Highest level of education attained……..
5. Marital status:
   (1) Single [ ] (3) Widowed [ ]
   (2) Married [ ] (4) Divorced [ ]
6. What is your household size? ……people

PART 2: OPERATION PROCEDURES OF COMMERCIAL MOTORCYCLE RIDING

1. (a) Have you ever attended formal training on commercial motorcycle riding?
   (1) Yes [ ] (2) No [ ]
   (b) If yes, what duration did the training take?
   (1) Few weeks but less than a month [ ]
   (2) One month [ ]
   (3) Over two months [ ]
2. Where did you do your training about motorcycle driving?
   …….
   …….
3. (a) Do you have a valid driving license?
   (1) Yes [ ] (2) No [ ]
   (b) If yes, were you tested by traffic police before getting a valid driving license?
   (1) Yes [ ] (2) No [ ]

(c) If No, why not? .....

……

4. How long have you held a motorcycle license?

(1) Less than a year [ ] (3) 2 to 3 years [ ]

(2) 1 to 2 years [ ] (4) More than 3 years [ ]

5. Have you had any accident (s) with the motorcycle?

(1) Yes [ ] (2) No [ ]

PART 3: CONTRIBUTION OF COMMERCIAL MOTORCYCLE RIDING TO LIVELIHOOD STANDARDS OF COMMERCIAL MOTORCYCLE RIDERS

1. What assets did (do) you possess before and after venturing into commercial motorcycle riding business?

Type of Assets	**Before**	**After**
(1) Livestock (cattle, goats, sheep, poultry) (2) Bicycle (3) Motorcycle (4) Radio (5) TV set (6) Furniture (7) Stove (8) Refrigerator		

2. (a) Do you have any other source of income?

(1) Yes [ ] (2) No [ ]

(b) If yes, how much do you earn from each source?

Source	**Average monthly income**
Formal employment	
.Business	
Farming	
Remittance from relatives and friends	
Livestock production	

3. What was your occupation before venturing into commercial motorcycle riding?

(1) Casual laborer [ ] (3) Loader [ ]

(2) Tout [ ] (4) Others (specify) ……..

4. How much was your monthly salary/wage (Tshs)?

……

5. In which year did you start commercial motorcycle riding?

……

6. How much do you earn per day as profit (Tshs) from motorcycle riding?

……

7. How much (Tshs) do you earn per month from commercial motorcycle riding business on average?

……

8. How do you spend the money you obtain from motorcycle riding?

……

9. What are the benefits which you got from commercial motorcycle business?

……

……

10. (a) What is your personal view on the commercial motorcycle riding business?

(1) Not satisfactory [ ] (2) Satisfactory [ ]

(b) Why are you not satisfied? …….....

……

(c) Why are you satisfied? …….....

……

PART 4: LIVELIHOOD SUSTAINABILITY STRATEGIES OF COMMERCIAL MOTORCYCLE RIDERS

1. (a) Do you own the motorcycle?

(1) Yes [ ] (2) No [ ]

(b) If No, who is the owner of the motorcycle you are riding?

(1) Dealer or Contractor [ ] (2) bank (CRDB/NMB) [ ]

2. If you own a commercial motorcycle, how did you pay for it?

(1) In full [ ] (2) By instalment [ ]

3. If the owner is a dealer or contractor, how much (Tshs) in total are you supposed to pay in a year?..... at how much daily payments?.....

4. (a) Do you have a bank account within which you save the excess profit from commercial motorcycle business?

(1) Yes [ ] (2) No [ ]

(b) If No, what are the reasons for not having bank account?

……

……

(c) If yes, why?

……

……

5. (a) Are you a member of any saving scheme such LAPF, PSPF, GEPF, NSSF?

(1) Yes [ ] (2) No [ ]

(b) If No, why you are not a member?

……

6. (a) Are you a member of any Rotating and Accumulating Savings and Credit Association (ROSCA) or *Upatu*"?

(1) Yes [ ] (2) No [ ]

(b) If yes, how money is disbursed to its members?

(1) Periodical [ ] (3) Relatively informal [ ]

(2) Rotation in a cycle [ ] (4) Others (specify).....

(c) If No, why you are not a member?

……

……

7. Livelihood standard is a function of the following factors:

Factors	**Agree**	**Neither Agree nor Disagree**	**Disagree**
Income generation			
Household size			
Ownership status of a motorcycle			
Regulatory measures or policies			

8. What do you consider to be the bottlenecks in your job?

……

……

9. In your views, what do you think should be done to you as a support?

……

……

Thank you very much for your kind assistance in answering my questions

Appendix B: Ethical Clearance Form

ST JOHN'S UNIVERSITY OF TANZANIA

DIRECTORATE OF RESEARCH AND CONSULTANCY

INTERNAL REVIEW COMMITTEE

RESEARCH CLEARANCE CERTIFICATE

FOR MASTER'S AND DOCTORAL STUDENTS

Date of Review: 11th May, 2016

Project title: "ASSESSMENT OF LIVELIHOOD STANDARDS AMONG COMMERCIAL MOTORCYCLE RIDERS IN DODOMA MUNICIPALITY":

Researcher: **ZENAIS SHIRIMA**

Supervisor: **Dr. Christina Geoffrey**

Faculty / Institute / School: **THE INSTITUTE OF DEVELOPMENTY STUDIES**

Degree being studied for: **MA IN COMMUNITY DEVELOPMENT**

This is to certify that the research proposal herein detailed has been examined and approved by the Internal Review Committee of St John's University of Tanzania

ST. JOHN'S UNIVERSITY OF TANZANIA
P. O. Box 47 DODOMA
Signature
Acting DIRECTOR
POSTGRADUATE STUDIES

PP Dr. M. Msendekwa
Ag, Director, DRCPGS

Prof. C. Rubagumya
DVCA

Appendix C: Letter(s) of introduction to the research site

THE UNITED REPUBLIC OF TANZANIA
PRESIDENT OFFICE
REGIONAL ADMINISTRATION AND LOCAL GOVERNMENT

Dodoma Region
Address REGCOM
Tel. No: 2324343/2324384
E-Mail No *ras@dodoma.go.tz*
Fax No: 255 026 2320046

Regional Commissioner's Office,
P.O.BOX 914
Dodoma.

Ref. No. DA.122/467/04C/19

08 June, 2016

Municipal Director
DODOMA.

RE: RESEARCH PERMIT

This is to introduce to you **Miss. Zenais Shirima** who is a bonafide student of the St. John's University of Tanzania and who is at the moment conducting research in Dodoma Region.

The title of the research is **"Assessment of Livelihood Standards Among Commercial Motorcycle Riders in Dodoma Municipality": A case of Dodoma District.** The period for which this permission has been granted is from June to July, 2016.

Please accord her with all necessary assistance to achieve her research objectives.

Thank you for your cooperation.

Paul K. Masanja
For: REGIONAL ADMINISTRATIVE SECRETARY
DODOMA

: Miss. Zenais Shirima,
St. John University of Tanzania.

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