

PEOPLE WITH REDUED MOBILITY

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SUBJECT

- THE ROLE OF NIT IN ADDRESSING BARRIERS TO EFFECTIVE TRANSPORT FOR PEOPLE WITH REDUCED MOBILITY IN SUB-SAHARAN AFRICA
- (Responding to the challenges of health access for people with reduced mobility in sub-saharan Africa)

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1.0 Introduction

- The National Institute of Transport (NIT) is a public higher learning institution located on west of Dar-es-Salaam City, along Mabibo Road in Ubungo Light Industrial area; just about one kilometer off the Morogoro Road.
- It was established in 1975 as training wing of the then National Transport Corporation (NTC).

1.0 Introduction cont'

- NIT was charged with the responsibility of strengthening human resource capabilities of transport operatives and middle level managers of subsidiary companies of NTC.
- These subsidiary companies were: National Bus Services Limited (KAMATA), Usafiri Dar-as-Salaam Limited (UDA) and Regional Transport Companies (RETCOs).

1.0 Introduction cont'

- NIT was re-established through Parliament Act No. 24 of 1982 as an autonomous Higher Learning Institution under the then Ministry of Communications and Works.
- It came into operation on 1st July, 1983 through the Government Notice No 91. Currently, the Institute is under the Ministry of Transport.

1.0 Introduction cont'

- NIT is the only such training Institute in Sub-Saharan excluding South Africa, mandated by the Government of The United Republic of Tanzania to offer training in transport and communications.
- It is fully accredited with the National Council for Technical Education (NACTE) to provide Competence Based Education and Training (CBET) programmes at the level of Certificate, Diploma and Degree (National Technical Awards -NTA level 4 to level 8).

1.0 Introduction cont'

- It is also accredited with the Chartered Institute of Logistics and Transport (CILT International) to teach and examine CILT programmes of International Introductory Certificates, International Certificates, Ordinary Diploma and Advanced Diploma in Logistics and Transport.

1.0 Introduction cont'

- NIT also is offering Post Graduate Diplomas in Air Transport Management, Logistics and Transport Management, Transport and Tourism Management, Shipping and Port Management, Procurement and Logistics Management, Rail Transport Management, Transport Economics, Road Transport Safety Management and Transport Engineering Management.

2.0 The main objective of the conversation

- To explain the role of NIT in addressing barriers to effective transport for people with reduced mobility in sub-saharan Africa.
- (Responding to the challenges of health access for people with reduced mobility in sub-saharan Africa).

3.0 Challenges facing people with reduced mobility in sub-saharan africaTanzania in particular

- An efficient transport system is necessary to promote socio-economic development of any country.
- In Tanzania, the Ministry of Transport is responsible for setting transport policy whereas Surface and Marine Transport Regulatory Authority (SUMATRA) is responsible for establishing standards for regulating transport services, rates/charges, and instituting and reinforcing rules and facilitating resolution of complaints as well as disputes.

3.0 Challenges cont'

- Despite the existence of the Ministry responsible for transportation as well as a regulatory authority, there are widespread complaints from people with reduced mobility regarding on how transport barriers affect their lives.
- This is due to a decrease of reliability, lack of coordination and consistency of transport services.

3.0 Challenges cont'

- Furthermore, even the procedures of reviewing transport policy regarding rural transport services are not very clear; So are the factors that trigger decision-making aspects.
- As such, travellers with reduced mobility in the rural areas in Tanzania are quite forgotten in the sense that there exists no formal passengers transport services in rural areas.

3.0 Challenges cont'

- In most cases, travellers do not easily grasp on what intentions of these transport services are.
- As a matter of fact, most of these passengers with reduced mobility suffer from being tired, unnecessary delays, discomfort and lack of security from booking to departure times and from arrival to exit times.

3.0 Challenges cont'

- Since there is limited research on the working conditions of transport service providers in the rural areas in Tanzania, the reasons for passengers with reduced mobility' dissatisfaction has not been explored in detail.
- Therefore, this conversation aimed at explaining the role of NIT in addressing barriers to effective transport for people with reduced mobility in sub-saharan Africa

4.0 The role of NIT in addressing berries to effective transport

- In ensuring safety, comfort and timeliness, NIT through the Department of Transport Safety and Environmental Studies, organizes and coordinates short duration courses.
- These include the followings:
 - (a) Drivers and transport officers course
- **Course objective**
- To impart knowledge and skills to participants so as to enable them to operate and supervise vehicle operations effectively and efficiently.

The role of NIT Cont'

- (b) Advanced drivers course Grade II
(for Industrial Vehicle Drivers)
- **Course objective**
- To impart knowledge, skills and correct attitude to enable participant to handle Industrial vehicles efficiently and effectively.

The role of NIT Cont'

- (c) Advanced drivers course Grade II
(for VIP Drivers)
- **Course objective**
- To impart knowledge, skills and values for correct attitudes so as to enable participants to provide proper services to VIPs and to handle vehicles safely and effectively.

The role of NIT Cont'

- (d) Advanced drivers course Grade I
- **Course objective**
- To impart knowledge, skills and values for correct attitudes so as to enable participants to handle vehicles and to exercise some degree of responsibility to their subordinates effectively and efficiently.

The role of NIT Cont'

- (e) Passenger Service Vehicle (PSV) Drivers Course
- **Course objective**
- To impart knowledge, skills and values for correct attitudes to enable participants to provide services to passengers, observe safer driving and handle vehicles more efficiently and effectively

The role of NIT Cont'

- (f) Engine Overhaul (Petrol and Diesel)
- **Course objective**
- To impart knowledge and skills on engine overhaul for both petrol and diesel engines.

The role of NIT Cont'

- (g)EFI (Electronic fuel Injection)
- **Course objective**
- To impart knowledge and skills necessary to enable participants to identify fuel faults, electronic components (Sensor, ECU, Actuators) faults, Diagnosis and rectify them.

The role of NIT Cont'

- (h) Fuel Control and Safety tools Usage
- **Course objective**
- To impart knowledge and skills on fuel operational characteristics, control fuel usage for effective operation
- To Impact knowledge and skills on how to use safety all important tools to be carried during vehicle trips

The role of NIT Cont'

- (i) Tyre Care and Maintenance
- **Course objective**
- To impart knowledge on tyres and maintenance create tyre awareness for vehicle cost effective operation

The role of NIT Cont'

- (j) Vehicle Safety Management and Control
- **Course objective**
- To impart knowledge on safety and comfort for vehicle user to enable participants to identify and perform safety on vehicle

5.0 Lindi Motorcycle (Bodaboda) Riding Course Experience

- The Lindi Motorcycle riding course was conducted after the research which was done by the National Institute Transport for the BG Tanzania Limited.
- The research was looking on the density of motorcycle crashes in Lindi Urban and Rural areas.

5.0 Lindi Motorcycle (Bodaboda) Riding Course Experience Cont'

- After the research's findings, The BG Tanzania Limited decided to sponsor 200 motorcyclists to be trained at a total cost of 44,000,000/= including driving licenses expenses.
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5.0 Lindi Motorcycle (Bodaboda) Riding Course Experience Cont'

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5.1 Motorcyclist training phase I

- The training started on 10th of September, 2013 and ended on 25th of September, 2013.
- The training took 14 days to train 228 motor cycle riders totaling to 200 (estimated) but the actual number of cyclist who attended the training was 228. The participants were from Rutamba, Kitomanga, Lindi town I and Lindi town II.
- The overall estimated attendance was 200 but the actual attendance was 228 cyclists (Table 1).

Table 1: Distribution of training stations and number of Participants (Phase I)

S/no	Station	Number of participants	Percent (%)
1	Rutamba	67	29.4
2	Kitomanga	58	25.4
3	Lindi Town I	84	36.8
4	Lindi Town II	19	8.3
5	Total	228	100

Source: Field data, 2013

5.1 Motorcyclist training phase I Cont'

- Table 1 shows that majority of the participant 84(36.8%) was trained from Lindi Town I, 67 (29.4%) of them was trained from Rutamba , 58 (25.4%) was from Kitomanga and 19(8.3%) was from Lindi Town II .
- This result indicates that the Institute was achieved the mission for more than hundred percent (100 %.).

5.2 Motorcyclist training phase II

- The training started on 10th of December, 2014 and ended on 20th of December, 2014.
- The training took 10 days to train 200 motor cycle riders. This gives 100% of cyclists who received the training
- The expected number of motor cycle riders to be trained according to the research carried out was 200 from three (3) stations including Mchinga, Mnazi Mmoja and Kiwalala (Table 2).

Table 2: Distribution of training stations and number of Participants (Phase II)

S/no	Station	Number Of Participants	Percent (%)
1	Mchinga	97	48.5
2	Mmnazi Mmoja	67	33.5
3	Kiwalala	36	18.0
4	Total	200	100

Source: Field data, 2013

5.2 Motorcyclist training phase II

- Table 2 shows that majority of the participant 97(48.5%) was trained from Mchinga, 67 (33.5%) of them was trained from Mnazi mmoja and 36 (18%) was from Kiwalala.
- This result indicates that the Institute was achieved the mission for hundred percent (100%).

5.3 Module taught

- The program which was conducted involved theoretical framework classes and practical based classes as follows:
 - a) Road Signs and Markings,
 - b) Road Traffic Rules and Regulations,
 - c) Know your motor cycle (Basic mechanics),
 - d) The Course of Road Accidents and Remedies,
 - e) Defensive Driving Technique (Theory),
 - f) Defensive Driving Technique (Practical).

6.0 Conclusion

- Research clearly shows that travellers with reduced mobility face multiple barriers in every mode of travel, although this conversation lacks good data by severity of impairment, income, automobile ownership, and a range of socioeconomic characteristics.
- More and better accessible transport is a necessity for overcoming the multiple barriers faced by most people with reduced mobility.

6.0 Conclusion Cont'

- Addressing the transport needs of such travellers requires active cooperation between transport planners and those in a number of other policy and program arenas.
- Relevant personnel range from educators like NIT and other transport stakeholders to medical personnel, from employment counsellors to urban and rural designers, and from housing remodels to land use planners

6.0 Conclusion Cont'

- **Help Age, help people with reduced mobility.**
- **Thank you for listening**