Manuals for Safe Motorcycle Taxi Operations
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Introduction

- ‘Enhancing understanding on safe motorcycle use for rural transport and the implications for appropriate training and regulatory frameworks’
Rapid growth in numbers

Number of vehicles

Year


Motorcycles
3-Wheelers
Research Aims

- **Aim:** To improve knowledge and understanding concerning effective ways of enabling rural people to benefit from the safe use of motorcycles and three-wheelers.

- **Emphasis:** Rural motorcycle taxis, rider training, appropriate regulatory frameworks and realistic enforcement methods.

- **Essence:** Country studies and inter-country exchanges.

- **Objective:** To enable the safe operation of rural motorcycles and three-wheelers to provide good, affordable and inclusive rural access for different groups of people.

Methodology

- Literature review, and stakeholder engagement throughout
- Reviews of regulatory frameworks, enforcement and training
- Investigations into potential of mobile and other technology
- Survey of benefits and disbenefits. Total 1,135 respondents:
  - Riders, passengers, owners, owners of freight, non users
  - Economics, access, injuries, health, crime
- Country-specific activities. Tanzania: Development of manuals
Headline Findings (1)

- Motorcycle taxis are illegal in Ghana. Three-wheeler taxis are illegal in Uganda.
- Motorcycle taxis are highly available, popular and profitable in all four countries, including Ghana.
- Motorcycle taxis are particularly important for health-related trips, including health emergencies.
- Riders suffer from crashes, health issues and crime.
- Three-wheelers were found in Ghana, but not in other countries.

Headline Findings (2)

- Very low numbers of drivers have undertaken formal training: 1% Ghana, 20% Kenya, 33% Tanzania, 8% Uganda
- Training tends to be poor quality. More commonly ‘sensitisation’ rather than comprehensive training, with a focus only on road signs and traffic laws
- Riders who have been trained are slightly less likely to have been injured and are more likely to wear a helmet
- Motorcycle taxi associations have the potential to improve operations, including through increasing access to training
Development of a competency based curriculum

- 2015
- Funded by ReCAP (AfCAP)
- Engaged with:
  - Transport Regulators (SUMATRA)
  - Traffic Police
  - Driving Schools
  - Motorcycle Taxi Associations
  - Riders
  - Passengers

Competency based curriculum

- Transport acts and regulations
- Road signs, signals and markings
- Ready to ride
- Basics of motorcycle riding
- Motorcycle manoeuvring exercises
- Negotiating the road safely
- Defensive riding
- Customer care
- HIV/AIDS awareness
- Crash Management and First Aid
- Managing safety and security risks
- Managing finances

Instructor’s Manual

- Developed to complement the curriculum
- Aimed at providing instructors with the necessary materials to effectively train the riders

Helmet types

A summary of the effectiveness of motorcycle helmets

<table>
<thead>
<tr>
<th>WEARING A HELMET</th>
<th>NOT WEARING A HELMET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decreases the risk and severity of injuries by an average 70%</td>
<td>Increases the risk of sustaining a head injury</td>
</tr>
<tr>
<td>Decreases the likelihood of death by up to 50%</td>
<td>Increases severity of head injuries</td>
</tr>
<tr>
<td>Decreases the time spent in hospital</td>
<td>Increases the likelihood of dying from a head injury</td>
</tr>
<tr>
<td>Decreases the costs of medical care associated with crashes</td>
<td>Increases time spent in hospital</td>
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</tbody>
</table>

The world health organization’s report on motorcycles: a road safety manual for decision-makers and practitioners (2010), states the following important facts that highlight the importance of wearing helmets while operating a motorcycle or three-wheeler:

- Injuries to the head and neck are the main causes of death, severe injury, and disability among users of motorcycles and bicycles. In some countries head injuries are estimated to account for up to 88% of such fatalities.
- Helmets reduce the risk of serious head and brain injuries by reducing the impact of a force or collision to the head.
- The correct use of a helmet considerably decreases the risk and severity of head injuries (this includes the proper fastening of the helmet).
In addition to the Instructor’s Manual...

A Manual for Motorcycle and Three-Wheeler Associations was developed

Motorcycle Associations

- Associations are seen as critical in improving safe commercial operation of motorcycle and three-wheeler taxis
- The authorities, associations and riders were consulted and contributed to the development of a manual to help guide the set up and management of transparent associations, answerable to their members

Covers the following topics:

- Association membership
- Management structure
- Motorcycle and three-wheeler maintenance
- Rider safety
- Operating costs and determining a minimum chargeable fare
- Customer care
- Rider training and experience
- Licence acquisition
- Mentoring of riders
- Personal safety & security
Official Launch of these manuals

Both manuals are available in:

- English
- French
- Kiswahili

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http://research4cap.org/

Uptake and Embedment in Tanzania

- **Motorcycle Instructor’s Manual**
  - Curriculum (and manual) being rolled out by Trafic Police to all driving schools
  - Transaid investing £10,000 in dissemination workshops and promotion of curriculum and manual
  - Regulations being developed to mandate as a national standard

- **Motorcycle Taxi Association Manual**
  - Recommend engaging with local government (responsible for regulating associations) to promote manual through community development officers at the most local level

Thank you for your attention

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