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### A Descriptive Study on Assessing the Socioeconomic Contribution and Meeting Legal Requirements of Bajaj Drivers in Mogadishu, Somalia Feb to June 2022

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**Keywords:**

*Demographics,  
Legal Requirement,  
Socioeconomic  
Contribution.*

**Introduction:** The growing population has placed a higher demand on the public transport system, and yet they have not been able to cater for the needs of people of all socioeconomic groups. People go for Moto Bajaj services as they find them more flexible in many ways such as timing, routes, destinations etc. They provide door-to-door services and are easily accessible and affordable. Moto Bajaj can be hired anywhere anytime, and prior booking is not required. In the cities, the number of Moto Bajaj is also very high, getting a Moto Bajaj is almost always an easy task. **Methodology:** The study used a descriptive cross-sectional survey strategy, as the respondents and data collection methods were relevant and cost-effective in this method. The study had a sample of 385 participants of Bajaj drivers as the primary source of the data. The data collected was primary data. The data was collected through a Kobo collector with trained enumerators. The data collection period was three days. To ensure data quality, a data expert supervisor was hired who was technically supporting the data collecting, cleaning, and providing frequent feedback to the enumerators. **Result:** Based on the study of the demographic characteristic, objectives and research questions, the study found that the average age of the drivers is 27, and one-third of the drivers were teenagers. Regarding whether the driver had a license or not, the study revealed that most drivers had a license; however, there were 18% who either did not have a license or had invalid licenses and most of them had a license for a period of 4 to 6 years. A survey showed that there was a significant number of unregistered and unlicensed Bajaj drivers. Therefore, to take proper actions against the driver and owner in case of accident, robbery, or misuse was impossible as there is no number plate in the Moto Bajaj rickshaw for tracking. Tax payment revealed that 3% of the Moto Baja drivers do not pay tax; however, this needs further investigation and research for a large sample size which means excluding possible sampling error and data representation. **Conclusion:** The Moto Bajaj has a significant contribution to both the livelihood and plays a key role in the market economy in Somalia. The Moto Bajaj created an opportunity

for the market economy and contributed to the livelihood of the people living in the Banadir region. The drivers are too young, there is a need to strengthen the legal driving permission requirement, considering ages. Bajaj's work contributes to the provision of education, health, housing, and a significant number of family dependent on it. There is a number of Bajaj with no License nor registered and do not pay tax. **Recommendation:** To put effective legal requirement policies in place or implement them effectively, these may include ensuring age legal requirements for driving and ensuring drivers are licensed and ensure that drivers have valid licenses, and ensure that they are well trained on the legal driving requirements and finally, to motivate the Moto Bajaj drivers as they contribute and are part of the players in the market economy, as they may be granted extended time period for tax payment.

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## INTRODUCTION

The growing population has placed a higher demand on the public transport system, and they have not been able to cater for the needs of people of all socioeconomic groups. People go for Moto Bajaj services as they find them more flexible in many ways such as timings, routes, destinations etc., and they provide door-to-door service. Moto Bajaj is found to be easily accessible and affordable. Moto Bajaj can be hired anywhere, anytime, and prior booking is not required. In the cities as the number of Moto Bajaj is also very high, getting a Moto Bajaj is almost always an easy task (Prabhu & Vijaya, 2013).

Moto Bajaj rickshaws are an integral part of the transport system of every growing city in India. They are indispensable. India is experiencing urbanisation like never before. Moto Bajaj drivers play a very significant role in urban and semi-urban local transport. They complement the services provided by public transport. But, the plight of the drivers is a matter of concern. Moto Bajaj Rickshaw drivers come from an economically backward class of society and most of them are educated up to Secondary level or less. Their savings are insufficient, and their average earnings are just enough to make ends meet. With around five dependents varying in share of their earnings, it looks almost impossible that there will be any

positive transformation in their lives for years to come (Prabhu & Vijaya, 2013).

Ramachander et al. (2015.) conducted a study on the financial wellbeing of Moto Bajaj drivers in Bangalore and stated that the lives of the Moto Bajaj drivers are one of the financial struggles with low earnings and savings. This paper shows the relationship between education and different aspect of financial wellbeing (Tigari & Santhosh, 2020).

From the Bajaj driver's perspective, the rickshaw industry is an employment provider that helps the most vulnerable urban dwellers maintain an income to meet their basic demands. Rickshaw drivers are a relatively easy livelihood option for many poor people in Bangladesh who do not have any other specific job skills or land in the village, and it is considered a way out of poverty. Ali (2013) estimates that there are around two million rickshaw drivers across Bangladesh, and around 19.6 million people rely indirectly on rickshaw pulling, including the families of drivers, repairers, makers, owners, shopkeepers who sell cycle parts, and even tea stalls whose main customers are Bajaj drivers (Hossain & Susilo, 2011).

The social status of the related family from the survey found that most of the drivers of the Moto Bajaj rickshaw were unemployed before. On the other hand, some drivers are students and farmers who are taking this occupation as a part-time job to maintain their tuition fees and pocket money in the off-season. Some hawkers have also come to this occupation. Approximately 20% of drivers who were related to hawking or other similar occupation strongly agree that this occupation increases their social status and prestige, while more than 46% of drivers strongly disagree. Besides, around 30% of the people say that their economic conditions have not changed at all, whereas about 70% of people say that their economic conditions are better than before (Rezwan Kabir et al., 2015)

They have a moderate level of satisfaction in their profession. And the Moto Bajaj drivers are part of the economic activity, and many of them depend upon their services. Many companies were coming into this sector and generating employment opportunities for society. (Prabhu & Vijaya, 2013). The field survey shows a very strange matter that there is no license or registration of Moto Bajaj

rickshaw and driver at all. Therefore, taking proper actions against the driver and owner in case of an accident, robbery, misuse etc., is impossible as there is no number of Bajaj drivers (Rezwan Kabir et al., 2015).

### **Problem Statement**

The growing population has placed a higher demand on the public transport system and they have not been able to cater for the needs of people of all socioeconomic groups. People go for Moto Bajaj rickshaw moto services for their flexibility in many ways such as timings, routes, and destinations, and they provide door-to-door service. Moto Bajaj is found to be easily accessible and affordable. Moto Bajaj can be hired anywhere, anytime, and prior booking is not required. In the cities, as the number of Moto Bajaj is also very high, getting a Moto Bajaj is almost always an easy task. Moto Bajaj is classified as a light motor three-wheeled vehicle with a carrying capacity of three people. These Moto Bajaj are used by the common man for their various commuting requirements on a regular basis (Prabhu & Vijaya, 2013).

The capital of Somalia, Mogadishu, is experiencing an increased number of three-wheeled Moto Bajaj rickshaws, and heavy urbanisation is seen in the capital city of Somalia, Mogadishu, where over 37,000 Moto Bajaj have been imported to Mogadishu. In a normal situation, the drivers are expected to have fulfilled all the legal requirements to drive safely and efficiently. The requirement includes paying tax, getting a plate number, license, and the book to the authority, but little is known about their fulfilment of all legal driving requirements and the magnitude of social wellbeing contribution in Mogadishu, Somalia remain unknown.

Here, social wellbeing means their contribution to the education fee, living costs, parental support, rental cost, and health expenses. The researcher conducted a descriptive study on assessing the socioeconomic contribution and meeting legal requirements of Bajaj drivers in Mogadishu, Somalia from February to June 2022.

## Research Objectives

- To identify the demographic characteristics of the drivers of Moto Bajaj in Mogadishu
- To examine the direct socioeconomic contribution of Moto Bajaj in Mogadishu
- To investigate the indirect socioeconomic contribution of Moto Bajaj in Mogadishu
- To identify whether the driver has the legal requirement of driving in Mogadishu

## METHODS AND MATERIALS

The study was a cross-sectional survey for data collection. The study employed self-administered questionnaires with 20 data items, including demographic factors consist age, sex, education, and marital; Legal driving requirements, which are license, tax, and age of driver; and socioeconomic contribution which is split into direct socioeconomic contribution which includes education fee, house rental, living expenses, parental support, and health expenses and indirect socioeconomic contribution that include garage expenses, maintenance expenses, and fuel expenses. The research was conducted to describe the contribution of Moto Bajaj drivers to social wellbeing. The scope of the study was from five districts in Mogadishu; Hawlwadag (77), Hamarweyne (77), Abdulaziz (77), Wartanabad (77), and Shibis (77), which give a total of 385 samples distributed by district. The data collectors in this project were five enumerators.

### Sampling and Sampling Techniques

Determining a sample size depends on whether the population standard deviation is known or not and if the sample size is  $\geq$  to 30. In our case, the population of Bajaj drivers' parameters are unknown, and the sample size employed was greater than 30; we assumed homogeneity of variance among the population. So, we used Cochran's (1977) formula for larger sample size determination for all three manuscripts.

The Cochran formula allows you to calculate an ideal sample size given a desired level of precision, desired confidence level, and the estimated

proportion of the attribute present in the population. Cochran's formula is considered especially appropriate in situations with large populations. A sample of any given size provides more information about a smaller population than a larger one, so there is a 'correction' through which the number given by Cochran's formula can be reduced if the whole population is relatively small.

$$n_o = \frac{z^2 pq}{e^e}$$

$$\text{Sample size} = (1.9625)^2 \cdot (0.5) \cdot (0.5) / (0.05)^2 = 385$$

So, our data sample size will be 385 for each article. maximum variability. So,  $p = 0.5$ .

Now let us say we want 95% confidence and at least 5 per cent—plus or minus—precision. A 95 % confidence level gives us Z values of 1.96, per the normal tables, so we get  $((1.96)^2 (0.5) (0.5)) / (0.05)^2 = 385$ .

To determine the sampling techniques and the sampling designs, the study used systematic random sampling with a sampling interval of 5000/385013 in every 13<sup>th</sup> of the Bajaj after, a starting point from any number between 1 to 99. So, the sampling techniques started from 5<sup>th</sup> plus 9= the second will be 5+1318 and so on till the 385 sample size reached.

### Analysis and Data Interpretation

**Sociodemographic characteristics analysis:** the analytic planned age was analysed in two ways the mean and median age of the drivers were analysed, as well as the age was recorded and defined in SPSS IBM per 26 into three categories (young, middle age and older analysed and percentage distribution). The other demographic factors included sex, education, and marital status were all nominal data and analysed through frequency and percentage.

**A legal requirement of driving variables:** Here, the variables had license analysed and frequency binary data (yes, no), pay tax (yes, No), and continuous data in this category included years of driving (in years of driving) and paying tax (amount in dollar per month).

**The direct socioeconomic contribution** variables include education fees, health expenses, living costs, house rental expenses, and parental support,

and the **Indirect socioeconomic contribution** were Fuel expenses, maintenance expenses, and garage costs. Regarding social wellbeing, the data with multiple response analyses were used in SPSS and data were defined and merged.

## RESULTS OF THE STUDY

### Sociodemographic Characteristics

The median age for the respondents was 27 years old and according to the age categorisation, the

study showed that 36.9% were teenage (14-19 years old), 37.9% were young adults of age (20-30), and 25.2% were middle age (see *Table 1*). All the respondents in the study were male Bajaj drivers. In regard to marital status, 49.4% of the Bajaj drivers were married, 43.4% were single, and 7.3% were divorced. The study identified that majority of the Bajaj drivers were married (see *Table 1*). In response to their education level, 33.8% had a secondary certificate, 29.4% had a Bachelor's degree, 14.5% had a diploma, and 22.3% were illiterate (see *Table 1*).

**Table 1: Socio-Demographic Characteristics**

Socio-Demographic Characteristic		Frequency	Per cent	Cumulative Percent
Age category	Teenage	142	36.9	36.9
	Young adults	146	37.9	74.8
	Middle age	97	25.2	100
	<b>Total</b>	<b>385</b>	<b>100</b>	
Marital status	Divorced	28	7.3	7.3
	Married	190	49.4	56.6
	Single	167	43.4	100
	<b>Total</b>	<b>385</b>	<b>100</b>	
Education level	Bachelor	113	29.4	29.4
	Diploma	56	14.5	43.9
	Illiterate	86	22.3	66.2
	Secondary	130	33.8	100
	<b>Total</b>	<b>385</b>	<b>100</b>	
Ownership	It belongs to me	187	48.6	48.6
	Rental	198	51.4	100
	<b>Total</b>	<b>385</b>	<b>100</b>	
Daily income level	Low income	136	35.3	35.6
	Middle income	248	64.4	100
	High income	1	0.3	0.3
	<b>Total</b>	<b>385</b>	<b>100</b>	
Level of dependency	Low dependency	249	64.7	65.5
	Moderate dependency	123	31.9	97.9
	High dependency	13	3.4	100
	<b>Total</b>	<b>385</b>	<b>100</b>	

*Note. Data source: primary data collected from February to June 2022*

The respondents were asked about the ownership of the Bajaj motorcycles; 51.4% of the drivers used a rental and 48.6% of the Bajaj drivers were the owners of the Bajaj (see *Table 1*). Regarding the daily income earned by using the motorcycles to carry passengers, the mean daily income of the Bajaj driver was 22 Dollars with a minimum range of 10 dollars to 30 dollars per day. The variables

were further categorised as low income, middle income, and high income to know what the proportion of Bajaj drivers earning low (10-15 dollars), middle (16-21 dollars), and high (22 dollars and above). Based on the result, 64.4% of the drivers had a low income, 35.3% had a middle income per day meanwhile 0.3% of the drivers had a high income. This indicates that the majority of

the Bajaj drivers earn between 10-15 dollars (see *Table 1*).

The study also aimed to find out the level of dependency on Bajaj by the drivers. The level of dependency indicators was decoded into different levels as Low dependent (1-5 people), moderate dependent (6-7), and high dependent (8 people and above). Based on the result, 64.7% of the Bajaj drivers indicated low dependence, 31.9% moderate dependence meanwhile 3.4% indicated high dependence (see *Table 1*). This indicates that very few Bajaj drivers are exposed to high dependence.

**Table 2: Do you have a license?**

	Frequency	%
Yes	315	82
No	70	18
Total	385	100

In *Table 2*, the respondents were asked if they had a valid driver's license. It was found that 82% had a license and 18% of the drivers did not have a

This means if the number of people dependent exceeds eight people, this puts further economic strains on the drivers.

**The Legal Requirements of the Bajaj Drivers**

To identify the status of the legal requirement fulfilment of the Bajaj drivers in Mogadishu, the study operationalised the legal requirement as drivers should at least meet and have the following (age is above 20 years, have a valid license, paying taxes).

license. This indicated there are drivers who either had invalid licenses or did not have a license.

**Table 3: How many years do you have a valid registered license?**

Years with a valid license	Frequency	Per cent
less three years	123	31.9
4 to 6 years	171	44.4
greater than 7 Years	91	23.6
Total	385	100

The respondents were asked to state when their legal license requirements were registered by the authority. The result in *Table 3* indicated that 31.9% of the drivers had a license less than 3 years, 44.4%

had a license between 4 to 6 years, and 23.4% of the drivers had a license greater than 7 years. Out of the 385 respondents who have a license, about 44.4% (171) have a license between 4 to 6 years.

**Table 4: Tax payment**

Tax Payment	Frequency	%
Yes	372	97
No	13	3
Total	385	100

Based on *Table 4*, the respondents were asked whether they paid tax. The result shows that 97% of the respondents pay tax, and 3% of the respondents do not pay tax. This indicated that the majority of the respondents do pay tax.

The study investigated the following variables; education fees, house rental, living expenses, parental support, and health expenses as a direct socioeconomic contribution of Bajaj drivers. As a result (*Table 5*), the Bajaj motorcycles have contributed 1.8% to education payments, 17.4% to house rental, 47.8% to living expenses, 20.8% to

**Socio-Economic Contribution**

parental support, and 11.9% to health expenses. So, the study found that Bajaj has a significant socioeconomic contribution to society.

**Table 5: Direct and Indirect Socioeconomic Contribution**

<b>Socio-Economic Contribution</b>		<b>Frequency</b>	<b>Per cent</b>
Pays directly	Education fee	7	1.8
	House rental	67	17.4
	Living expenses	184	47.8
	Parental support	80	20.8
	Health expenses	46	11.9
	<b>Total</b>	<b>385</b>	<b>100</b>
Pays indirectly	Garage expenses	33	9
	Maintenance expenses	120	31
	Fuel expenses	232	60
	<b>Total</b>	<b>385</b>	<b>100</b>

The Young Moto Bajaj drivers socioeconomically contribute to society at large and not only their families. Areas contributed indirectly include; garage expenses, maintenance expenses, or fuel expenses. Of the 385 responses, 9% (33) paid garage expenses, 31% (120) paid maintenance expenses, and 60% (232) contributed to fuel expenses. This means that a significant amount of their money goes to fuel expenses.

**DISCUSSIONS**

**Demographic Characteristics of Moto Bajaj Drivers**

Based on the study’s demographic characteristic objective and research questions, the study found that the average age of the drivers was 27, and one-third of the drivers were teenagers. The respondent’s marital status revealed that half of the respondents were married, following single drivers, which represent the largest after the married drivers. Regarding the education level of the respondents that were asked, the study shows that one-third of Moto Bajaj drivers had a secondary level, followed by drivers with a bachelor’s degree or diploma, and one-fourth of the respondents were illiterate.

The daily average income for the Moto Bajaj drivers was 22 dollars per day; however, variation exists among those who earn a range of 8 to 35 dollars per day. Considering the number of people possibly

depending on Moto Bajaj, the study revealed that an average of six (6) people depended on a single Moto Bajaj; the lowest range showed 3 and the highest 13 people whose lives depend on Moto Bajaj per day.

**Legal Requirement of Moto Bajaj Drivers**

Under this objective, the study investigated five areas, including if drivers qualify for the permitted driving age, valid license, and pay tax. Regarding whether the driver had a license or not, the study revealed that most of the drivers had a license; however, there were 18% who either did not have a license or had an invalid license and most of them had a license for a period of 4 to six years. According to Rezwan Kabir et al. (2015) survey, it was revealed that there was a significant number of unregistered and unlicensed Bajaj drivers. Therefore, to take proper actions against the driver and owner of the Bajaj Rickshaw in the case of an accident, robbery, or misuse, is impossible as there is no number plate in the Moto Bajaj rickshaw for proper tracking of the identity of the Moto.

Tax payment of the Moto Bajaj drivers revealed payment by most of the drivers, however there are 3% of the Moto drivers who do not pay tax. This needs further investigation and research for a large sample size which means excluding possible sampling error and data representation.

## Socio-Economic Contribution of Moto Bajaj

### Drivers

The final objective of the study was to identify the socioeconomic contribution of Moto Bajaj, and the variables were separated into two parts, direct contribution and indirect contribution.

Based on what was found regarding direct contributions, the highest contributed was living expenses, followed by parental support expenses, education expenses, rental expenses, and health expenses, and the least contributed was education expenses. According to Rezwan Kabir et al. (2015), the social status of the related family survey found that most of the drivers of Moto Bajaj rickshaw were unemployed, and some drivers are students whereby some are farmers who are taking this occupation as a part-time job to maintain his tuition fees and pocket money.

Areas contributed indirectly include garage expenses, maintenance expenses, and fuel expenses. Based on the results, the highest indirect contribution was fuel expenses, followed by maintenance expenses and the least contributed repair/maintenance. The Bajaj Moto has not only created employment for an estimated population of 20,000 young generations but also determined the livelihood and market economy significantly. Similarly, according to Hossain & Susilo (2011), from the Bajaj driver's perspective, it has contributed not only to the drivers or the owners but also includes repairers, makers, owners, shopkeepers who sell cycle parts, and even tea stalls whose main customers are Bajaj drivers.

### CONCLUSIONS

The Bajaj moto has a significant contribution to both the livelihood and is a key player in the market economy in Somalia. The Bajaj moto created an opportunity for the market economy and contribution to the livelihood of the people living in the Banadir region. The drivers are too young, there is a need to strengthen the legal driving permission requirement for the ages. Bajaj's work contributes directly to the provision of education, health, housing, and a significant number of family dependent on it. There are a number of Bajaj with no license, unregistered, and do not pay tax.

## Recommendations and future research

Based on the findings of the descriptive study on assessing the socioeconomic contribution and meeting legal requirements of Bajaj drivers in Mogadishu, Somalia, the researchers recommend the following to the relevant agencies, ministries, and decision-makers:

- To put effective legal requirement policies in place or implement them effectively, these may include ensuring age legal requirement for driving and ensuring drivers are licensed
- Ensure that drivers have valid licenses and ensure that they are well trained on the legal driving requirements
- Motivate the Moto Bajaj drivers as they contribute and are part of the players in the market economy, as they may be granted an extended time period for tax payment

### Future research

- How compliant are Bajaj drivers to the road safety laws
- The magnitude and importance of tax from Bajaj to the government revenue compared to other public transport tax

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