Motorcycle and 3-Wheeler Study

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Background – rationale for research

- Motorcycle taxis provide significant social and economic benefits in rural areas
- Often the only means of motorised transport in rural areas
- Enable access to medical facilities, education, markets and income generation
- Authorities have struggled to develop and enforce appropriate regulatory systems
- Safety concerns around helmet use and multiple passengers
Project Objectives

- Improve understanding
- Document the benefits
- Share these findings
- Obtain comparative data

- Identify examples of best practice
- Engage with AFCAP and other key in-country stakeholders

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Project Activities

- Literature review and stakeholder mapping and engagement
- Understand situation in each country by undertaking in-country research
- Safety will be a particular focus
- Develop research strategies with stakeholders
- Finalise 4 country discussion papers, final report, a policy brief and journal article
- Throughout – focusing on uptake and embedment and capacity building
Our Team

- Tom Bishop – Team Leader
- Grace Muhia – Kenya National Expert
- Juliet Adu – Ghana National Expert
- Francis Afukaar – Ghana Rural Transport Advisor
- Hans Mwaipopo – Tanzania National Expert
- Elizabeth Kiracho – Uganda National Expert
- Suzy Charman – Road Safety Research and Data Compilation Expert
- Gina Porter – Gender and Social Inclusion Expert
- Neil Rettie – Motorcycle Safety Specialist and Trainer
- Caroline Barber and Darren Divall – Quality Assurance Group
- Aggie Krasnolucka Hickman – Communications and Knowledge Management
- Julia Tinkov – Finance Officer
Literature review

- Academic papers using key word searches
- Materials gathered by country experts (over 100 relevant publications gathered across the 4 countries)
- Experience from other countries also reviewed

Focus on:
- Uptake and use
- Road safety
- Access
- Innovation

Results will:
- Be presented in Inception Report
- Most importantly ...influence design of the research methodologies
Stakeholder Mapping and engagement

- Well underway for all four countries
- Positive response from stakeholders to date
Initial findings – Ghana

- Motorcycle taxis are officially banned
- Partner Institutions expressed interest in outcome of research in light of current situation in the country, acknowledgement that current ban may need to be reviewed.
- Motorcycle and 3-wheeler population increasing annually
  - No distinction between private or commercial use
  - Commercial use rapidly increasing - youth employment, lucrative investment, etc.
- Regulatory and enforcement agencies “helpless”
Initial findings – Kenya

- Ministry of Transport has partnered with local governments in improving road networks for easier accessibility
- Government has allocated the Ministry of Health increased budgets for seminars, capacity building of hospitals and boda boda associations in relation to health and safety concerns
- Key role of technology and innovation - e.g. smart jackets, mobile apps etc.
Initial findings – Uganda

- Government agencies are expected to promote road safety but often lack the means in terms of resources and manpower.
- Road safety is mainly promoted by NGOs.
- Local riders associations focus on meeting social needs and not necessarily safety. Roads are generally not conducive for safe riding.
- Key partner Institutions interested in outcomes of the project.
- Competition between boda boda associations.
- A number of projects in rural areas championed motorcycle as a means of improving access to essential services.

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Initial findings – Tanzania

- Cooperation between transport regulator and local government authorities to regulate motorcycle taxis is proving ineffective.
- Regulatory authority have plans to introduce a mobile van to issue business licenses to motorcycle taxi drivers in rural areas.
- Police are willing to discuss use of Ward Community Policing Officers to provide training in rural areas. Every ward has an officer.
- The National Institute for Medical Research are specifically interested in the benefits motorcycle taxis bring to rural populations and also in this study.
Next Steps

- Further key stakeholder engagement and finalising of literature review
- Inception Report – 27th November
- Team Planning Meeting in Kenya 4-5th December:
  - Research strategies and methodologies discussed and finalised
  - Opportunity for inter country exchanges, knowledge sharing and learning from the diverse project team
- Launch the detailed research, primary data collection and piloting in January 2018
Thank you for your attention

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