

EFFECT OF COMMERCIAL MOTORCYCLE TRANSPORT ON SOCIO-ECONOMIC EMPOWERMENT AMONG THE YOUTHS IN KWALE COUNTY, KENYA

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ABSTRACT

Transportation is crucial for all of our endeavors and is an essential component of empowerment and socioeconomic growth. Examining the effects of commercial motorcycle transportation on teenage social and economic empowerment in Kwale County, Kenya, was the study's main goal. The survey objectives were; to establish the effects of employment creation on social economic empowerment among the youths in Kwale County, Kenya, to examine the effects of poverty alleviation on social economic empowerment among the youths in Kwale County, Kenya, to find out the effects of informality of operations on social economic empowerment among the youths in Kwale County, Kenya and to determine the effects of access to finance on social economic empowerment among the youths in Kwale County, Kenya. The survey was based on; functional theory, human capital theory and social capital theory to convey out the effects of commercial motorcycle transport on social economic empowerment among the youths in Kwale County, Kenya. Descriptive research design was applied to the study. The study population was categorized into commercial motorcycle transport operators, youth group officials and Sacco personnel in Kwale County. The study, which had 310 commercial motorbike transporters as its target audience as well as youth group representatives and Sacco staff in Kwale County, was calculated using the Yamane (1967) formula with a 95% confidence level (0.05 level of significance). Tables were used to present the results.

Inferential data was analyzed using multiple regression. Using a multivariate regression analysis model, the link between the independent and dependent variables was discovered. In-depth information was gathered via questionnaires. To ensure that the respondents provided thoughtful responses, the questionnaires were distributed to them using the drop-and-pick approach. Two days before to dropping off the questionnaires, the researcher scheduled meetings with the chairwoman of the Kwale County Boda-boda Association. Each question was designed to address both the variables and each of the study's objectives. Open ended questions were used to get specific information from the operators, whereas close ended questions were used to elicit opinions on certain topics. The researcher has a moral duty to treat the data gathered from the operators with the utmost propriety due to the sensitivity of the information sought for this study. Before starting the study, the researcher contacted the appropriate authorities to request their authorization. The findings reveal that there is a significant relationship between employment creation on socio-economic empowerment among the youths in Kwale County. Poverty alleviation is positively related with socio-economic empowerment among the youths in Kwale County. There is a significant relationship between informality of operations and socio-economic empowerment among the youths in Kwale County. Access to finance is significantly related with socio-economic

empowerment among the youths in Kwale County. This study concluded that there is a significant relationship between commercial motorcycle transport and socio-economic empowerment among the youths in Kwale County. The study recommends that the youth diversify their sources of incomes to supplement income from the boda-boda businesses. The youth should organize themselves into groups to access soft loans for their the boda-boda businesses. Youth should comply with the regulations of the boda-boda business. The

youth should also explore various sources of financing of their motorcycle business. This study recommends that banks and sacco should assist the boda-boda businesses. The financial institutions should facilitate the youth with credit to expand their boda-boda businesses. The youth should also be provided with favorable interest rates on loans. The study recommends that a cross sectional research could be carried out in all counties in Kenya. Other studies could adopt a mixed methods approach of data collection for better understanding of the phenomenon.

INTRODUCTION

Transport is an integral part of empowerment and financial development, an integral part of development, and the basis of everything we undertake. Facilities for the exchange and simplification of the flow of goods and people have been organized as financial inclusion, transportation frameworks and operating bases for management offices (Novack, 2006). Traditionally, transportation was only seen as moving from one side of the country to the other and exchanging around the world, but in this undoubtedly truly evolving world, the transportation framework is It is important and will continue to be important for empowering and promoting development (World Bank, 2014).

The road transport framework addresses a wide range of topics, including setting institutional boundaries, finance, the construction and upkeep of road infrastructure, modes of transportation, environmental effects, and road safety and human health. According to the 2018 United Nations Report on Urban Situations on Earth, 80% and 90% of the movement of products and people in Africa occurs on roads, placing it in charge of the continent's mechanized transport. From a societal standpoint, transportation enables the general people to access jobs, medical services, and educational resources (World Bank, 2014).

Two-wheeler transport administration in East Africa is an innovation of Uganda, also known as "Boda boda," which was founded in the 1960s in the vicinity of the Busia line with Kenya (Malmberg Calvo, 2004). In Busia, these two-wheeled trucks were used to transport cargo across the Kenya-Uganda border. Due to the use of cross-border boda boda transportation, the name "boda boda" was created from the English word "border border". First this transport started with a physically processed bicycle, then to a mechanized bicycle, and finally to take advantage of the

latest ideas for bicycles. supplementing of bikes with light motorcycles/ motorbikes has had a significant impact on boda boda transportation business, expanding the range of services and the transportation of luggage.

Similar to Uganda, Bodaboda were first introduced in the 1960s in the Busia district of Kenya. From that point forward, they started to spread to neighboring nations and both countries' major cities, with Uganda experiencing a more rapid spread. The route between Kenya and Uganda was first used to move commodities, but over time it underwent a significant change to accommodate "available" transportation options for tourists (Mutiso & Behrens, 2011). Boda Boda is a taxi company in Kenya that serves both urban and rural customers. At the domestic level, it is also utilized to transport commodities. They are also utilized by a small number of brokers, whose incomes are rising as a result of the modest and simple conveyance of goods and becoming more diverse and adaptive.

Boda Boda is basically a new Kenya incredible motorcycle transport area shop. This is because the Kenyan government abandoned the rating of imported bicycles in 2008. The exemption was issued to encourage job creation in the automotive sector, especially for young people. Youth empowerment relies on the belief that youth are the best assets in driving the transformation of events and have an influence in regaining their difficulties and addressing their concerns (MSYA, 2012). Certain procedures and methods must be set up in order for young people to engage. One of the industries with the quickest growth in Kenya is motorcycle transportation, which provides many part-time jobs for young people. There are currently numerous options for young people in Kenya who are unemployed each year in both rural and urban areas thanks to the region, which is currently the highest-paying industry for young people (Odero, 2015).

Since around 2008, the development of motorcycles as public transportation in Kenya has been enormous after the Kenyan government refused to import motorcycles. It offers the benefits of a particular vehicle, for example responsiveness to demands, ability to drive unfortunate roads, and easy-to-move business motorcycle. In Kenya, motorcycle transportation has provided jobs to some young people who may be unemployed in some way. According to a previous survey, few young people are unemployed in Kenya, so some are looking for additional ways to get paid for their jobs by moving into the commercial motorcycle industry as a business. As the most popular endorheic vehicle, the number of business motorcyclists is increasing day by day (WHO, 2014).

Mwaura (2013) reveals that many partners are involved in the transportation of commercial motorcycles. This resulted to numerous social, economic and political interest and conflicts in the automotive sector. Since the official announcement to allow commercial motorcycles for public vehicles, Mwaura has become a solid competitor in basic urban transport and has dominated rural vehicles as the best option for a variety of professions and distances. Kenya's

commercial motorcycle industry has hired many young people and has grown into one of the country's largest casual sectors.

Commercial motorbike transportation (Boda Boda) works when normal services are uneconomical or completely incomprehensible. These are found in metropolitan areas and rural areas and serve primarily as feeder services to cities and major public transport. The commercial motorcycle transport industry is pretending to ease the lives of young people. In some cases, they violate the law and carry up to four travelers instead of one. Due to limited confinement, the fare per km is 2-7 times that of large confinement transport, but cheaper than pure recruitment tax (Onjoro, 2016). Their fame comes from the comfort they provide and the ability to meet the needs that no other government can. Unfortunately, we use commercial motorbike transportation due to low wages and tight cost constraints, but some offer an identifiable approach to improving wages by expanding the scope and power of production activities.

Through commercial motorcycle transport companies, many young people have had the opportunity to make significant contributions to both the country's social and economic empowerment. Overall, young people in Kenya make up the majority of the youth in the population, the majority of whom are poorly educated. Due to their educational foundation and lack of entrepreneurial skills, the work method came when the public sector was not ready and there was no detailed strategy for it, so most were victims of exploitation. Later the famous motto "kazi kwa vijana, pesa kwa wazee". became. As revealed by (Manyara, 2016), the majority of young people in commercial motorcycle transportation are betrayed due to the lack of projects empowering them to pursue their involvement in a supportable way. The managers of the teenage bicycle transport business make up the largest workforce in Kwale County, but their empowerment has received little attention. This is the gap that is expected to be filled by this survey.

The evaluation requirements for imported motorcycles should save youth work. Unemployment and deprivation are two fundamental problems that plague many non-industrial countries (International Labor Organization [ILO], 2017). Thus, it is suggested that the majority of drivers are low-paying people or previously unemployed people. Therefore, the aim of this survey was to explore the impact of commercial motorcycle transport on the socio-economic empowerment of young people in Kwale County.

Statement of the Problem

In sub-Saharan Africa, Latin America and Asian countries, the remarkable development in the utilization of motorcycles as a way to choose public commercial vehicles plays an important role (ITDP, 2009). In Kenya, the business flourished in 2008 after authorities did not allow the evaluation of motorcycles under 150cc to improve youth vehicles and job creation in both states

and metropolitan areas (KNBS, 2012). The authorities' youth strategy, which was to create a favorable business environment for young people, has long been referred to as "Kazi kwa vijana pesa kwa wazee". Nevertheless, Kenya's motorcycle transportation business has acquired branches both in the country and in metropolitan areas, and transportation methods account for more than 60% of the state's transportation methods. Given the terrible shortage of formal jobs among young Kenyans, the motorcycle transport business quickly attracted and quickly attracted the attention of many young people looking for a job. Young people in Kwale County also accept the transportation of commercial motorcycles as a source of income and work as an opportunity.

The overall state of affairs appears to be deteriorating, as seen by the rise in incidents reported to the industry. Between January and September 2014, there was a 20.44% decline in the number of traffic accidents, but there was an increase in motorcycle breakdowns, which went from 7.96% in 2013 to 10.61% in 2014. (NTSA, 2014). Since then, motorcycle transport has left impacted families with disabilities, healthcare bills, the loss of parents and guardians, and unemployment; nevertheless, this was not taken into account in the conclusions (WHO, 2014). Young individuals who transport commercial motorcycles are among the most severely impacted groups and are allegedly willing to assist by establishing jobs.

Despite the fact that previous leads focus on motorcycle taxi companies that give many young people career choices, thus revealing the trade in commercial motorcycles this way, and thus this way. There are various factors that influence their economic prosperity. For instance, Manyara (2016) claims that it is the biggest referral clinic in Kenya. Wards 6a, C, and D at Kenyatta National Hospital have been transformed into emergency rooms to accommodate victims of motorcycle taxi accidents. Road accidents in developing nations are therefore friendly, especially for unfortunate individuals who may require health insurance to pay for property or to use reserve funds to pay for medical care that caused a financial problem (Mbugua, 2013).

National efforts to control the market also could not be derived from business ideas. Also, no government agency in Kenya has been accused of controlling a rewarding and dangerous industry. In addition, few studies have been conducted to identify the drivers of success in the industry. This survey therefore sought to investigate the effects of commercial motorcycle transport on socio-economic empowerment among the youths in Kwale County, Kenya.

Objectives of the Study

The survey objectives are;

- i. To establish the effects of employment creation on socio-economic empowerment among the youths in Kwale County, Kenya.
- ii. To examine the effects of poverty alleviation on socio-economic empowerment among the youths in Kwale County, Kenya.

LITERATURE REVIEW

Theoretical Framework

Functional Theory

The functionalist hypothesis was introduced in the executive branch in 1980 and was gradually developed by Jarvie (2003). This means the decisive similarity of the organism, its several sections and organs, grouped and coordinated by the framework, which is the ability of different parts and the organs that support the organism to make a difference in its basic cycle and empower it to achieve. Individuals from the general population can also be seen as cells, tissues, and organs because of their capacity to support the presence of aggregate elements despite the ongoing generation and death of cells. Functionalist studies take into account the social significance of the particulars, explaining how and why they aid a particular culture in catching up with the total (Jarvie, 2003). Functionalism appeared to be a cure for the excess of historicism in the middle of the 20th century and the concept of development and dispersion in the 19th century (Goldschmidt, 2012).

Functional theory also proposes that the resources driven by the enterprise are the essential determinants of its presentation, which can contribute to the viable advantage of the enterprise. Zingier (2006) suggests, the concept of assets includes all resources constrained by a company, which enable the company to envision and execute systems related to productivity and profitability of work. Includes capacity, authoritative cycles, corporate attribution, data, and information. Basically, a useful hypothesis shows that the association's internal assets and capabilities are the best source of competitive advantage over other companies. This hypothesis sees representatives as an essential resource with special capabilities to create dominant value. If these features are noteworthy to your organization, you can use them to gain a competitive advantage (Pearce and Robinson, 2011).

Similarly, the development of commercial motorcycles should appear as a recovery percentage of blocked roads, essentially similar to sidewalks, broken spans, and dirt roads. To keep the general public intact, they act as feeders to metropolitan areas of low-density or rugged terrain where other means of transportation are unattractive, and thirdly with taxis and larger border matatus acts as a feeder to the main roads to fight and strengthen.

The theory is applicable with this study based on the assumption that commercial motorcycle transport enables socio-economic empowerment among the youths in Kwale County. Adopting employment creation, poverty alleviation, informality of operations and motorcycle mobility respectively will enhance socio-economic empowerment among the youths in the country by use of commercial motorcycle transport.

Social Capital Theory

The Social Capital (SC) hypothesis was developed by Cote and Healy (2011) as an organization that shares common standards, values, and understandings and collaborates within or between assemblies. Babb and Mc Ormand (2005) show that social capital in financial affairs is considered an asset that can be activated and used for profit or progress, either in real life or for others. In this review, these two definitions are adopted, the OECD definition corresponds to the social aspect, and the Bab and Mac Ormand definitions correspond to the economic part of the motorcycle taxi driver's wealth.

The Full Frame Initiative (2013) then re-characterizes social capital as real potential social good that people, gatherings, or networks can access through the association. These relationships could be with relatives, friends, coworkers, partners, networks, local authorities, professionals, non-governmental organizations (NGOs), or other private businesses. The social capital hypothesis, which Requena (2013) and Claridge's (2014) also cited, combines significant humanistic concepts including social support, shared societies, social connections, reconciliation, and social relationships. According to Somaratne et al., (2011), social capital is a valuable resource for creating wealth and is defined as the total weight of a person's social relationships.

Therefore, social capital between motorcycle taxi drivers is an asset that can be used and used to improve the driver's wealth. For example, if a driver participates in government support or risk collection, financial assets can be pooled to mitigate the impact of social or financial shock in that sense and reduce vulnerabilities. The social capital hypothesis is multifaceted and interdisciplinary, with different SC parts that can be operated depending on usage settings. Claridge (2014) points out that despite the fact that the SC hypothesis is multifaceted in shifted definitions, a common feature of most definitions focuses on friendships with useful benefits.

Goldin (2014) noted that the social capital hypothesis assumes that the individual is interested (training and preparation) and that speculation enhances the individual's utility. Jehanzeb and Bashir (2013) understand from training and drilling that improving social capital benefits individuals and communities. The benefit for individuals is to ensure the excellent professional skills that clubs expect to improve their performance. For organization, social capital will be solvent and serious in their quest.

This hypothesis is applicable to reviews as it is related to the fact that many drivers are familiar with tasks that require incredible skills. High-level riders acquire riding skills through individual riders for a fee of 50-200 shillings. Most PSV drivers weren't well prepared. This also applies to business cruiser drivers, also known as Boda in Kenya. PSV driver training is consumed by driving schools that have not taken official exams. Their pamphlets are really unified, but not standardized by the public sector.

Employment Creation on Socio-Economic Empowerment

Motorcycle drivers and vehicle registrations generate income. Local council bylaws expect all motorcycle owners to buy stickers and stick stickers on their motorcycles. A court ruling on a degenerated motorcyclist increases the age of income. Many mechanics, commercial motorcycle parts dealers, and more and more service stations direct their profession and behavior on commercial motorcycles. Virtually half of the motorcyclists come from various foundations, but focus on the fact that they can't find a job in their field. In this way, the motorcyclist business serves both as a transitional job and as a way for entrepreneurs to raise money to start a business (Fasakin, 2014).

Young people struggling with permanent work will undoubtedly appreciate temporary work. These types of work are generally considered by young people to be real work. In addition, the transportation of commercial motorcycles is unsafe and often unpaid, but no work-related preparation is required. The commercial motorcycle transport business, with its high youth unemployment rate, provides an alternative to undergraduate, high school and college students with some income. With this momentum, more commercial motorcycles transport managers are engaged in these managements to get a whimsical and lasting job. As a result, unemployed youth are embracing this as a career opportunity (Luchidio et al., 2013).

In many parts of the world, youth unemployment remains the greatest obstacle in achieving social, financial and political stability (Cox, 2010). African countries suffering from the current financial emergencies on the planet will not be able to adapt to the increasing number of jobless youth in the region without the introduction of actual policies and voting techniques (Ajowi and Kokwaro, 2013). Without careful consideration, youth unemployment continues to decline in importance, and work, primarily among African youth, fits into a basic consensus. Some of these situations can be addressed through creation of jobs (Luchidio et al, 2013).

Like other economic exercises in commercial motorcycle transportation, the transportation sector is an important part of the economy that has an international impact on youth empowerment through job creation (ILO, 2013). The effectiveness of the Business Cruiser Transport Framework provides economic and social opportunities and benefits, with certain multiplier effects on markets and employment, in addition to miniature speculation. Transportation of commercial motorcycles is a significant social and natural burden and cannot be dismissed (Hart, 2012). As a result, the financial impact of transportation can be immediate and retroactive through the general outlook for commercial motorcycle transportation frames. Evidence suggests that transportation and availability are fundamental in communicating the welfare outcomes of the state by extending personal registration to offices and supporting working age (Fasakin, 2011). Various researches have been conducted on the relationship between poverty reduction

and self-employment creation which directly benefited large group of poor people in this sector (Otieno, 2012); Manyara, 2013) and Ajowi & Kokwaro, 2013).

It is estimated that more than 65% of Kenyan youth unemployment groups are young people, most of whom live in rural areas, so youth unemployment in Kenya remains a serious development challenge (KNBS, 2010). Also, only 2% of unemployed young people in Kenya have a formal education after secondary education, and other young people have no vocational or vocational training. In general, these young people are lazy to achieve their goals by doing trivial crimes and other horrific things. KNBS (2010) points out, these challenges have led many young people to take advantage of the commercial transport of motorcycles. Since 2009, Kenya's car registration rates have clearly deteriorated. Motorcycles, on the other hand, registered 161,870 that year, accounting for only 57% of the total number of registrations that year. From 2008 to 2009, motorcycles and other automobiles were very popular nationwide due to the relaxation of limited transportation (NTSA, 2014).

In Kenya, the vast majority of commercial motorcycles do not do other types of work. In Kenya, the cost of motorcycles has fallen after failing to evaluate all motorcycles under 250cc and their additional parts. In this way, motorcycles provided an opportunity for some to enter the lucrative transportation business (Manyara, 2013). Numerous individuals in both rural and metropolitan areas buy bicycles to support the organization, others buy motorcycles, recruit young people who are not active to work together, and end the day. Provided them some cash towards (Mutiso & Behrens, 2011). Nevertheless, the NTSA report (2014) revealed that in spite of the authorities' pledge to solve the joblessness problem, there is no substantive way to solve this problem (NTSA, 2014).

By 2010, the motorcycle business had more than 500,000 motorcycles on Kenya's roads, contributing about \$ 2.2 billion to the economy, according to the Kenya Motorcycle Assembly Association (MAAK, 2015). From 2015 to 2016, motorcycle designers paid the IRS 3.2 billion Kenyan shillings and became a millionaire citizen who brought more than 60 billion Kenyan shillings to the economy in the industry (Odero, 2011). The Kenya Motorcycle Assembler Association further shows that more than 90% of this commercial motorcycle transport is run by young people and earns an average of \$ 400 million on a regular basis. The company then adopted new green technology for its motorcycles. Solar-based battery-powered motorcycles can keep operator running costs low (NTSA, 2014).

The region employs more than 400,000 Kenyans and has approximately 2.4 million people in the area (Muli, 2013). As revealed by a survey by Ajowi and Kokwaro (2013), the competitiveness that influences the business operation of commercial motorcycle transportation in Kisumu is that riders consistently pay each commercial motorcycle transportation company the usual 500 KSH. Brought 200 million KSH to the economy. It has flowed consistently. Most of these commercial

bike managers are no longer active, and the commercial motorcycle transport sector employs twice as many people as the Teacher Services Commission, the largest manager of local civil servants, in Kenya's financial and social affairs. Unfortunately, their important commitments to the state generally overshadowed by security issues (Muli, 2013).

As Kenya's NTSA (2014) shows, the future of motorcycles will look more environmentally friendly and bright if the country fully transitions to cleaner 4-stroke engine motorcycles. Obviously, 2-stroke engines have been copied in many countries around the world since they consume large amounts of fuel and emit more CO₂, in contrast to the new 4-stroke engines. In light of these events, authorities have proposed a four-stroke engine. This has been recently planned and has very little emissions. That said, many companies that operate bicycle transport operate small taxi services, but most do not have information about the companies that executives have. Mwobobia (2013) states that it is becoming clear that most of these commercial bikes on the road have a wealthy place, not the riders we see operating them.

Poverty Alleviation on Socio-Economic Empowerment

Motorcycles extend their lifespan; it goes against the general idea that motorcycles are for people who keep their lives modest. There are two sides to the concept that motorcycles improve lives. By expanding the range of accessible exercise, they provide a means of transportation that improves our lifestyle. It's also a fun encounter to spend for yourself. The benefits of motorcycles as a means of transportation to work are not only modest, but also more useful than motor transportation in avoiding traffic jams and problem outages. Motorcycles also serve as a means of transportation for leisure activities. The main characteristics of motorcycles were the possibility of autonomy and versatility. Unemployment and poverty are two major problems that plague many of the world's emerging economies (ILO, 2014).

A requirement for reserves or commodities for future use is the mobilization of savings. Consequently, reserve accumulation is a method of keeping money on hand or actual sums suitable for speculative uses (Mutiso & Behrens, 2011). If they are encouraged to do so, many people can establish some investment trusts, both in rural and low-wage urban areas. A traditional credit revolution known as carousels is frequently used in many African countries to finance investments, often incorporating significant assets like cows, poultry, goats, and vegetables. The miniature economy may need help with capital and funding issues, which may be useful for cash or other types of credit. As a separate organization, micro enterprises transform savings (such as owners) into venture capital at a sufficient time (Odero, 2011). Through savings services, the family of low-income households are strengthened and investment trust transactions strengthen the financing base of microfinance, which is the reason for the serious, competent and solid microfinance industry (Mutiso & Behrens, 2011).

Ajowi and Kokwaro (2013) noted that there are several ways for young Kenyans to consider credit to start a business. These include formal monetary organizations and microfinance organizations. However, in order for them to access such loans, they must prove that they can repay them and provide a guarantee. Assets, reserves, and uses are part of the insurance recognized by the Financial Foundation. These arrangements make it very challenging for young people to get a credit account, especially when starting a business (Ajowi & Kokwaro, 2013). Faced with these obstacles, Kenyan authorities have launched the Youth Enterprise Development Fund (YEDF) through the Ministry of Youth. The YEDF campaign was launched in 2006 as a management strategy to capture the rising unemployment rate of young people in the country. The primary target is all types of youth companies, regardless of the legal form of individual, organization, assembly, co-operative or corporate ownership (RoK, 2007). The 2006/2007 financial plan secured 1 billion (1 billion Kenyan shillings) of public funding to expedite the pursuit of this magnificent and convenient vehicle (Otieno, 2012).

Odero (2011) noted that YEDF has the following goals: Savings Credit Union (SACCO) for providing credit to existing microfinance institutions (MFI), registering non-governmental organizations (NGOs) involved in microfinance, and lending to youth businesses. Work with an interest in small businesses in the establishment, such as businesses or modern parks, markets or business hatcheries that will help the efforts of young people. Supporting young SMEs to promote connections with large companies. Pre-promotion and management of youth business articles in all domestic and global business units and promote youth employment in the global employment market.

The Constituency Youth Enterprise Scheme (C-YES) is part of YEDF designed to support youth gathering businesses at the demographic level. This C-YES was founded importantly to instill a pioneering society in all aspects of the country for young people. This channel generally represents unhappy young people and people who have nothing to do with managing the standard currency area, essentially commercial banks. The CYES targets appropriate efforts by youth organizations within voters. The company had the opportunity to reach out to young people across the country, including people with poor financial backgrounds (MAAK, 2015).

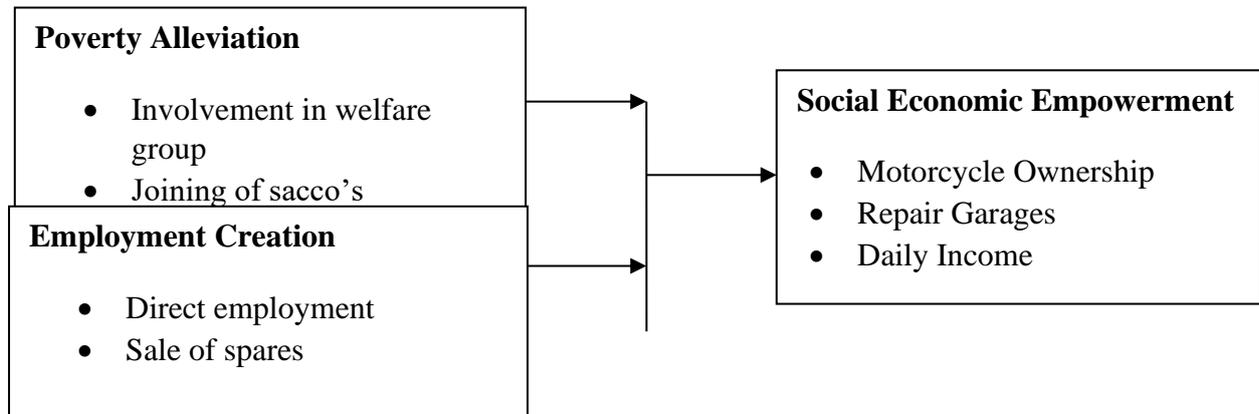
Manyara (2013) revealed that young people can come to YEDF individually or as a group and provide the necessary guarantees to properly receive the funds they have acquired. This is usually when gathered from parents or family members, or even community leaders. This helps to pursue awareness of life goals that have been hampered by the strict policies that have prevented young people from accessing credit institutions in the past. The YEDF Status Report (2007-2012) revealed that young people can benefit from YEDF through CYES, but personally it is an early beginning of Kshs. 25,000 people will graduate from Kshs. 100,000 for the third load. The group starts with Kshs. It can be 50,000 and up to 400,000 Kshs. However, to make an individual purchase, you must be a member of the group that repaid the loan.

MAAK (2015) states that young people in YEDF can move forward through CYES, but can only declare 25,000 Ksh as a single step, whereas that in assembly starts with Kshs. 50,000 becomes 400,000 Kshs. However, to make an individual purchase, you must be one of the groups that have repaid the loan. Therefore, you must first be a funder before you can move on. Due to the level of poverty faced by young people, the majority of them survive for less than \$ 1 a day, and they seem far from raising the underlying capital. Overall, savings mobilization needs a favorable macroeconomic environment (Hart, 2012), and policy makers guarantee the success of management systems that provide sound management motivations, including adequate protection of reserves. need to do it. However, these seem to be lacking in Kwale County.

Since the Kenyan government exempted motorcycles with less than 250cc from taxation in June 2008 as a result of several business opportunities, many young Kenyans have entered the motorcycle taxi industry (Nyachio, 2013). As per the KNBS (2013), there were 121,831 newly listed motorcycles in 2008 as opposed to 85,324 in 2007, and many entrepreneurs took advantage of the time's low costs. Despite the low cost of motorbikes, there have been fewer new registrations from 111,124 in 2014 to 56,302 in 2015 (NTSA, 2015), which has caused problems for a number of motorcycle taxi services. It may be related to difficulties. The Kenya Finance Act 2016 abolished excise taxes on locally assembled motorcycles to encourage neighboring businesses and provide employment for young people. This can be seen as a public effort to reduce the vulnerability of young people who have become able to earn daily income by owning or renting motorcycles owned by others.

The Kwale County Draft Strategic Plan (2018) shows that the management of business cruiser transport exercises in Kwale County belongs to the Trade and Industrialization Investment and Co-usable Division (DTIIC) and is responsible for production around Ksh. 140 million (USD1.4 million) million each year. Improve the economy of Kwale County and pedicable by leveraging the transportation space for commercial motorcycles by encouraging the establishment of dynamic government support and the formation of congregations to pool assets and provide useful ideas. You can improve the financial prosperity of your driver.

Conceptual Framework



RESEARCH METHODOLOGY

Descriptive research was used to collect data on the current situation in detail and to collect the rationale for these strategies to represent what is being done in terms of situational factors i.e., e., it takes a gander at connection between and among factors (Kumar, 2019). The survey assessed the effects of commercial motorcycle transport on socio-economic empowerment among the youths in Kwale County as a case study. The independent variables of the study were; employment creation, poverty alleviation, informality of operations and access to finance. The dependent variable of the study was socio-economic empowerment. The subjects of the survey were divided into commercial motorcycles in Kwale County, Sacco staff, and youth group officers. As the administrator of the Kwale County Boda-boda Association stated, as of December 2020, the records of the administrators registered for membership are 1362 members, youth groups 15, 5 Sacco, 4 loaning monetary associations. This gave a total of 1386. The target population is outlines in Table 1 below.

Table 1: Population targeted

Group Cluster	F	(%)
Boda-boda Operators	1362	98.2
Boda-boda Youth Groups	15	1.0
Sacco's	5	0.3
Micro Lending Organizations	4	0.2
Total	1386	100

Source: (Kwale County Boda-boda Association, 2021)

In this review, 310 commercial bike carriers, Sacco staff, and youth group staff in Kwale County were selected at 95% confidence level (0.05 level of significance) for Yamane's (1967). The research utilized primary data which was gathered through questionnaires. The survey contained open and open questions. Open-form questions allowed members to provide clear answers, including point-by-point data. Closed requests are easy to find because some requests have limited options selected by respondents. Primary data was gathered through utilization of questionnaires. Questionnaires were provided to participants through a drop-and-pick strategy to get the most intensive answers possible from participants. The researcher

reached an agreement with the Chair of the Kwale County Boda-boda Association two days before submitting the questionnaire. Each question was organized to address each concentration goal and factor. Explicit data from the administrator was sought by monitoring open questions, while opinions on specific topics were sought by regulating closed questions.

DATA ANALYSIS

A total of 310 questionnaires were issued to various groups in commercial motorcycle transport in Kwale County, Kenya. The study analysed 292 questionnaires, which were successfully filled and returned. This was a response rate of 94%. Mugenda & Mugenda (2002) recommended that a response rate of 70% and above is excellent. The overall response rate of 94% enhanced the credibility of the study's results. From the 292 respondents, males were 279 (95.5%) while females were 13 (4.5%). Therefore, there were more male than female participants in the survey. This was important to the survey as it explained the role played by males in commercial motorcycle transport on socio-economic empowerment. On distribution by Age, 103 (35.3%) were aged 18-25 years, 122 (41.8%) were aged 26-30 years and 67 (22.9%) were aged 31-35 years. Hence, most of the respondents were aged 26-30 years, hence fall under the category of youth, which was the focus of this survey. On the Respondents Marital Status, 163 (55.8%) were married, 99 (33.9%) were single, 25 (8.6%) were widowed and 5 (1.7%) were separated. Hence, majority of the respondents were married. This was of importance of the study as it better explained the socio-economic empowerment among the youths. On the level of education of the participants, 70 (24%) had KCPE certificates, 194 (66.4%) had KCSE certificates, 15 (5.1%) had certificates and 13 (4.5%) had diploma. Hence, majority of the respondents were KCSE certificate holders. This enhanced the credibility of the study findings.

Effects of Employment Creation on Socio-Economic Empowerment Among the Youths in Kwale County

The study sought to explore the effects of employment creation on socio-economic empowerment among the youths in Kwale County. Table 2 presents the results.

Table 2: Descriptives of employment Creation on Socio-Economic Empowerment

Description	N	Mean	Std. Deviation
basic needs met	292	4.85	0.392
financial ability	292	4.78	0.428
family needs	292	4.83	0.380
sustained family	292	4.83	0.383
savings for business	292	4.84	0.371

As shown in Table 2, the mean scores for employment creation indicators ranged from 4.78 to 4.85; indicating agreement on the measurables of employment creation. The standard deviation ranged from 0.37 to 0.43 which indicates that, the respondents generally agreed that

employment creation had an effect on socio economic empowerment among the youths in Kwale County. These results are corroborated by the respondents' indication that some of the ways in which motorcycle transport has enhanced employment include transportation of people and goods within the county. The respondents indicated that the commercial motorcycle provided jobs to youth who would otherwise have been jobless in the competitive work environment. This corroborated the findings of Bariyah (2020) who explained that employment of youth enhanced their socio-economic empowerment.

Effects of Poverty Alleviation on Socio-Economic Empowerment among the Youths in Kwale County

The study sought to explore the effects of poverty alleviation on socio-economic empowerment among the youths in Kwale County. Table 3 presents the results.

Table 3: Descriptives of poverty Alleviation on Socio-Economic Empowerment

Description	N	Mean	Std. Deviation
bank loan access	292	4.08	0.842
Sacco loan access	292	4.90	0.295
motorcycle business	292	4.92	0.270
improved savings	292	4.88	0.329
savings bank account	292	4.89	0.313

As displayed in Table 3, the mean scores for poverty alleviation indicators ranged from 4.08 to 4.90; indicating agreement on the measurables of poverty alleviation. The standard deviation ranged from 0.27 to 0.84 which indicates that, the respondents generally agreed that poverty alleviation had an effect on socio economic empowerment among the youths in Kwale County. These results are corroborated by the respondents' indication that the motorcycle commercial business had enabled the youth to earn income that supported their families. The respondents indicated that the commercial motorcycle provided genuine incomes that enhanced their livelihoods. This finding agreed with findings of Abdussalam (2015) who found out that poverty alleviation enhanced the social economic status of youth.

Socio-Economic Empowerment Among the Youths in Kwale County

The study sought to determine socio-economic empowerment among the youths in Kwale County. Table 4 exhibits the outcomes.

Table 4: Descriptive on socioeconomic Empowerment

Description	N	Mean	Std. Deviation
increased financial access	292	4.89	0.309
good government policy	292	4.78	0.428
informality in sector	292	4.83	0.383
growth youth led	292	4.79	0.426
resource pooling	292	4.89	0.309

As exhibited in Table 4, the mean scores for socio-economic empowerment ranged from 4.78 to 4.89; indicating agreement on the measurable of socio-economic empowerment. The standard deviation ranged from 0.31 to 0.43 which indicates that, the respondents generally agreed that commercial motorcycle transport has an effect on socio economic empowerment among the youths in Kwale County. This finding was supported by that of Machfudz and Kamila (2019) who revealed that commercial transport business affects socio-economic empowerment among the youths.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

Summary

Effects of Employment Creation on Socio-Economic Empowerment

The first objective was to establish the effects of employment creation on socio-economic empowerment among the youths in Kwale County. The outcomes uncovered a positive and noteworthy effect of employment creation on socio-economic empowerment among the youths in Kwale County. Thus, hypothesis H_{01} which predicted that there is no significant relationship between employment creation and socio-economic empowerment among the youths in Kwale County was rejected. Employment creation could independently explain 28.5% of the variations on the socio-economic empowerment among the youths in Kwale County. On the degree to which the respondents agreed that commercial motorcycle transport employment creation affected socio-economic empowerment, the respondents agreed that the business had enabled them cater for their needs and those of their families.

Effects of Poverty Alleviation on Socio-Economic Empowerment

The objective two was to explore the effects of poverty alleviation on socio-economic empowerment among the youths in Kwale County. The outcomes uncovered a positive and noteworthy effect of poverty alleviation on socio-economic empowerment among the youths in Kwale County. Thus, hypothesis H_{02} which predicted that there is no significant relationship between poverty alleviation and socio-economic empowerment among the youths in Kwale County was rejected. Employment creation could independently explain 7.9% of the variations on the socio-economic empowerment among the youths in Kwale

County. On the degree to which the respondents agreed that commercial motorcycle transport poverty alleviation affected socio-economic empowerment, the respondents agreed that access to financing for the business and their savings culture had been enhanced.

Conclusion

The findings reveal that there is a significant relationship between employment creation on socio-economic empowerment among the youths in Kwale County. Poverty alleviation is positively related with socio-economic empowerment among the youths in Kwale County. There is a significant relationship between informality of operations and socio-economic empowerment among the youths in Kwale County. Access to finance is significantly related with socio-economic empowerment among the youths in Kwale County.

Overall, there is a significant association between commercial motorcycle transport and socio-economic empowerment among the youths in Kwale County. From the findings, there is a positive significant relationship between employment creation, poverty alleviation, informality of operations and access to finance and socio-economic empowerment among the youths in Kwale County. From the findings, the four independent variables (employment creation, poverty alleviation, informality of operations and access to finance) explained 85.3 % of variations on socio-economic empowerment among the youths in Kwale County. There could be other factors, other than these, that affect socio-economic empowerment among the youths in Kwale County.

Recommendations of the Study

The study's goal was to look into how commercial motorbike transportation affected young people's socioeconomic empowerment in Kwale County. The study's findings have several ramifications, and the following suggestions are made:

Effects of Employment Creation on Socio-Economic Empowerment

The study confirmed a positive and significant effect of employment creation and socio-economic empowerment. However, from the findings of the study, financial ability from the commercial motorcycle business was ranked the lowest by the youth. This study recommends that the youth diversify their sources of incomes to supplement income from the boda-boda businesses. They should invest in small and micro enterprises. This would enhance their financial abilities and those of their families.

The study confirmed a positive and significant effect of employment creation and socio-economic empowerment. However, from the findings of the study, financial ability from the commercial motorcycle business was ranked the lowest by the youth. This study recommends that the banks and SACCOs should assist the boda-boda businesses. This would enhance the boda-boda businesses financial abilities and those of their families.

Effects of Poverty Alleviation on Socio-Economic Empowerment

The study confirmed a positive and significant effect of poverty alleviation and socio-economic empowerment. However, from the findings of the study, access to bank loans for the commercial motorcycle business was ranked the lowest by the youth. This study recommends that the youth organize themselves into groups to access soft loans for their boda-boda businesses. They should adopt a savings culture so that the savings act as security for loans. This would enhance their opportunities for bank loans access.

The study confirmed a positive and significant effect of poverty alleviation and socio-economic empowerment. However, from the findings of the study, access to bank loans for the commercial motorcycle business was ranked the lowest by the youth. This study recommends that the banks and SACCOs facilitate the youth with credit to expand their boda-boda businesses. The banks should encourage a savings culture among the youth. This would enhance the youths' poverty reduction.

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