Original Article

Descriptive Study on Driving Time and Crime Events of Bajaj Moto three-wheeled in Mogadishu City- Somalia in January-April 2022

Hassan Bedel Khalif[1], Abdulsatar Mukhtar Abubakar[2], Ali Abdi Mohamed[12] & Dr. Omar Abdulle Omar[2]*

[1] Hodan District, Mogadishu, Somalia.
[2] Gapbridge Institute for Research and Consultancy, Somalia.
[*] Author for Correspondence ORCID ID: https://orcid.org/0000-0002-2403-493X; Email: Jamame2002@gmail.com

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The study was a descriptive study on driving time and crime events of Bajaj-moto three-wheeled in Mogadishu city- Somalia in January 2022. It was investigating the prevalence and challenges of passengers on Moto Bajaj at a different point in time of the day. As shown by the evidence of prior studies that Kidnapping, rape, murder and Robbery were very common based on the time of the day. The study aimed to investigate the status of Kidnapping, rape, murder, and Robbery in Banadir region. The study collected through KOBO, an electronic means of data collection from a sample size of 350, randomly selected using systematic sampling and descriptive cross sectional study design. Data was analysed using SPSS, frequency table, charts analysis was employed. Based on the study findings that the study contributed, the following times in the day midnight, evening and late afternoon as an imbedded risk for all types of Moto Baja passengers including the innocent civilian property, dignity of young girls and life, as these are the essential human rights. The study found that a rape and abduction were more common during midnight travellers with Moto Bajaj while robbery was very common during afternoon and evening times. These are the study contribution by informing the public to have further precautions and safety when travelling midnight, evening and later afternoon times in the day and should provoke to your thoughts and do some mitigation measures. The study discovered that the contributing factors include unemployment, drug abuse, and travelling dark places in the city to the crime events in the capital city Mogadishu. The study recommends Minimal safe time for travelling with Baja moto is at the day light in the late morning and noon and early afternoon. Minimize or avoid travelling with Moto Bajaj at evening and late afternoon times. As this has revealed certain risk of exposure for robbery The study recommends to the Authority to increase and create job opportunities as employment is one of the contributing factors for the crime events. All types of passengers should be alerted when it is the only option to travel with Moto Bajaj whose driver is a drug user, or traveling in dark places in the Mogadishu, as this will put the additional risk of being exposed to crime events.

INTRODUCTION

In India, Bajaj-Motor cycle are perceived to be unsafe, because of the structure of automobile, which itself seen as hazardous, and the drivers as poor operators of the vehicle, who are willing to overload their vehicles. In addition, 92% of women in India felt dangerous on city roads at night-time, especially in Delhi. Furthermore, Bajaj Motorcycle drivers are also seen as a potential threat to women in Delhi, and the gangs commit crimes such rape of a female on driving (Badami et al., 2016).

In Nigeria Motorcycles have played a major role in transportation of both main cities and inter-rural areas (Arosanyin, 2006). But many taken motorcycles were unregistered by their owners, which made difficult to track (Arosanyin, 2007). Thus, different organized groups of criminal gangs specializing in motorcycle robbery have emerged (Ojedokun & Ogundipe, 2017). In addition, some of the most common crimes in Nigeria include kidnapping, rape, murder, armed robbery, and the unlawful possession of dangerous weapons. Moreover, some commercial motorcyclists also engage in various acts of kidnapping both their passengers and other innocent members of society(Lin et al., 2020).

In Kenya, crimes related to Motorcycles committed by motorcyclist were leading loss of life and creating disturbance; general stealing; theft of motorcycles and motorcycle parts; assault; robbery and robbery with violence; riding under the influence of alcohol; possession and usage of dangerous drugs; handling and trafficking of dangerous drugs; murder; kidnapping and abduction; bribery; defilement; rape; smuggling of goods; theft of the motor vehicle and its parts; among others. Furthermore, the most usual crimes committed against motorcycle riders were: stealing of motorcycle, motorcycle robbery and robber can be with violence; murder; general stealing; motorist causing death of riders by dangerous driving; assault; kidnapping and abduction; mob justice; fraud and forgery; fighting; handling stolen property; indecent assault: malicious damage to property; burglary; rape among others(Opondo & Kiprop, n.d.).

In Somalia, according to Kunle et al. (2019), their study discovered that Bajaj drivers used motorcycles to kidnap passengers and rape girls specifically at night when movement of cars and people is low. In addition, Bajaj motorcycle drivers are significant cause of sexual crimes. Therefore, Bajaj motorcycle are not reliable at nights due to above mentioned complications.

Lastly, Bajaj Motorcycle was first employed in after 2010 in Banadir region especially Mogadishu the capital city of the country. It is estimated more than

35 thousand Bajajis work in the capital city (Moh,ed SH et al., 2020). However, it is associated to different crime events in Mogadishu. It is worth to mention that so far did not conduct study related the relationship between driving time and crime events of Bajaj Motorcycle drivers in Mogadishu, thus this study will investigate the relationship between driving time and crime events in Mogadishu-Somalia.

Bajaj motorcycle is a major commercial means of transportation in Mogadishu. It operates in all areas in the city, particularly when all other means of transportation such as Taxi (Dhaweeye), buses like (caasi), and private cars have been restricted by government, Bajaj became the only alternative people have. It was 2010, when Bajaj first time seen in Mogadishu, and becomes one of the most popular transportation in Mogadishu(Moh,ed SHarif et al., 2020). It is estimated more than 35,000 Bajajis work in the capital city.

On the other hand, there are some people who does like Bajaj motorcycle because of its higher vulnerability to risks(Kunle et al., 2019). As the literature review indicates Bajaj is attributed to different crime events like robbery, abduction, and the rape in the city. Crime events happen such robbery, abduction, and rape anytime of the day.

Due to the uncertainty of time and when crime events occur and no single study conducted in Mogadishu based on time and crime events. The 37000 Moto Bajaj passengers using as of main transportation on daily are lacking such a piece of but essential information that would otherwise put some precautions and manage their travel about the uncertain risks. Therefore, the study investigated the status of driving time and four common types of crime events (Robbery, Rape, Abduction, and Murder) among passengers on Bajaj-Motor cycle in Mogadishu.

METHOD AND MATERIALS

The study design was descriptive, cross sectional which data collection took place in three days with 10 trained enumerators and one supervisor in Mogadishu city. Since Mogadishu city consist of 17 districts, the study scope included only 5 districts including Hodan, Wadajir, Darkenley, Waberi and Hamar Jajab from January 23 to 29 January 2022.

The researcher used structured questionnaire to investigate the relationship between driving time and crime events. The researcher conducted prior test retest to ensure the tool reliability of which the result shown a Cronbach alpha greater than 0.7 in SPSS (IBM) version 26. The researchers conducted a survey method on data collection from 385 Bajaj drivers in Mogadishu through electronic means of using KOBO tool box, a mobile link has been shared with 3 enumerators after two full days training. The study employed systematic random sampling procedure to ensure randomly selection of participants and provided equal opportunity to participate in the study. In our case the population was Bajaj drivers of which the study population and sample size was drawn from. We assume homogeneity of variance among the population. Therefore, the study used Cochrane formula for larger sample size determination that gave a sample size of 385 Baja drivers to participate the study.

Mendeley was used as a references management system and for data analysis after cleaning the data through excel, data was imported into SPSS IBM versions 25, which descriptive analysis was conducted and data was presented as table and charts. The institute board has reviewed the questionnaires and approved, and additional consent was sought from the respondents with clear explanation on risks and benefits involved the study and option for withdrawal for anytime.

RESULTS

The respondents were asked to indicate their gender. *Table 1* shows that the majorities (99.5%, 383) of Bajaj drivers were male. Which means that the large number of respondents were male which is very higher than the female Bajaj drivers.

Table 1: Demographic Characteristics of Bajaj Motorcycle drivers in Mogadishu

Demographic Attribute		Frequency	Percent
Gender	Female	2	0.5
	Male	383	99.5
	Total	**385**	**100**
Marital Status	Divorced	35	9.1
	Married	222	57.7
	Single	128	33.2
	Total	**385**	**100**
Education level	Bachelor	89	23.1
	Diploma	89	23.1
	Illiterate	61	15.8
	Master	1	0.3
	Others	2	0.5
	Secondary	143	37.1
	Total	**385**	**100**

The respondents were asked to indicate their marital status. *Table 1* shows that majority of the respondents (57.7 %, 222) were married. The representatives were asked to indicate their level of education. Results in the *Table 1* reveals that most of the representatives (37.1%, 143) were holding secondary, 23.1% (89) were diploma holders, 23.1% (89) were Bachelor holders, 15.8% (61) were illiterate, 0.5% (2) were others, while the remaining (0.3% (1) were master's degree. The findings shows that the majorities of Bajaj drivers were under the undergraduate level, which means that educated people with high degrees such as masters were rare in driving Bajaj.

When the respondents were asked to express whether they have driving license, majority (77.7%, 299) of the Bajaj drivers have license, while the remaining 22.3% (86) do not have driving license. The data shows that there are approximately quarter number of Bajaj drivers still do not have license, which is very hard to identify in the essence of crime events

Prevalence of Crimes and Attacks

The respondents were asked to express when the robbery most common. *Table 2* shows that the most of the respondents (51.9%, 200) replied that robbery occur at evening, 19.2% (74) noted it frequently occurs at midnight, 13% (50) of the respondents were answered in the afternoon, 10.6% (41) of the respondents were answered in morning, and lastly 5.2% (20) of the respondents were answered noon.

Table 2: Time of the day the crimes are more likely to occur

Crime		Afternoon	Don't Know	Evening	Midnight	Morning	Noon	Total
Robbery	f	50	-	200	74	41	20	385
	%	13	-	51.9	19.2	10.6	5.2	100
Rape	f	55	52	94	156	5	23	385
	%	14.3	13.5	24.4	40.5	1.3	6	100
Abduction	f	20	49	74	234	6	2	385
	%	5.2	12.7	19.2	60.8	1.6	0.5	100

The respondents were asked to express at what time rape is most common. *Table 2* shows that the most of the respondents (40.5%, 156) claimed that rape occurs frequently midnight, 24.4% (94) claimed in

the evening, 14.3% (55) of the respondents were answered in the afternoon, 13.5% (52) noted to be unaware while 6% (23) of the respondents were
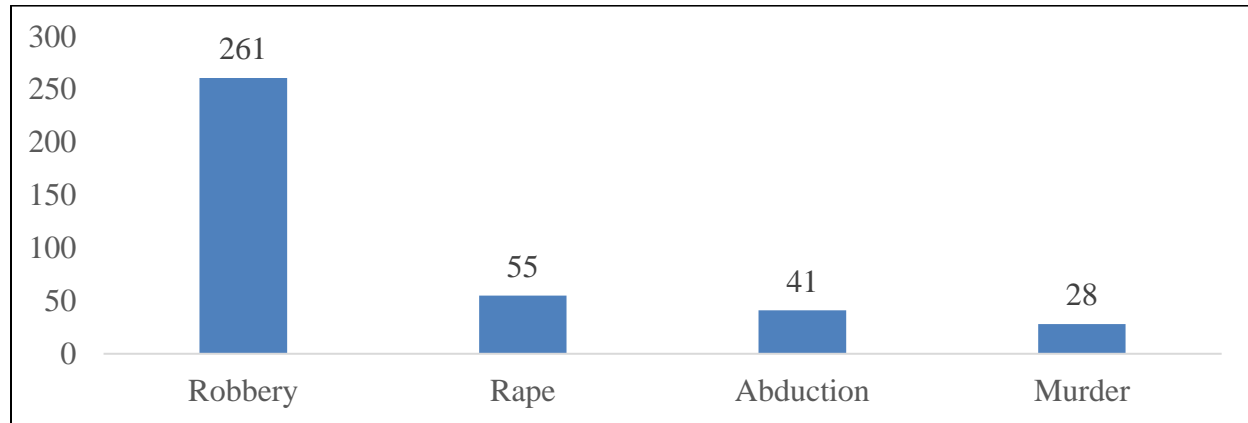
answered at noon and lastly 1.3% (5) of the respondents were answered in the morning.

The respondents were asked to mention at what time abduction is most common. *Table 2* shows that the most of the respondents (60.8%, 234) answered that the abduction mostly occur at midnight, 19.2% (74) answered in the evening, and 12.7% (49) answered they did not know, 5.2%(20) answered in the after-

noon, 1.6% (6) answered in the morning, and lastly 0.5%(2) of the answered at noon.

The representatives were asked type of crime event they mostly experience or witness. The majority of the representatives (68%, 261) replied robbery, 14% (55) answered rape, in addition, 11% (41) responded abduction, and 7% (28) answered murder (*Figure 1*).
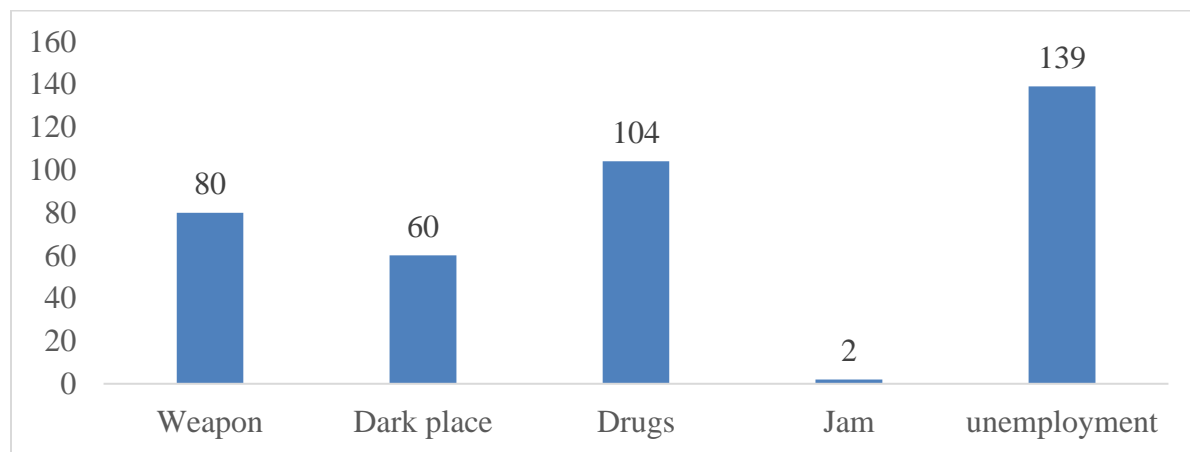
Figure 1: Types of crime events seen among Bajaj Motorcycle

The respondents were asked facilitating factors of crime, most of the respondents (36%, 139) cited unemployment, 27% (104) answered drugs, 21% (80) replied access to weapon, moreover, 16% (60) responded dark places, and lastly, 1% (2) replied to Jam (*Figure 2*).

Figure 2: Facilitating factors of crime among Bajaj Motorcycle drivers

DISCUSSIONS

The study found that 82.6% of the age group of Bajaj drivers was between (14-35) years old, and 13.2% were between (36-45) years old whereas, only 4.2% were between (46-55) years old. However, these findings are consistent with that of

previous studies on Kunle et al. (2019) who found that Bajaj drivers are between 21 and 30 years old, this age group has the ability to work more because of their physical strength.

The distribution of Bajaj-Motor cycle drivers by their academic qualifications was 37.1% had

secondary school, 23.1% were bachelor's degrees, 23.1% had a diploma, 15.8% were illiterate and 3% had master degree. Therefore, these results reflect similarly the study conducted Basri, et al. (2014) who also found that 45% of Bajaj drivers have a secondary school certificate.

The marital status of Bajaj drivers in the study shows that 33.2% were single and 57.7% were married and only 9.1% were divorced. In accordance with the present results, previous studies by Kunle et al. (2019) have demonstrated that most of the drivers were married.

It has been noted that 77.7% of Bajaj drivers have licenses while 22.3% of Bajaj drivers do not have licenses. Moreover, the study also reveals that the age category who do not have driving licenses were the younger age about (27%), while middle age and old age had driving licenses.

The study discovered that half of the respondents (51.9%) rate that robbery is common in the evening, 19.2% selected midnight, 13% selected afternoon, 10.6% selected in the morning, and lastly, 5.2% answered at noon. In addition, the study revealed that 40.5% of the respondents answered that rape is common at midnight, 24.4% responded in the evening, 14.3% answered in the afternoon, 13.5% answered do not know, 6.3% responded at noon, and lastly, 1.3% responded in the morning.

Moreover, most of the respondents 60.8% replied that abduction is most common at midnight, 19.2% responded in the evening, 12.7% responded do not know, 5.2% answered afternoon, 1.6% answered in the morning, and lastly, 0.5% replied at noon. However, these results are in line with those of previous studies by Kunle et al. (2019) who stated that Bajaj drivers used to kidnap passengers and rape girls at night when the movement of people cars and became low.

CONCLUSION

Though there have been no studies conducted in Mogadishu City that focus the time and crime among Bajaj drivers in Mogadishu Somalia this study shows and a high prevalence of robbery events occurring in the city. This study reveals and informs the public about the safe time to use Moto

Bajaj and the time when is high likely risky for crime event.

The study contributed, the following times in the day midnight, evening and late afternoon as an imbedded risk for all types of Moto Baja passengers including the innocent civilian's property, dignity of young girls, and life, as these are the essential human rights

The study found that a rape and abduction were more common during midnight travellers with Moto Bajaj while robbery was very common during afternoon and evening times. These are the study contribution by informing the public to have further precautions and safety when travelling midnight, evening, and later afternoon times in the day and should provoke to your thoughts and do some mitigation measures.

The study discovered that the contributing factors include unemployment, drug abuse, and travelling dark places in the city to the crime events in the capital city Mogadishu.

Recommendations

To minimize the prevalence and vulnerability crime event exposure, the study recommends the following:

- Minimal safe time for travelling with Baja moto is at the day light in the late morning and noon and early afternoon

- Minimize or avoid travelling with Moto Bajaj at evening and late afternoon times. as this has revealed certain risk of exposure for robbery

- The study recommends to the Authority to increase and create job opportunities as employment is one of the contributing factors for the crime events

- All types of passengers should be alerted when it is the only option to travel with Moto Bajaj whose driver is drug user, or travelling in dark places in the Mogadishu, as this will put additional risk of being exposed to crime event

- All types of passengers are discouraged carrying precious property (lab tops, Gold, and iPhone) in the midnight, evening, and late afternoon.

- Authority is encouraged to put especial emphasis keep guarding times like midnight, evening, and late afternoon travellers to protect the innocent civilian's property, dignity of young girls and life

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