



## Developing a Training Curriculum for Motorcycle Taxi Riders in Tanzania

**Project Location:** Tanzania

**Project Start Date:** December 2014

**Project Duration:** 4 months

**Introduction:** Motorcycle taxis, known in many parts of East Africa as 'boda bodas' have emerged as a key feature of rural and urban transport services. They play an important role in allowing people to access vital services such as healthcare, markets and education. There are increasing road safety concerns about the rise of boda bodas in Tanzania and increasing efforts by the Government of Tanzania to start regulating them. With a growing focus on boda boda regulation and pressure from the highest levels in government, The Surface and Marine Transport Regulatory Authority (SUMATRA) has been tasked with 'solving the boda boda problem'. There is a risk that over-regulation could have a negative impact on the important service that boda bodas provide to people living in rural Tanzania. However, a level of regulation, support to boda boda associations, efforts to professionalise and provide quality training for boda boda riders and owners have considerable potential for positive change. In addition, an improved service for boda boda users (including vulnerable groups) and a review of the processes for testing and licence acquisition can also have a significant impact.

Within this context Transaid was contracted by the Africa Community Access Partnership to undertake an applied research project to review the current training available for motorcycle riders in Tanzania, work closely with key stakeholders and make recommendations for adequate training programmes, with particular consideration to boda boda riders. The African Community Access Partnership is a research programme, funded by UK Aid, with the aim of promoting safe and sustainable rural access for all people in Africa. AFCAP supports knowledge sharing between participating countries in order to enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources. The AFCAP programme is managed by Cardno Emerging Markets (UK) Ltd.

The objective of this project was to gather, review and assess any existing training curricula and material for motorcycle and motorcycle taxi riders. Through the assessment of this material, gaps were identified and bridged through the development of a new training curriculum. The project also aimed to gather the input and feedback from key stakeholders such as driving schools, boda boda riders, owners and passengers and regulatory authorities in order to develop an effective and well-supported training curriculum.

### Methodology:

The following approach was employed:

- a. Review existing motorcycle rider training material, including anything specific to boda boda
- b. Based on any identified gaps, work to address these through developing curriculum content and engage regularly with key stakeholders as part of this process. The team drew on experience from Tanzania, Uganda, Zambia and the UK in order to develop an output which could be well placed for regional adoption.
- c. The first of two workshops then sought the views of the boda boda associations/riders in Bagamoyo, Tanzania where there is a high density of boda boda riders.
- d. The draft curriculum then underwent internal review by a small panel of carefully selected stakeholders and road safety experts from within and outside Tanzania
- e. The draft final curriculum was presented for feedback at a wider stakeholder forum (workshop two) in Dar es Salaam
- f. The curriculum was consolidated, incorporating feedback from all the stakeholders
- g. Production of final report and dissemination

The research started in December 2014 and began with the gathering and assessing of existing curricula and materials. It was found that the majority of driver training schools contacted in Tanzania do not offer any motorcycle training. Of those that do, the majority only offer classroom-based theory training and do not offer practical training or any training specific to carrying passengers. The team contacted a total of 40 training schools, many of which are members of the Tanzania Private Driving Schools' Association (TAPDSA). Even the schools offering training only offer this as bespoke training, usually on behalf of private companies as opposed to regular training offered to the public. The team also found that most driving schools are located in major urban centres. With lack of enforcement ability in rural areas, there is little perceived demand for training and licensing, meaning that riders have to travel for many miles to urban centres to receive training. This is often undesirable as it means missing valuable days of work.

Throughout the process of developing the training curriculum, Transaid worked closely with SUMATRA, the Traffic Police, boda boda associations, boda boda riders, users, owners and training schools, as well as HelpAge International. Transaid also consulted with road safety organisation Amend and the International Forum for Rural Transport and Development (IFRTD) for feedback on the draft curriculum.

A high level of stakeholder engagement was enabled through initial interviews and two workshops; one in Bagamoyo, which focused on gathering input from boda boda riders, owners and passengers for

the curriculum and one in Dar es Salaam that focused on gaining feedback and input from the key regulatory authorities and ministries.

The needs of passengers with limited mobility, such as the elderly and those with short term illnesses and long term disabilities were addressed in the Customer Care module of the curriculum. Key to the development of this module was input from HelpAge International, who were contracted to provide support to this section of the curriculum. Research conducted by HelpAge International in 2012 shows that there are specific issues for older people riding boda bodas; they often dislike the speed of travel, the high costs limit their usage and exclude the poorest and they are particularly dangerous for the sick/very old who have to be wedged between the driver and a second passenger.<sup>1</sup> These findings were taken into consideration when developing the Customer Care module.

**Outputs:** The developed curriculum addresses gaps in the existing training curricula as well as including valuable input from a range of stakeholders. The curriculum addresses the specific needs of passengers, taking into account the needs of women, older people and vulnerable users. It also meets the requirements of the regulatory authorities, which should ensure their support and mean that this curriculum is integrated into national policy, becoming national standard, and therefore help to improve driving standards and decrease the number of motorcycle road deaths in Tanzania.

While this is an important first step towards improving the quality of training delivered in Tanzania, there remains a significant challenge in that only a small proportion of training schools offer motorcycle training and these training schools are typically located in urban, rather than rural, locations. Another challenge is likely to be people's ability to pay for the training when it becomes a mandatory part of license acquisition. The proposed curriculum is designed to take 55 hours allowing flexibility in the number of days and exact structure so it can be offered full time or part time. This flexibility is likely to be very important so that people can continue to work and earn a living whilst training. Finding the balance between quality training and affordable training in rural areas is a challenge and there is no easy solution. Providing an intermediate step towards full license acquisition for rural boda boda riders such as a three day course on Compulsory Basic Training could be explored. This should not replace the need to complete the full training curriculum programme, but could provide an opportunity for riders to be 'legalised' as a temporary measure prior to full licence acquisition a year or two in the future. This would however require careful advocacy and development of legislation with the authorities and legislators in Tanzania.

A number of important follow up activities around the production of training materials and capacity building of trainers are proposed in the final report, which are summarised as follows:

- SUMATRA and the Traffic Police to ensure that the new curriculum is endorsed and implemented as the National Standard
- The curriculum needs to be translated into Swahili
- SUMATRA/Traffic Police should sensitise driving schools and the public through workshops/roadshows to highlight the requirements for implementing this curriculum
- Develop comprehensive training material to support this curriculum to be used by all training schools/institutions to deliver effective and standardised training across Tanzania

- Copies of this curriculum plus additional materials should be made available to all driving schools/institutions
- Capacity building for training schools (training of trainers), associations and those responsible for testing and licensing. This should focus on practical training of trainers for instructors from key training schools, prioritising those that serve rural locations.
- Follow up visits from SUMATRA/Traffic Police/NIT to ensure training is being delivered to the required standard

**Conclusion:** This AFCAP-funded initiative reviewed the existing training materials and developed an appropriate training curriculum for motorcycle taxi riders in Tanzania. The entire process was supported by key stakeholders, including training schools and regulatory authorities, as well as feeding in valuable input from the motorcycle taxi riders themselves and addressing the needs of passengers. It is hoped that the newly developed curriculum will be implemented across the country (and beyond) and that the proposals for training, testing and licensing are also realised.

**Tools Utilised:** Questionnaire template for training providers, Questionnaire template for authorities/regulators, NIT and VETA motorcycle training curricula.

**Partners:** AFCAP, SUMATRA, the Traffic Police, HelpAge International and the National Institute of Transport (NIT).

#### About Transaid:

Transaid is an international UK development charity that aims to reduce poverty and improve livelihoods across Africa and the developing world through creating better transport. Transaid was founded by Save the Children and the Chartered Institute of Logistics and Transport. Our Patron is HRH The Princess Royal. Transaid specializes in the following:

- Building the capacity of public health authorities to provide effective, safe and cost efficient transport management systems to promote equitable access to primary health care services.
- Developing and improving logistics and supply chain systems to enhance the delivery of medicines, equipment and relief services to vulnerable communities.
- Promoting effective partnerships to support and enhance community participation in developing sustainable transport solutions in rural areas.
- Developing and delivering transport and logistics training and qualifications for public and private sector operators.

Transaid has the capacity and reach to lead projects throughout the developing world, but is equally capable of providing niche technical assistance to large scale health systems strengthening projects. Transaid maintains strong relationships with a number of leading international organizations including donor agencies such as DfID, DANIDA and USAID, and implementing organizations such as Health Partners International, Options Consulting, John Snow Inc. and Management Sciences for Health.

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<sup>1</sup> HelpAge International, 2012. Learning with older people about their transport and mobility problems in rural Tanzania: focus on improving access to health services and livelihoods. AFCAP/GEN/060/F HelpAge for Crown Agents, Sutton, UK. Available at: <http://r4d.dfid.gov.uk/PDF/Outputs/AfCap/AFCAP-GEN-rural-tanzania-Final-Report.pdf>