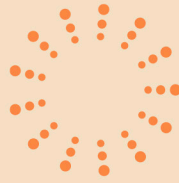




LATRA



SOCIO-ECONOMIC IMPACT OF COMMERCIAL MOTOR CYCLES AND TRI-CYCLE IN MAINLAND TANZANIA



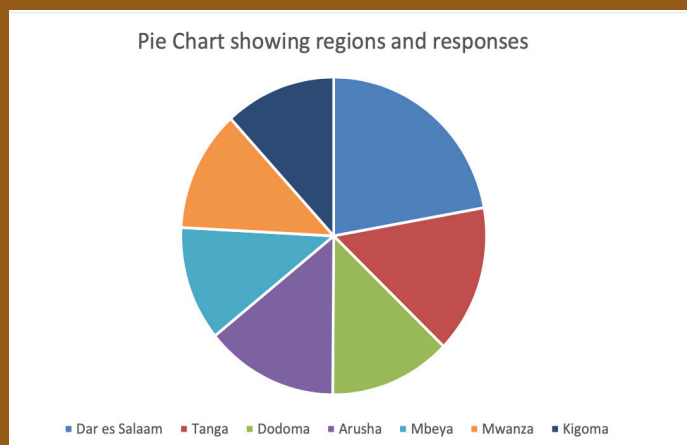
INTRODUCTION

This report is a result of the study on socio-economic impacts of commercial motorcycle in Mainland Tanzania. Regulation (2) under Part I of The land transport regulatory authority (private hire services) regulations, 2020 defines motorcycles as private hire services regulated by Land Transport Regulatory Authority.

The main objective of the study was to determine contribution of private hire transport services offered by motor cycles and motor tri –cycles of public transport services in mobility, social and economic spheres of riders, passengers and third parties. As such, issues explored included compliance to regulations, passengers' views on the conduct of riders, safety risks, growth of services, choice factors for passengers, livelihood creation and contribution to the economy.

METHODOLOGY

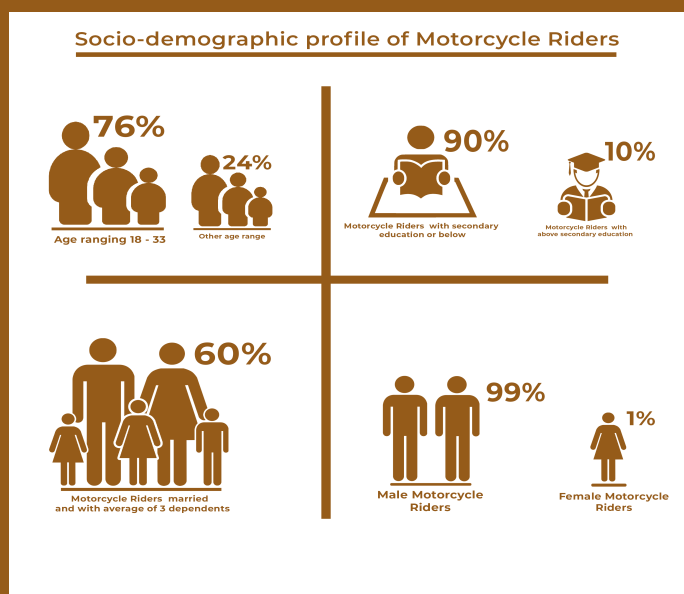
The study used mainly survey methodology involving 786 riders and 674 passengers selected by stratified random samples from seven (7) regions of Mainland Tanzania. Response rate for targeted number of riders and passengers were 78% and 88% respectively (pg 36). The regions and responses in bracket were Dar-es-Salaam (134), Tanga (91), Dodoma (78), Arusha (85) Mbeya (70), Mwanza (75) and Kigoma (71). Major regional urban centres, including cities and municipalities were targeted due to relative size of economic activities and population, to represent views of other areas.



FINDINGS

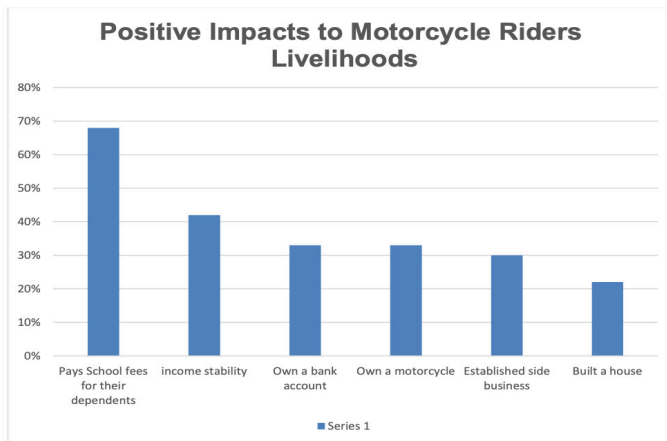
Socio-demographic profile of riders

The findings revealed the social profile of motorcycle riders as mostly male (99%), aged mostly 18-33 years (76%) with secondary education or below (90%), married (60%) and with average of 3 dependents. Even among young unmarried riders; there was 51% chance that he had at least 1 dependent).



Work-related characteristics of riders

A significant majority of surveyed riders had experience in the job of 1-4 years (52%). Also, 25% had worked in the job for 5-8 years while 23% had 9-13 years in the jobs (pg 44). Further, motorcycle riding contribute to survival economy among a socio-demographic group who generally, as evidenced from latest national Integrated Labour Force Survey (ILFS, 2021) were vastly impacted by unemployment nationally (12.7%) and more so in Dar-es-Salaam (20.5%). Further, positive impacts to their livelihoods were witnessed in being able to pay school fees for their dependents (68%), income stability (42%), own a bank account (33%), own a motorcycle (33%), established side-business (30%) and built a house (22%). Ownership of a motorcycle was conclusively associated with age category of 26-33, significant at 0.003 margin of error.



Job Satisfaction among riders

Job satisfaction is an essential feature in providing quality service. 41% reported being satisfied whereas 30% expressed being somehow satisfied and 29% expressed dissatisfaction. Level of satisfaction was associated with owning his own motorcycle (71%) compared to 39% who work on hired motorbike. High job satisfaction was related to young age (below 33 years), having basic education and work-experience below 8 years. Thus young male riders with basic education and low experience tend to like this work as either an entry or survival job

Satisfaction factors was found to be income, only job available and only job suitable. Dissatisfaction was associated with traffic police harassment, social stigma and informality. (pg 44-47). Social stigma was by far affecting the riders perception as they are viewed as criminals in general; a situation that was shunned by riders with tertiary education.

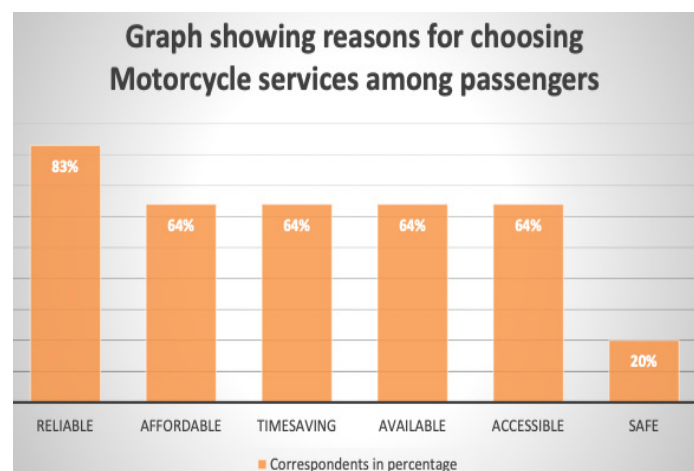
Job Satisfaction among Riders



Profile of Surveyed Passengers and reasons for choosing Motorcycle services

The surveyed passengers included 121 girls in Grade 4-7 of primary education aged 10-13 years who responded to the gender-violence inquiry. In total, 30% were frequent passengers while the rest were less than frequent passengers of motorcycles. Also included were secondary school children (115) and 157 adults. The passengers identified reasons for choosing to use motorcycles as being reliable (83%), affordable (64%), time saving, available and accessible. Safety was scored low (20%).

Mbeya region school-going children had high probability of being frequent passengers (63%) followed by Tanga pupils (47%). Frequent users of motorcycles among adults were reported to be girls and women from low socio-economic status.



Knowledge of criminal activities associated with Motorcyclists

Passengers were asked to describe situations that were likely experienced or heard-of related to under-age sexual mis-conducts by riders and other criminal practices including trafficking in drugs and persons. School-going children, adults, social workers were the target segments of this inquiry.

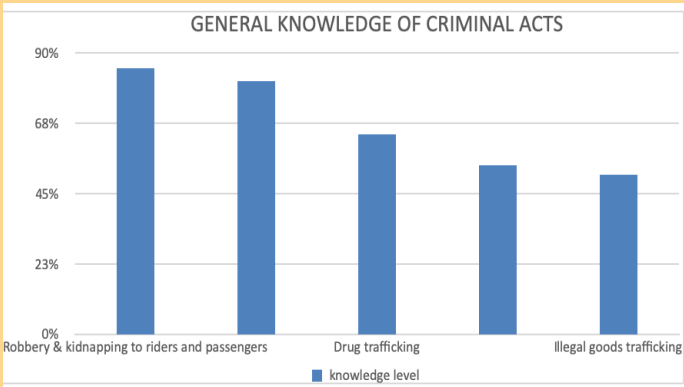
Among school-going children, 43% expressed knowing a fellow pupil in sexual relations with motorcycle rider while 23% had

heard of a rape from rider to fellow pupil and 18% of school-girls had been personally approached or enticed. Awareness on existence of such mis-conducts from riders to under-age children were more prevalent in Mbeya region compared to other surveyed regions, likely associated with higher exposure as frequent users.

A vast majority (63%) of the adult group of respondents reported having heard of gender-based mis-conducts from motorcycle riders. This raises alarm as social concern essentially among parents to their children and especially since riders are also majorly young inexperienced adults with increased level of access to sexual advances given their mobility and financially better-off. 47% of girls and women thought to be vulnerable to gender-based mis-conducts from motorcycle riders. Among adult females, 21% reported having experienced some form of gender-violence from motorcycle riders (pg 48-51).

There is general knowledge of criminal acts associated with motorcycle transport services targeting riders and passengers.

Such knowledge levels include existence of robbery and kidnapping targeting riders themselves and riders targeting passengers (85%), sexual harassment targeting riders (81%), drug trafficking (64%), trafficking of illegal persons (54%) and goods (51%)



Motorcyclists Compliance to legislations

The study sought to explore motorcyclists compliance to licensing conditions including use of helmets, use of reflectors, speeding, concurrent passengership, possession of valid driving license, restriction on use of mobile phone while riding, carriage of children and possession of valid operating license. This inquiry targeted primary school-going children, secondary school-going children, adults and riders.

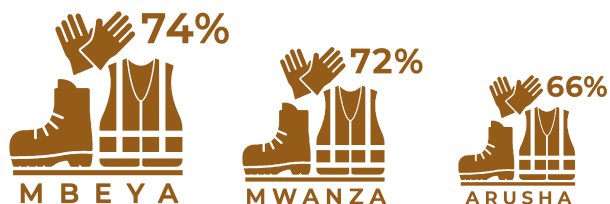
Low level of consistent use of helmet at 36%, success factors including increasing age of riders, low age of passengers, regional disparities in enforcement and sex of passenger.

The study revealed that only 36% using helmets consistently. The situation was better-off in Mbeya (55%) while for other surveyed regions, compliance on helmet use was less than 36%. The main reasons for noncompliance on this regulation was the lack of passenger helmet (47%), passengers' unwillingness to wear it (39%) and dirty helmets (8%). Enforcement in helmet use was lowest in Arusha and Mwanza. Female passengers of mature age did not comply with helmet use, citing dirtiness and hair-mess

Higher regional disparities in Use of Protective Gears and Equipment.

At 62% it is adequate but low on use of gloves (20%) nationally. Regionally, this situation was better-off in Mbeya (74%), Mwanza (72%) and Arusha (66%) while the rest of surveyed regions were lower than national average. Use of reflectors as safety equipment stood at 48% in general but much worse compliance recorded in Arusha (16%), Dodoma (32%) and Kigoma (36%).

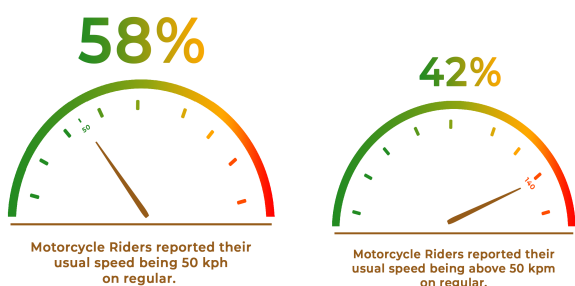
Regional disparities in Use of Protective Gears and Equipment



The risk of over-speeding was better assessed among the aged, better educated, experienced and dependable riders.

53% of riders were unaware of speed-limits. As such 64% reported to over-speed on a regular basis while not observing road signs, especially in Arusha (95%). Reasons given include meeting customer expectation, avoiding traffic police and show-off of riding competence. 58% of them reported their usual speed being 50 kph or below while the rest (42%) ride above 50 kpm on regular.

Risk of over-speeding Motorcycle Riders



There are observed regional disparities in compliance to restriction on carrying of more than one passenger.

This ranges only 33% compliance in Mbeya to 75% compliance in Tanga.

Motorcycle riders generally do not possess valid driving licenses (73%) and commercial licenses 63%) with high regional differences.

Dodoma fairs well with 60% possessing valid license while the situation is worst in Dar-es-Salaam (10%), Arusha (5%) and Mbeya (less than 5%).

There is a generalized use of mobile phone while riding in all regions at above 62% due to largely lack of awareness among majority (54%). That means about 12% were doing it knowingly.

Large proportion of road accidents (70%) and negative health outcomes are associated with motorcycles, are high though declining overtime

But the impacts are overwhelming the health system. (pg 73-76, The Citizen newspaper of April 13, 2022; The Daily News paper of April 21, 2021). It has been also easy to trace regions of low motorcycle safety as the ones with large size of economic activities, population and low compliance on motorcycles safety features.

Motorcyclists earn around TZS 450,000 a month after cost deductions.

An income which compares favorably with minimum wage of paid employees in 2021 at TZS 378,500 (ILFS, 2021). Multiplier economic impacts include establishment of consumption of services of car-wash industry, spare parts sales, garage and workshops, food vending and livestock keeping.



Monthly Average Motorcyclist Income

RECOMMENDATIONS

- (i) To formalize motorcycle associations in facilitating regulatory interventions
- (ii) To provide intensive awareness on compliance among both riders and passengers
- (iii) To tighten regulation of motorcycles and recheck fair competition practices between motorcycles and commuter bus services
- (iv) To advocate for increasing legal age of commercial motorcycling and harmonize conflicting laws on this matter (17 years under Road Traffic Act driving license age, 18 years under road service license and 14 years under registration of motorcycle)
- (v) To develop a coordinated agenda on enforcement of regulations among motorcycle