

## An investigation into the role of transport operator associations in shaping Transport Services in Africa's rural areas

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**Photograph of Informal Boda Boda  
Association: Bagamoyo, Tanzania**

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**This project was funded by the Africa Community Access Programme (AFCAP) which promotes safe and sustainable access to markets, healthcare, education, employment and social and political networks for rural communities in Africa.**

Launched in June 2008 and managed by Crown Agents, the five year-long, UK government (DFID) funded project, supports research and knowledge sharing between participating countries to enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources.

The programme is currently active in Ethiopia, Kenya, Ghana, Malawi, Mozambique, Tanzania, Zambia, South Africa, Democratic Republic of Congo and South Sudan and is developing relationships with a number of other countries and regional organisations across Africa.

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## Report summary

This final report contains the overall findings of the literature review, interviews and field research undertaken in order to investigate the role of transport operator associations in shaping transport services in rural areas of Sub-Saharan Africa. This AFCAP-funded study explored the role of both public and private transport operator associations in influencing issues such as routing, scheduling and fare setting. The research also explored the role the associations play in shaping rural access as well as the influence they have regarding road safety issues and interaction with police, authorities and other relevant actors. It builds on AFCAP's review of rural transport services. The literature review revealed that there is very little knowledge of how transport operator associations actually work in rural areas and what positive and negative effects they have on the operation of commercially viable rural transport services. The literature review and small field research study enabled some promising practices to be identified that show potential for replication/scale up, including strengthening associations, supporting the creation of new associations, promoting cooperation between authorities and associations, mentoring schemes for small operators and capacity building opportunities. A number of specific future research areas and opportunities for demonstration projects have also been identified.

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## Table of Contents

|                       |       |
|-----------------------|-------|
| List of Abbreviations | (iii) |
| List of Tables        | (iv)  |
| Abstract              | (iii) |

|   | Page       |
|---|------------|
| <b>1. Introduction</b>  | <b>2</b>   |
| <b>2. Literature Review</b>   | <b>3</b>   |
| 2.1 Literature review   | 3          |
| 2.2 Methodology   | 3          |
| 2.3 Findings of the Review  | 5          |
| 2.4 Summary and Conclusions from the literature review  | 9          |
| <b>3. Interviews</b>  | <b>9</b>   |
| 3.1 General Landscape/current operating environment   | 9          |
| 3.2 Urban focus   | 10         |
| 3.3 Routes/fares  | 11         |
| 3.4 Road safety   | 12         |
| 3.5 The role of associations as a ‘safety net’ to operators and the public                      | 12         |
| 3.6 Operator Associations and the authorities   | 14         |
| 3.7 Examples of associations providing solutions for improved access to health care and markets | 14         |
| 3.8 Solutions and recommendations from the interviews   | 15         |
| <b>4. Tanzania Stakeholder Workshop</b>   | <b>16</b>  |
| <b>5. Conclusions and Recommendations</b>   | <b>17</b>  |
| <b>6. Future dissemination activities</b>   | <b>18</b>  |
| <b>7. References</b>  | <b>19</b>  |
| <b>1. APPENDIX A: PROJECT PROPOSAL</b>  | <b>22</b>  |
| <b>2. APPENDIX B: LITERATURE REVIEW SEARCHES</b>  | <b>27</b>  |
| <b>3. APPENDIX C: GREY LITERATURE RESEARCH DOCUMENTS</b>  | <b>83</b>  |
| <b>4. APPENDIX D: INTERVIEW GUIDES (ENGLISH, FRENCH AND MALAGASY)</b>                           | <b>90</b>  |
| <b>5. APPENDIX E: SUMMARY OF INTERVIEWS CONDUCTED</b>   | <b>97</b>  |
| <b>6. APPENDIX F: INTERVIEW TRANSCRIPTS</b>   | <b>99</b>  |
| <b>7. APPENDIX H: TANZANIA STAKEHOLDER WORKSHOP REPORT</b>                                      | <b>157</b> |



| Appendices  | Page               |
|---|--------------------|
| <a href="#">Appendices /</a>                                | <a href="#">21</a> |
| APPENDIX A: PROJECT PROPOSAL                                | 22                 |
| APPENDIX B: LITERATURE REVIEW                               | 27                 |
| APPENDIX C: GREY LITERATURE RESEARCH DOCUMENTS              | 83                 |
| APPENDIX D: INTERVIEW GUIDES (ENGLISH, FRENCH AND MALAGASY) | 90                 |
| APPENDIX E: SUMMARY OF INTERVIEWS CONDUCTED                 | 97                 |
| APPENDIX F: INTERVIEW TRANSCRIPTS                           | 99                 |
| APPENDIX H: TANZANIA STAKEHOLDER WORKSHOP REPORT            | 157                |

## List of Abbreviations

|          |  |
|----------|--|
| AFCAP    | Africa Community Access Programme                                      |
| CCC      | Consumers Consultative Commission                                      |
| ETS      | Emergency Transport Scheme   |
| FESARTA  | Federation of East and Southern Africa Road Transport Associations     |
| MOHA     | Ministry of Home Affairs   |
| MoT      | Ministry of Transport  |
| MoW      | Ministry of Works  |
| NGO      | Non-Government Organisation  |
| NIT      | National Institute of Transport  |
| NURTW    | National Union of Road Transport Workers                               |
| PMO-RALG | Prime Minister's Office – Regional Administration and Local Government |
| Q&A      | Question and Answer  |
| RFB      | Roads Fund Board   |
| RF       | Road Fund  |
| SUMATRA  | Surface and Marine Transport Regulatory Authority                      |
| TABOA    | Tanzania Bus Owners Association  |
| TANROADS | Tanzania National Roads Agency   |
| TASAF    | Tanzania Social Action Fund  |
| TATOA    | Tanzania Truck Owners Association                                      |



|         |  |
|---------|--|
| TAZ     | Trucker’s Association of Zambia  |
| TFG     | Tanzania Forum Group   |
| TOA     | Transport Operator Association   |
| TZ      | Tanzania   |
| UBDAA   | Uganda Bus Drivers and Allied Association  |
| UWAPITE | Umoja Waendesha Pikipiki Temeke (Union of motorcycle drivers in Temeke District, Tanzania) |

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List of Tables

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Table 1: Database search terms and results



## Abstract /

Transport operator associations are a key feature of urban, inter-urban and rural transport services in Africa. Transport services are essential to allow men, women and children to access vital services such as healthcare, markets and education. However, the role they have in shaping Transport Services in Africa's rural areas is under-researched. This AFCAP-funded study addressed this knowledge gap by exploring the role of both public and private transport operator associations in influencing issues such as routing, scheduling and fare setting. The research also explored the role the associations play in shaping rural access as well as the influence they have regarding road safety issues and interaction with police, authorities and other relevant actors. It builds on AFCAP's review of rural transport services. The literature review revealed that indeed there is very little knowledge of how transport operator associations actually work in rural areas and what positive and negative effects they have on the operation of commercially viable rural transport services. This is even more the case for rural freight operations, though obviously freight and passengers are frequently not differentiated in many rural contexts. The literature review and a small field research study enabled some promising practices to be identified that show potential for replication/scale up, including strengthening associations, supporting the creation of new associations, promoting cooperation between authorities and associations, mentoring schemes for small operators, capacity building opportunities. A number of specific future research areas have also been identified and opportunities for demonstration projects.



## 1. Introduction

Transaid is an international development charity based in the UK that works to identify, champion, implement and share local transport solutions to improve access to basic services for people in Africa. Transaid was awarded a contract by Crown Agents to conduct research into the role of transport operator associations in shaping transport services in rural Africa between October 2013 and January 2014. The project proposal is set out in Appendix A. This is one of a series of research, dissemination and knowledge sharing assignments commissioned by AFCAP with the overall aim of promoting safe and sustainable rural access in Africa.

Transport services are essential to allow men, women and children to access vital services such as healthcare, markets and education. Transport operator associations are a key feature of urban, inter-urban and rural transport services in Africa. However, the role they have in shaping Transport Services in Africa's rural areas is under-researched.

This study addresses this knowledge gap by exploring the role of both public and private transport operator associations in influencing issues such as routing, scheduling and fare setting. The research also explores the role that associations play on shaping rural access as well as the influence they have regarding road safety issues and interaction with police, authorities and other relevant actors.

This study involves both desk and field research. The desk research includes a comprehensive literature review of existing published and grey literature on the subject. This literature review determines how much literature already exists and also the key findings of past studies on this topic. By collating and disseminating this literature we hope to contribute towards bridging this knowledge gap.

The field research element of this study involves interviews with representatives from transport operator associations and relevant transport stakeholders from a range of different African countries. The purpose of these interviews is to determine how transport operator associations function, how they influence issues such as routing and fares and how they think transport services to rural areas can be improved. The field research used Tanzania as a critical case study because it has active and influential transport associations and it is also a country where Transaid have strong relationships with the transport industry through their work with the National Institute of Transport (NIT). As part of the research a workshop was conducted on 12th December 2013 in Dar es Salaam that brought together relevant transport stakeholders within Tanzania. The aim of the workshop was to explore the issue of rural access and discuss potential solutions with a particular focus on the role of transport operator associations.

The overall aim of this study was to achieve an enhanced understanding of the role of transport operator associations. An enhanced understanding would allow for meaningful analysis of the potential to work with such associations to find solutions for enhancing transport services in rural areas.



## 2. Literature Review

### 2.1 Literature review

This section describes the findings of a literature review that was undertaken in a systematic manner in order to gather existing literature of rural transport services and rural transport operations. What was clear from the design of the study was that this review would need to draw on both academic, published literature and from literature produced from a range of development organisations as reports and publications, often called 'grey' literature.

### 2.2 Methodology

As a first step to the development of a systematic approach to the literature review, a scoping review was undertaken. This was made to determine the scope and breadth of the possible available literature, its disciplinary direction and the degree to which it was published or un-published (grey) literature. Google Scholar was used initially as an easily available and easy-to-use search tool. Using the same search terms as set out below for the academic databases; the Google Scholar searches produced hundreds of thousands of results so a decision was made to narrow our search by focusing on literature published after the year 2000 and only looking at the first 20 pages of results. It was equally recognised that Google Scholar, though readily accessible, is an imprecise literature search tool as it does not provide consistent, repeatable responses to enable other researchers to repeat our review. It was only used in this instance to gain a scope of the breadth of available literature. Through this initial scope, we concluded that there is a lot of material on rural access in Africa but very little of it mentions the role that transport operator associations have in shaping transport servicing rural areas. The limited amount of material available that discusses the role of transport operator associations is urban-focused.

Literature Review Questions:

The next step was to define the key research question(s) that could inform the systematic literature search process. In discussion with the team it was agreed that the main research questions are:

**How do transport operator associations organise and operate in rural areas?**

**What is the impact of transport operator associations on how rural transport services operate?**

The focus of the review was then defined. It was agreed that the literature review would range over the following areas:

- Rural African communities,
- Passenger and Freight Transport services (both motorised and non-motorised)
- The organisational structure of transport operator associations,
- The characteristics of transport operation (route designation, timetabling etc.),
- The outcome of transport service delivery for rural African communities (costs, access to economic and social services)

A series of key search terms were then agreed upon that could be used to search academic literature databases and that could also be used by other researchers to repeat our searches at a later date – a key element of a systematic approach to a literature review. It was concluded to use the following search terms:

- Rural passenger transport services AND developing countries,
- Rural freight transport services AND developing countries,
- Transport operator associations,
- Transport Co-operatives,
- Rural Associations AND development AND Africa,



- Rural Co-operatives AND development AND Africa

A series of inclusion criteria were then determined. It was agreed that for a study found through the literature search process, to be included in the literature review it should be:

- conducted in Africa OR relevant to Africa,
- related to transport OR to associations/co-operatives,
- relevant to rural areas,
- include associations AND/OR co-operatives,
- regarding passenger or freight transport

A series of exclusion criteria were also determined. Literature was excluded if:

- study does not look at transport services,
- study is not relevant to Africa,
- study is urban-focused with no mention of associations or co-operatives

A group of external experts was identified for consultation. The involvement of such expert opinion is to provide additional external validity to the review process and provide extra insight into some areas of the literature particularly around the 'grey' literature. The group comprises of:

- Dr Roger Behrens (Centre for Transport Studies, University of Cape Town)
- Dr Christo Venter (University of Pretoria)
- John Hine (formerly Transport Research Laboratory and the World Bank)
- Brendan Finn (Independent transport consultant)

Following the design process, the literature search was undertaken. This started by searching the 'Web of Knowledge' database, which is a well-recognised academic citation indexing and search service that covers the sciences, social sciences and humanities. All the search results were documented and included articles were recorded into a table detailing their 'reference' and 'abstract', location, date etc. The 'Africa Bibliography' database from the London University School of Oriental & African Studies (SOAS) was then searched and again all search results were document and articles that met the inclusion criteria were documented.

**Table 1: Database search terms and results**

| Database         | Search Terms  | Total Number of Results | Number of relevant results |
|------------------|---|-------------------------|----------------------------|
| Web of Knowledge | Rural Passenger Transport Services AND Developing Countries | 2                       | 1                          |
| Web of Knowledge | Rural Freight Transport Services AND Developing Countries   | 1                       | 0                          |
| Web of Knowledge | Transport Operator Associations                             | 123                     | 4                          |
| Web of Knowledge | Transport Co-operatives                                     | 397                     | 2                          |
| Web of Knowledge | Rural Associations AND Development AND Africa               | 203                     | 8                          |
| Web of Knowledge | Rural Co-operatives AND                                     | 56                      | 2                          |



|                  |   |     |    |
|------------------|---|-----|----|
|                  | Development AND Africa                                      |     |    |
| Web of Knowledge | Rural Transport AND Developing Countries                    | 397 | 1  |
| SOAS             | Rural Passenger Transport Services AND Developing Countries | 250 | 21 |
| SOAS             | Rural Freight Transport Services AND Developing Countries   | 251 | 0  |
| SOAS             | Transport Operator Associations                             | 101 | 28 |
| SOAS             | Transport Co-operatives                                     | 162 | 1  |
| SOAS             | Rural Associations AND Development AND Africa               | 40  | 1  |
| SOAS             | Rural Co-operatives AND development AND Africa              | 41  | 0  |

The consultation amongst Steering Group members elicited very little additional literature. What was contributed concerned mostly urban transport situations. This we took to be an indication of the very limited literature, published or unpublished that is available on rural transport service operations generally and the role of transport operator associations in particular.

### 2.3 Findings of the Review

#### Rural Transport Service operations:

There is very little literature in the area of rural transport services in Africa. Some of the more significant work is now over 15 years old (for example, Ellis and Hine, 1998). Ellis and Hine (1998) did provide a significant study on rural transport services in Africa. It found that people in rural Africa are not well served with transport services compared to other developing countries. They were found to face higher prices, poorer service quality and frequencies than their rural counterparts elsewhere. This was particularly true of informal public transport services that characterise much rural transport provision across the continent. There has also been work undertaken over a number of years by Starkey together with collaborators (Starkey and Njenga (2007), Starkey and Willilo (2013), for example) to develop methodologies to measure the scale and quality of rural transport services and propose policy directions.

In parallel there has been a larger, yet still very limited, body of work undertaken on urban transport in Africa (TRANSAFRICA, 2008). This main concern of this work has been the issues of informal public transport and most have been conducted in South Africa (for example, Barrett (2003), Bordeaux (2006), Gwilliam (2006), Venter (2013)). These studies particularly focus on the use of motorcycles in urban transport (Kumar and Barrett (2008), Kumar (2011)) and the issues around the lack of regulation and enforcement, the resulting poor quality and high cost, connection to more criminal elements within the informal urban economy, within a discussion of how to deliver more mass-transit options to African cities. Some of this work also highlights the need to work with existing informal provision if urban transport is to be improved. There has also been a very useful set of literature produced on informal public transport operations with African cities produced by the Volvo-funded African Centre of Excellence for Studies in Public and Non-motorised Transport (ACET) that is organised as a partnership between the Universities of Cape Town, Nairobi and Dar Es Salaam. This body of work has also sought to understand the organisation and behaviour of informal public transport as a business sector (Graeff (2008); Orero and McCormick, (2011); McCormick et al. (2012); Orero et al. (2012); McCormick et al. (2013)).



Recent work, namely the UK Department for International Development (DFID)-funded AFCAP Research Programme, on rural transport services is a significant contribution to the very sparse literature in this field. This work undertook some small-scale primary data collection in 3 areas of rural South Africa. Venter et al, (2013) found that rural transport services can be characterised as providing a 'differentiated' service depending on the operating conditions under which they operate and the quality of the infrastructure. They describe 4 types of service (large formal bus, informal minibus, informal pick-up vehicles and other informal small vehicles) that operate in different ways and with different characteristics and markets. In fact what they (Venter et al., (2013)) describe is a flexible range of transport services that are responding to the conditions and market encountered in the rural areas surveyed. This has some parallel to work reported in the urban West African context by Grieco, Apt and Turner (1996) who describe a very differentiated informal urban transport market delivering a transport services that provided a range of mixed freight and passenger transport services using a range of vehicles to a complex formal and informal urban economy.

Hine (2014) has made the following observations:

- **Over the past 25 years there have been at least five major comparative studies of transport costs in Africa and Asia**
- **The studies confirm that transport tariffs in Africa, for comparable journeys are many times higher than in Africa than in Asia**
- **However there are differences in the reasons behind the higher costs: earlier studies emphasised cost factors while the latest study by the World Bank (2009) puts more emphasis on very high profits.**
- **Later studies emphasised:**
  - **Most vehicles are imported second hand**
  - **Low utilisation of vehicles**
  - **High barrier costs on international routes**
  - **Super profits being made by operators**
  - **The presence of cartels preventing competition**

Transport operator associations:

Recent work on informal urban transport in Africa has highlighted the role of organisations or collective behaviour around grouping routes and operators together (Gwilliam 2006). This is argued to lead to higher prices and lower quality than open competition would produce and is detrimental to the service user. As a result, the operation of the associations has become a useful focus understanding transport service operation. The literature also characterises a policy debate around whether to 'formalise' public transport operations into bigger units and organisations for ease of regulation and delivery of quality improvements or to develop associational forms to better control and regulate the large number of small-scale operators that deliver urban public transport in many African cities. This could threaten the significant employment and income-generating opportunities they represent for urban inhabitants.

Work by ACET and others mentioned earlier (Greaff (2008); Orero and McCormick, (2011); McCormick et al. (2012); Orero et al.(2012); McCormick et al. (2013)) has sought to understand in detail the business organisation of informal public transport operators, particularly of the informal, *matatu*, minibuses used in Nairobi. The work



of McCormick et al (2013) identifies 8 elements of business strategy that are used to varying degrees by *matatu* operators within Nairobi:

- business ownership and investment;
- financing;
- routes and vehicle types;
- pricing;
- operations;
- promotion and advertising;
- customer relations; and
- business linkages and networking

There is potential for the development of improved policy if this understanding of business organisation is taken into account.

Work from rural development and organisational studies provides some useful insights with which to explore the workings of transport associations (for example, Cleaver and Toner (2006); Lyon (2006); Galvan (2007); Ortmann and King (2007)). Lyon (2006) explores several formal and informal groupings in rural Ghana including the formally-structured Ghana Private Road-users Transport Union (GRPTU) with a view to understanding how such organisations form, develop and grow. Lyon focuses on 3 areas of organisational development:

- Incentives to co-operate and issues of trust
- Power and Sanctions
- Habitual Actions and Calculativeness

In terms of the GPRTU, Lyon highlights that the incentives to co-operate include:

- Access to stations and taxi ranks,
- help when sick,
- donations for union branches funerals when bereaved,
- bonus/dividends,
- loans,
- guarantees for accident repairs,
- organised queuing system and dispute settlement

Lyon reports that trust is developed through hierarchical structures and through attendance and support at funerals, a major event with Ghanaian social relations. Lyon also reports that a range of measures are used as sanctions in order to maintain power of the association including fines, exclusion from operation and violence. An approach that tries to understand the nature of transport operator associations in terms of how they organise and sustain may help in the development of transport policies that maximise the benefits they could bring to transport services.

Venter et al. (2013) also report the activities of rural transport associations in managing and allocating transport supply across these differentiated markets. They report that “by mutual consent the potential market place is divided up between transport operator associations into non-overlapping geographical areas”. They also report that the existence of sanctions to maintain the associations’ approach to the marketplace. They report that failing to adhere to the boundaries of these non-competitive geographical operating areas and the “Incursion of informal property-rights is often met with violence”.

Interestingly, Venter et al (2013) report mechanisms to provide equitable access to economic opportunities for members, by way of providing an incentive for association membership and possibly as a way of ameliorating the



negative consequences of open competition on small transport operators. They report that "Associations then allocate specific minibus-taxis to specific routes, using a rotational system to ensure all members get equal exposure to profitable corridors" (Venter et al. 2013). Similar allocation systems elsewhere in Africa also involve queuing practices at bus terminals and loading points. These practices involve bus terminals being controlled by transport operator associations and operators being required to queue for loads on a first come, first serve basis and vehicles not being able to ply a route until full. This can place significant burdens on passengers in terms making journey and waiting timings unreliable, reducing the comfort and quality of the travel experience and, particularly in urban areas, making boarding transport away from the terminals nearly impossible (Fouracre et al., (1994); Apt, Grieco and Turner, (1996); Starkey et al., (2002)).

Venter et al (2013) also highlight that there are limits to the transport associations' control, in that operators of old minibuses and pick-up trucks frequently found on the most rural, least profitable routes are frequently not members of the transport associations. However, transport associations actively seek to collaborate with these non-members so as to operate 'feeder routes' up to the main roads and connect with association members operating them. As Venter et al (2013) report this "clearly benefits the minibus operators by consolidating demand. It also benefits bakkie [pick-up truck] operators, many of whom are aspirant minibus owners, who now have an entry point to the association. It can however be said to disbenefit passengers, who incur sometimes lengthy waits and discomfort at the transfer point. However, associations indicated that, without the lower-quality bakkie and kartjieban vehicles, they would not be willing to penetrate as deeply into rural areas." It could be said that the associations that are managing the threat of unregulated operators who seek to operate along profitable routes from off-road locations by co-opting them to provide feeder services. They may also be managing the harsh economic environment by seeking consolidated demand. It may also be argued that the actions of the associations offer policy-makers opportunities to develop integrated feeder and arterial services that could benefit the access of off-road communities by building on these existing informal linkages.

Work by Starkey et al (2002) does set out some of the possible options for policy-makers to consider in terms of managing rural transport services, including dealing with transport operator associations. These include financial considerations around the provision of credit for improving the quality of the vehicle fleet, operating subsidies, regulations including quality and quantity controls on operators, working with operator associations to alter their practices and encourage them to view the operation of the transport sector more professionally.

This literature review has not been able to find any literature explicitly on rural freight and goods transport operators and their associations, except where such flows are integrated into passenger services as is often the case amongst informal public transport services in urban and rural settings. There is a significant gap in knowledge around transport operators associations in the freight sector. Despite this, there is a similar narrative from recent work by Teravaninthorn and Raballand (2009) on International Trucking costs in Africa which highlights the existence of queuing practices and freight-sharing systems that seek to share the market trade across a range of operators in efforts. This work records that stakeholders justify such approaches as a way of maintaining fairness within the market and offering the scope to share profits with small operators. The work, however, also highlights the significant dis-benefits that such sharing and queuing practices appear to have including reducing competition, reducing operating mileage, encouraging oversupply and thus increase costs to transport users. Ogunsanya (2006) demonstrates that in Nigeria, for example, not all freight load allocation is through transport operator association-controlled lorry parks, which account for just over 35% of all loads found by a truck operator. Delaquis (1993) sets out a range of policy options in Ghana that would incorporate the transport operator associations in the development of freight-based improvements including:

- Incorporating the transport operator associations in the enforcement of registered loading allowances.
- Encouraging higher utilisation by controlling the number of vehicles licensed as commercial vehicles
- Encourage the use of larger vehicles.
- Assisting in the development of a more hierarchical and interactive transport
- Networking through involving the transport operator associations in the development of a "feeder" system between smaller trucks and routes and larger ones.



## 2.4 Summary and Conclusions from the literature review

It is clear that there is very little existing literature on the area of rural transport services and rural transport associations in Africa. It also clear that there is very little literature in some surrounding areas of research that could be drawn on. These include urban transport operations in Africa, urban transport associations and freight related transport services in Africa. As a result, the review has sought to draw from a wide range of other development literature that could inform our understanding of associations within an African context.

From the existing literature, it is clear that there is much to be gained from a more in-depth understanding of the operation of transport services (both urban and rural) in Africa and the role that association amongst operators (where it exists) plays in maintaining services at commercially viable levels, disadvantages users or provides opportunities to control markets and make excess profits. There is also much to be gained in terms of a better understanding of which policy direction to take in order to improve transport services. The literature points to a need to understand the incentives and benefits to operators of being members of an association and in particular the nature of the business environment that makes membership attractive. Earlier AFCAP-funded research highlights the differentiated nature of rural transport services and the risks inherent in a business environment where infrastructure is poor and potential economic shocks and loss of earnings are significant may make associations attractive. The literature also points to the rational and strategic nature of association membership and the benefit that may come for policy development if policies are designed with these rational choices in mind.

## 3. Interviews

### 3.1 General Landscape/current operating environment

As part of this research and to build on the findings of the literature review, fifteen interviews took place in six different African countries. Twelve of these interviews were with representatives from transport operator associations offering passenger or freight services. The remaining three interviews were conducted with key transport authorities in Tanzania. (Please refer to appendices D (interview templates), E (summary of interviews conducted) and F (for transcripts). To include perspectives from rural areas as much as possible we also included interviews with cooperatives in Madagascar as an example of how transport services are formalised into 'associations'.

In some countries, such as Nigeria, it is mandatory for a transport operator to be a member of an association so membership is high and the associations are well established and recognised- ***'Operators who join our association gain identity and respect: NURTW is well-known and respected'***- (Balogun, NURTW, Nigeria). In other countries we also see high levels of membership from large operators who see the commercial benefits- ***'The association helps to market the industry as a relevant industry to national development. It can help them through capacity building – driver recruitment and training; business development; collaboration amongst operators and outside the industry'***- (Robert Mtonga, TAZ, Zambia). Interestingly, the interviews and the discussions at the stakeholder workshop in Tanzania revealed a desire from a number of smaller operators to join associations as it offered them a level of security in an otherwise unstable business environment. Representatives from the Boda Boda association UWAPITE in Tanzania cited the following as the main benefits of joining their association:

- ***'It is an opportunity to attain knowledge on Traffic Laws, rules and regulations necessary to comply to avoid crashes***
- ***'Due to insecurity of the mode of travel members have received training from the Police force on self-defence and how they could be vigilant against hooligans and unfaithful customers. They now work together with the police due to improved relationship through the association.***



- **Members now know most of their obligations and rights. For instance what procedures to be followed to claim compensation from Insurers in case of accidents.'**

The associations are often run by the larger operators with cross-border business interests. As Dr Kizango from TATO, Tanzania states; **'The potential [for the freight industry in Africa] is big. There are so many opportunities. South Africa is still handling more cargo by far than the other African ports. South Africa controls 72%, Mombasa 6%, then Mozambique then Tanzania on 4.8%. Zambia is 100% dependent on international imports and exports.'** Some associations are highly organised and are engaged in active discussions with government, sit on road safety committees and review national training standards- **'Transport Operator Associations are given an opportunity to go to the regulators and have a sit down discussion'**- (Enea Mrutu TABOA, Tanzania). Other associations are very informal and do not have much interaction with the Government and authorities, for example the Boda Bodas.

The Boda Bodas are a prominently emerging mode of transport in Tanzania and in some rural areas they are the only mode of transport. The Tanzanian Traffic Police claim that there are **'600,000 plus motorcycles... They make up 50% of the country's overall fleet'**. Despite this, there is only one official and registered Boda Boda association. This is called UWAPITE and is based in Temeke District and has 2,500 members. However, field research in the rural district of Bagamoyo shows that informal associations are beginning to form between Boda Boda operators, which are mainly based on friendship groups and location. All of the Boda Boda operators interviewed expressed an interest in formalising and registering their association and could see many benefits that a formalised association could bring (e.g. training opportunities, better organisation and safety initiatives).

There was some evidence of ethnic diversity in the leadership of the associations but most associations were led by a member of their own ethnic group. There was also little evidence of a gender balance, with women not being represented in a meaningful way. Sometimes women held clerical positions in transport companies but we did not see evidence that they were playing an active role in transport associations, with the notable exception of Salami Adedamola Our Ode, the Emergency Transport Scheme (ETS) Focal Person from Nigeria's National Union of Road Transport Workers (NURTW).

### 3.2 Urban focus

Our interviews have reinforced the perception that associations largely focus on urban areas and the areas where there is the most commercial gain; **'Operators do not want to serve rural areas for the sake of profitability-there is less profit in rural areas'**- (COLIS EXPRESS, Madagascar). Usually these are areas where there are high volumes of passengers or freight. The association headquarters are often located in the capital cities and it was challenging to find representatives and encouraging practices that associations had set up in the rural areas. Many of our interviewees expressed an opinion that operators have no desire to operate in rural areas; **'Our members don't necessarily base themselves in the rural areas nor have their whole operation in the rural areas. The National Road Transporters Association would probably not represent those transporters who are based in the rural areas and only operate within the rural areas'**- (Barney Curtis, FESARTA, East and Southern Africa). The long routes with poor quality roads mean high operating costs and the low population density in the rural areas means low profitability. This is made more extreme by the fact that income is much lower in the rural areas so many people cannot afford transport costs. Leo Ngowi from SUMATRA in Tanzania said that rural people may not want to use public transport because **'the fares charged are relatively high against low income members of the rural communities. They can walk and save money.'** While simultaneously operators do not want to operate in rural areas because of the **'Relatively high operating costs- high rate of wear and tear- and they want to avoid risk of recovering the respective investment.'** One of the participants at the Tanzania Stakeholder workshop held in December 2013 voiced the question **'why bother with rural areas? Business is based on supply and demand. There is no demand for transport services in the rural areas so why should we supply them?'** This question provoked much debate in the workshop and resulted in many differences of opinion. Some participants argued that the role of the transport associations could increase the 'demand' for services by offering security for



passengers, more reliable services and a role that made transporting farm produce more viable by consolidating loads, using bigger vehicles which could bring down unit costs and helping to reduce post-harvest losses.

A limitation of the December workshop was the limited rural voice and perspective. However, there was a general recognition from the interviewees that there is a need to improve services to rural areas both for commercial opportunities and to improve the livelihoods of those living in remote communities.

When interviewed, Barney Curtis from The Federation of East and Southern African Road Transport Associations (FESARTA) said; ***'No I haven't seen any encouraging practises in rural areas. I'm not aware of any new practices that are taking place... However, I can assure you that this issue of rural access is in everybody's minds and there is a serious opportunity here.'***

Leo Ngowi from SUMATRA in Tanzania supports this notion claiming that ***'the Government should encourage investment in rural areas and people should not feel pressured to move to the city. They need to make fares affordable to rural members of the community.'***

Northern Nigeria and the NURTW is another example of how a highly commercial organisation is offering a service for pregnant women that is not a commercially driven initiative but one that affords the NURTW considerable kudos at a national and international level and where they are recognised as a positive and constructive force for this work. Danjuma Sabu, the Gombe State Secretary of NURTW, listed the ETS as one of the aspects of the association that he is most proud of.

### 3.3 Routes/fares

Our interviews suggest that the routing and scheduling is usually operator-driven, with operators (or associations) applying for a licence to operate a specific route where they see a business opportunity. This can be a difficult bureaucratic process and sometimes licences are granted just for short periods; ***'In case of a lack of vehicles, some cooperatives work together. It is very difficult to obtain a new license from the Agency for Land Transport (ATT) because of favouritism, corruption. A special permit is valid for only 15 days.'*** (KOFMAD, Madagascar). Sometimes there is dialogue between transport associations and the regulators but this is usually limited to the application. However, there is scope to broaden this dialogue to encourage competition and bring the voices and needs of people in rural areas into the discussion. Once a route is approved the operators can determine the frequency that their buses operate along it. While it is difficult to determine how often this is carried out in practice, there are examples of associations trying to ensure that not all places were filled at the motor park so that passengers could be picked up halfway along the route; ***'For the sake of travellers who can't get to the sales counter the cooperative makes plans so that vehicles departing from the 'motor park' should not be full and that drivers can pick up passengers halfway'***- (FIFIMO, Madagascar). This is important as otherwise picking up passengers was seen to be down to driver discretion and in some areas there was reluctance to stop at non-designated areas at night in rural areas. These discussions suggested there was an important role for associations to plan in ensuring a level of equity for those living far from the motor parks.

Our interviews revealed that, in theory, most fares are legally set by the government and regulators and this certainly seems to be the case for passenger services in the rural areas Africa-wide. However, in practise, these fares are reduced or increased by the operator based on supply and demand, especially in the rural areas. ***'In principle, there are rates already established between the operators and the Ministry, but currently it is the law of supply and demand that dictates the price... As there are many cooperatives competing with each other, it is very difficult to set a fixed rate.'*** (KOFMAD, Madagascar).

The Consumers Consultative Commission (CCC) in Tanzania advised that they had managed to bring about a reduction in fares of 15% through targeted advocacy. Oscar Kikoyo from the CCC in Tanzania explains- ***'The Commission on behalf of consumers negotiates the rates /fares after which the regulator determines the fare. Any party who is not satisfied with the fares set can make a submission (appeal) to the Fair Competition Tribunal. It has only happened about three times where the commission was not satisfied.'***



Despite most associations having some changeability in the setting of fares, there were generally procedures in place that meant fares were regulated and monitored, to varying extents. However, the only mode of transport that appears to operate outside of this regulation is the Boda Bodas, for which fares are negotiated purely between customer and driver.

Most associations cited the following as having an influence in the costs and fares charged: road conditions, distance, price of fuel, and type/weight of goods (for freight vehicles).

While registering to become a member of the NURTW in Nigeria is free, most members paid a small fee to become a member of their association. Upon registration, members receive an identity card and their details are registered in the association's database. Apart from those countries where it is mandatory to join an association, most associations claim that they use the identity cards as a way of excluding non-members from the benefits of membership. However, Robert Mtonga from the Truckers Association of Zambia (TAZ) views this exclusion from a different angle; ***'We do not want to create a culture of exclusion or restriction- we want to be outward-looking and focus on the benefits of membership and what we can do to make those non-members want to become members.'*** In fact, most of the associations interviewed expressed a desire to encourage as many members to join as possible unless their membership was limited.

### 3.4 Road safety

Almost all of the interviewees recognised that there were road safety challenges in rural areas, specifically regarding issues of driver training, challenges of driving on rural roads, driver fatigue, motorcycles, pedestrians/cyclists and other vulnerable road users. Some were offering training through the association (NURTW, Uganda Bus Drivers and Allied Association (UBDAA) and Truckers Association of Zambia (TAZ)) but many recognised that more needed to be done and that the associations could provide opportunities for driver, fleet management and business development training.

***'Operating in rural areas is high risk. That is why we want to introduce the fleet management programme because how do you monitor the behaviour of a driver? They need continuous training. There are plenty of dangers.'*** - Robert Mtonga, TAZ.

In Madagascar the issue of road safety was seen to have two sides – the road safety side and also a question of security in a vulnerable environment where there are many 'zones rouges' in the rural areas where attack from bandits is increasingly common. To try to limit this risk, the three associations interviewed in Madagascar have a number of safety rules in place for their drivers, these include; no driving at night, all drivers must carry a mobile phone and the 'taxi brousse' - the minibus taxis) often travel in convoy.

### 3.5 The role of associations as a 'safety net' to operators and the public

In many of the different contexts that we have undertaken interviews in, interviewees have expressed that they face a very uncertain business environment. They are susceptible to a range of unexpected 'shocks' and costs from vehicle failure, absence or high cost of genuine spare parts, petty corruption, arrest of drivers and owners, accidents, etc. Businesses are frequently operating within areas where legal requirements are less than clear and open to varying interpretations. This may be reinforced where ownership in the sector is characterised by a large number of small operators - even where large operations exist - and as a result the reserves and margins that such small operators have to withstand such unexpected shocks is small. Any attempts that operators associations may be able to provide to share the shock and limit the uncertainty from a competitive market is welcome.

As a result, from the transport operator association perspective, one of their roles is to provide strength in numbers in the face of such an uncertain business environment. They claim to act in order to provide benefit to owners and staff in terms of welfare, sharing costs and proving finance for vehicle repairs parts etc.



***'The main objective of NURTW is to improve the economic welfare of its members...The road accident health insurance scheme ... loans to vehicle members... engine oil in NURTW name is sold to members at a cheaper price... The adult education scheme... The union has bought a 9 hectare of land to provide houses for officials and members.'*- Kabiru Ado Yau (NURTW)**

The extremes of this come from the Boda Boda operators who definitely see that they are operating in a less than supportive environment and that an association may be beneficial to conducting business in this area. The Boda Boda discussion is a new and changing one at the moment - it is not about an historic transport operator association (such as the NURTW) that is trying to resist the changes in the market towards more competition - they are actively discussing now the benefit to operators forming an association.

***'Unity is strength. United in an association we could do many things to improve our services including getting training and accessing social benefits/welfare ... assistance from fellow members in case of difficulties such as sickness, theft of property, accidents etc.'*- UWAPITE, Tanzania.**

Many of the interviewed transport operator association representatives considered the concept of the 'lobbying voice' as the most valuable benefit of joining an association. They feel that they have power in their unity and the leaders of the associations can voice the complaints of their members to authorities and this can lead to changes that will benefit their members and make their operation more effective and efficient. The words 'voice' and 'platform' were used by every single association interviewed and are widely perceived as the main motivation for an operator to join an association. Dr. Omar Kizango from TATOAA claims that ***'the association acts as a mouthpiece for truck owners to voice issues they cannot handle individually. It is a centre to improve the efficiencies of fleet management, statutes and policies.'*** This demonstrates how vital transport operator associations truly are when it comes to improving transport services. An individual operator may know what improvements need to be made on the ground but they would not have the power and influence to approach authorities and policy-makers alone. However, when part of an association they can voice their thoughts to the leader of the association who can then have discussions with the authorities.

The UBDA in Uganda has started working collaboratively with the transport police and some of their members have been accompanying the police at vehicle checkpoints. Their National Chairman, Kiwanuka Hannington, claims; ***'Before we started communications with the police they hated bus drivers and thought we intended to make accidents and shed blood. Now they know that is not our intention. We have had discussions with the police to work out 'what causes road accidents?' and we found that there are so many causes. We have to work hand-in-hand with authorities so they know the causes.'***

Further to this, Robert Mtonga from TAZ describes how his association strives to work with many key stakeholders including the Road Transport & Safety Agency, the Zambian Development Agency and the World Bank office in Zambia. He claims that ***'this interaction with stakeholders is promising better things to members'***. Therefore, effective communication between authorities, regulators, stakeholders and operators can lead to improved transport services.

Other benefits offered to association members include examples of reductions in insurance of 5% which is offered to members through the Tanzania Bus Owners Association (TABOA) and the welfare packages offered by the NURTW in Nigeria. The UBDA in Uganda supports widows and orphans if a driver is killed or injured in a road crash and FIFIMO in Madagascar provides financial support in the form of loans for repair, spare parts and maintenance of their vehicle.

The interviewees also highlight the benefits that the public can gain from using transport services provided by members of an official association. Some claim that passengers are more likely to trust a known driver or a driver from a known association as it strongly implies that these drivers adhere to set regulations. The President of FIFIMO in Madagascar says; ***'If the transporter is unknown to the community then rural travellers will not use their vehicles because of the rumours about human organ trafficking circulating in rural areas.'*** This shows just



one of the dangers perceived by the public when using unknown transport. UWAPITE claim that one of the main reasons for passengers' reluctance to use Boda Bodas is because they think that the driver is unsafe or lacks training. This is why they hope to gain a good reputation so that when a passenger uses a Boda Boda part of UWAPITE, they can feel safe in the knowledge that only competent drivers are part of their association. This is another example of how trust can be built between driver and customer and how associations can play a big role in enabling the building of trust.

### 3.6 Operator Associations and the authorities

The interviews revealed that some transport operator associations are keen to collaborate with the authorities and vice versa. The operators see benefits in being part of a dialogue and having input into new regulations and policies. They want to see other operators who cut corners held to account as they are making the environment increasingly unprofitable. The traffic police and regulators also advised that they had limited resources and needed to work with the associations towards self-regulation and to negotiate win-win positions.

***'It is a good idea to bring people together to raise funds. We need to involve the police but it is not solely their duty. We need an outside body to initiate and sensitise- it will be better received if driven by civil society.'***- Tanzanian Traffic Police.

TABOA allegedly worked with the Tanzanian Traffic Police to successfully reduce the number of police check points from 16 to 4 along one route. The Secretary General claims that this has improved the productivity of their members' fleets. KOFMAD in Madagascar claim that their vehicles often travel in tandem with a police vehicle to dangerous areas to try and tackle the problem of bandits.

When interviewed, Inspector Ntoka from the Tanzanian Traffic Police claimed that the police ***are 'experiencing a Boda Boda problem'***. He said that Boda Boda drivers lacked education on safety and it is difficult for the law enforcers to reach the rural areas due to limited resources. He also said that in rural areas there is more poverty which means that it is difficult for drivers to pay for training and many do not have licenses, helmets or any high visibility clothing.

***'Each village has more than 10 Boda Bodas – how did they learn to drive and behave on the road? ... Someone learns in the morning and drives in the afternoon.'*** (Inspector Ntoka – Traffic Police, Tanzania)

### 3.7 Examples of associations providing solutions for improved access to health care and markets

#### Access to health care

The Emergency Transport scheme in Nigeria is a system for providing timely and safe emergency referral transport for women during medical emergencies related to pregnancy and childbirth, using locally-available transport resources. It uses an existing passenger transport operator association – the National Union Road Transport Workers (NURTW) to provide an essential transport service. The scheme has a series of stages: a) drivers volunteer to be part of the scheme, often through their union, the NURTW, b) drivers are then trained with basic first aid and skills to facilitate emergency referral c) a volunteer driver is alerted to a medical emergency b) driver transports woman to the closest appropriate facility c) driver is compensated for his fuel costs d) the transfer is recorded by the driver and community volunteers e) the driver is given priority for loading passengers at the local transport terminal or 'motor park'. The main success has been the number of lives saved. 5,515 women, equivalent to 95% of reported maternal complications, were supported by community emergency transport schemes over the period December 2009-May 2012 under a DFID-funded programme in Northern Nigeria (See Green, C., 2012, Analysis of Data From Community Monitoring System in Katsina, Yobe and Zamfara



States, December 2009 to May 2012. Produced on Behalf of the PRRINN-MNCH Programme and Green, Adamu et al. in *World Transport Policy and Practice*, vol 19, 2, March 2013). Other notable successes of the ETS scheme include success in facilitating women to negotiate the health system, training volunteer drivers and having volunteers rewarded and recognised for their efforts. This is an example of the influence that commercial associations can have in directly improving rural access in a sustainable way and being perceived as a constructive force for social change.

### Access to market

During the interviews there was a strong focus on how rural communities can access the markets to buy and sell their produce and the scope for transport operator associations to enable improved market access. Some associations offered services for agricultural products but were limited in what weight/volumes they could carry – often to what a person would be carrying with them. Sometimes this was also limited by the client's mistrust of the driver and their insistence on accompanying their products. KOFMAD in Madagascar claims that this issue can be overcome by improved trust in the association and that they strive to; ***'establish a relationship of trust between customers and drivers: Often customers do not travel with their goods, they simply assign drivers.'***

Private sector transporters claim to not go into the very rural areas as it is not commercially viable to pick up small volumes of low margin product. A private sector transporter in Madagascar stated they did not carry perishable goods. This results in a difficult operating environment for a farmer with low volumes looking to sell products and hoping to make a profit. The opportunities seem to arise in bulking (or consolidating) further up the supply chain. Cooperatives in Madagascar offer a solution that could be explored by more associations; transport operator associations/cooperatives could provide a service to bring small-scale farmers together to consolidate loads and seek rates for full loads or larger vehicles with reduced empty running. This may be more attractive in monetary terms and also in terms of product security for the farmers and it also reduces the punishing routine of travelling with goods to market (a burden which seems to fall disproportionately to women).

## 3.8 Solutions and recommendations from the interviews

While noted that there was competition, most associations also welcomed new associations forming; as long as this did not fragment the 'voice'. There are also clear opportunities for associations themselves to take a proactive step, replicating the successful initiatives that have been shared and will be further shared through this research.

The authorities and regulators interviewed all seemed eager to work with transport operator associations towards collaborative solutions. There are some serious opportunities for the regulators/authorities to bring associations into the dialogue through arranging forums (and including the Boda Boda operators who have previously been excluded) and to make it easier to create associations and make guidelines for this available.

From the interviews conducted and the literature review, transport operator associations cannot be uniformly characterised as negative in a rural setting without further evidence. Some evidence suggests that in a hostile business environment, such co-operation amongst operators may be reasonable and rational. There is also a case to be made for working with existing transport operator associations in the efforts to improve rural transport services.

Changes in the rural transport market in countries such as Tanzania, from the growth of motorbike taxis, means there is potential for demonstration projects that look at setting up formal associations in collaboration with some Boda Boda groups.

Funding is required to address identified institutional weaknesses – provide capacity building on driver training, transport management, management of operator associations, mentoring schemes for small operators and business training.



#### 4. Tanzania Stakeholder Workshop

A workshop was conducted on 12<sup>th</sup> December 2013 in Dar es Salaam that brought together relevant transport stakeholders within Tanzania. These participants included representatives of transport operator associations, the Ministry of Transport (MoT), The Ministry of Works (MoW), The Traffic Police and academic transport lecturers. The aim of the workshop was to explore the issue of rural access and discuss potential solutions with a particular focus on the role of transport operator associations.

The main objective of this workshop was to bring together relevant transport stakeholders, thereby allowing room for discussion and strengthening relationships within the industry and with the authorities/regulators. The workshop also served as a means to inform participants about AFCAP and Transaid and what is currently being researched and done to tackle the issue of rural access. We also hoped to gain the participants' perspectives on the main transport issues affecting people in rural areas and share their knowledge about transport operator associations and how transport decisions are made (e.g. routing, fare setting etc.)

The discussions during the 'break-out' group sessions were based around the following themes, all under the overarching theme of the role of transport operator associations:

- How can we improve rural services and what are the opportunities?
- Rural road safety
- How do we improve interactions between associations and government?
- Boda Bodas in the rural areas

Each group had the opportunity to feed back to the rest of the room and discuss each theme. This resulted in a better collective understanding of the systems and regulations in place regarding the setting of fares and designing of routes. It also allowed room for debate on the contentious topic of Boda Bodas. Some participants were nervous at the idea of Boda Boda operators forming associations, claiming that by bringing them together you will be making them stronger and thus increasing the hooliganism and 'mob-mentality' that is often associated with Boda Bodas. While others thought that formalising them into associations will allow for improved regulation and will ultimately make them safer for passengers.

Each group produced a collaborative road map with solutions for improving rural access and how transport operator associations can shape these improvements (see appendix H). It was generally agreed that transport operator associations can play a very critical role in the improvement of rural transport services. Most participants identified a need to strengthen existing associations and support new associations in being established. It was concluded that by strengthening associations and improving their organisation, they can help transporters to self-regulate. This could lead to improved road safety as the association could make it mandatory for drivers to undergo training or use safety equipment. Opportunities for transport operator associations to work collaboratively with authorities and regulators were also identified. By working together they can identify people's transport needs and where services could be improved. Being part of an association helps operators to communicate with authorities because they have 'strength in their unity'.

It was also recognised that consumers need to be aware of their rights and that there is a need for improved public awareness. It was suggested that consumers should not have to put up with dangerous driving or unsatisfactory service. If they know their rights then they can voice their complaints and the association can do something about improving their services. Furthermore, if consumers feel there is a transport service that is not being provided or an area which has inadequate transport services then they must know who to voice their opinions to. It was agreed that associations should participate in key events (e.g. road safety events) and should be made more visible and known to the public. This creates a win-win situation where consumers know and are able to trust their transport providers and, as such, the transport providers gain more custom.

Many participants recognised that transport operator associations provide their members with a 'safety net' in terms of benefits and opportunities and also in the event of an accident or emergency. Mr Mrutu from TABOA



shared about the insurance discounts that his members get and also the 'one stop shop' system TABOA are introducing where members can get discounted spare parts and equipment. A member of UWAPITE claimed that they make sure they have all their members' mobile phone numbers in case of an incident and they are trying to introduce radios to overcome the issue of lack of phone signal in the rural areas. Many representatives of associations claimed that the purpose of their membership fee is to provide for members' healthcare if involved in an accident. This concept of transport operator associations providing a 'safety net' is a prominent one and one that also came out in the interviews.

## 5. Conclusions and Recommendations

It is clear from the literature review, the interviews and the workshop that there is very little knowledge of how transport operator associations actually work in rural areas and what positive and negative effects they have on the operation of commercially viable rural transport services. This is even more the case for rural freight operations, though obviously freight and passengers are frequently not differentiated in many rural contexts.

Findings from the interviews and workshop in Tanzania suggest there are opportunities in other countries for regulators/authorities to bring associations in to any dialogue around licensing, routing, scheduling and fare settling through arranging forums (as evidenced in Tanzania) and also to make it easier to create associations and make guidelines for this available. The authorities and regulators interviewed in Tanzania seemed eager to work with transport operator associations towards collaborative solutions.

There are also clear opportunities for associations themselves to take proactive steps to improving rural access in a way that is commercially viable. Interesting examples include load consolidation in Madagascar for small-scale farmers, mentoring schemes for smaller operators in South Africa and large scale initiatives to provide emergency transport services for pregnant women in Nigeria. These suggest there are a number of promising initiatives that could be explored further and replicated in other countries.

There is a need to further understand rural transport operator associations from a range of different perspectives (mirroring some of the existing urban transport associations) including:

- How they work as institutions?
- What benefits they bring to their members?
- How they grow and how they can be developed to maximise the benefits they can bring to users?

From the interviews conducted and the literature review, transport operator associations cannot be uniformly characterised as negative in a rural setting without further evidence. Some evidence suggests that in a hostile business environment, such co-operation amongst operators may be reasonable and rational. There is also a case to be made for working with existing transport operator associations in the efforts to improve rural transport services.

It is also clear that there is very little in the way of a toolkit for policy-makers to develop effective policies to involve transport operator associations in the improvement of rural transport services. Regulators and public authorities in Tanzania have made encouraging process in terms of a dialogue with the transport operator associations (both passenger and freight) and have some initial documents to support associations who wish to register. Beyond this we saw little in the way of practical tools.

We need to establish in more detail what the needs of the people in the rural areas for rural transport services are. Also, what specific needs should the transport associations address beyond what has been covered in this study?



Changes in the rural transport market in countries such as Tanzania, from the growth of motorbike taxis, means there is potential for demonstration projects that look at setting up formal associations for some Boda Boda groups.

Funding is required to address identified institutional weaknesses and provide capacity building on driver training, transport management, management of operator associations, mentoring schemes for small operators and business training. These issues were highlighted in many of the interviews. The role of women in associations and as users of transport (often both freight and passenger) services needs to be explored further.

Throughout the research, and particularly in Tanzania, Transaid has worked closely with the National Institute of Transport (NIT) in Tanzania. This enabled strong local ownership of the research and will help build regional capacity in rural transport research.

Through this research we have been able to highlight the role that associations can have on shaping rural access and what may be done to enhance this. The stakeholder workshop in Tanzania and the development of a collaborative road map for action contributed an element of capacity building to the transport operator associations and helped to promote the identification of win-win solutions between the associations, public authorities and civil society. It is hoped the workshop has served as a catalyst for action and it is recommended that the specific opportunities identified are developed further by the participants, by the NIT and Transaid local offices in Dar es Salaam and by AFCAP.

## **6. Future dissemination activities**

Following approval of this final report Transaid will work with Crown Agents to ensure the results of the research are widely and effectively disseminated. The report will be published on the AFCAP and Transaid websites, a technical case study will be written in English and French and the tools developed through the research will be made available on Transaid's Knowledge Centre in English, French and Malagasy. We will look to place a peer reviewed paper in the Journal of Transport Geography, Journal of Transport Business and Management or the Transport Policy Journal. Finally a small number of hard copies of the final report will be provided to key stakeholders in the South who participated in the research. These will be delivered through Transaid's current project offices in Tanzania, Nigeria, Madagascar, Uganda and Zambia.

Transaid will also promote the findings of the research to the transport associations and stakeholders who participated in the study through our active networks, existing programmes and at international conferences.



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Experiences and lessons in Nairobi' Abstracts of the 31st Southern African Transport Conference, 9-12 July 2012 Pretoria, South Africa

Starkey, P., S. Ellis, J. Hine, A. Ternell (2002) Improving Rural Mobility: Options for Developing Motorized and Nonmotorized Transport in Rural Areas, Technical Paper 525 World Bank, Washington D.C.

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Venter, C, M. Molomo and M. Mashiri (2013) 'Supply and Pricing Strategies of Informal Rural Transport providers: Final Report' Report produced for the Africa Community Access Programme (AFCAP), London.



## Appendices /



## 1. APPENDIX A: PROJECT PROPOSAL

| An investigation into the role of transport operator associations in shaping Transport Services in Africa's rural areas. |   |
|--|---|
| Objective  | <p>Transport operator associations are a key feature of urban, inter-urban and rural transport services in Africa. Transport services are essential to allow men, women and children to access vital services such as healthcare, markets and education. However, the role they have in shaping Transport Services in Africa's rural areas is under-researched. This study will address this knowledge gap by exploring the role of both public and private transport operator associations in influencing issues such as routing, scheduling and fare setting. The research will also explore the role the associations play on shaping rural access as well as the influence they have regarding road safety issues and interaction with police, authorities and other relevant actors. It will also build on AFCAP's review of rural transport services. An enhanced understanding of the role of transport operator associations will allow meaningful analysis of the potential for working with such associations to find solutions for enhancing and mainstreaming transport services in rural areas.</p>  |
| Outputs  | <p><b>Direct research outputs:</b></p> <ol style="list-style-type: none"> <li>1. Review of published and grey literature on the topic</li> <li>2. Completion of surveys/interviews with a range of transport operator associations across a number of countries in Africa</li> <li>3. Analysis of Tanzania as a critical case, having active and influential transport operator associations</li> <li>4. Workshop in Tanzania with transport operator associations to map collaborative solutions for rural transport</li> <li>5. Comprehensive report on the role of transport operator associations in shaping Transport Services in Africa's rural areas with recommendations</li> <li>6. Peer reviewed paper – we look to place in the Journal of Transport Geography, Journal of transport business and management or the Transport Policy Journal</li> </ol> <p><b>Indirect research outputs:</b></p> <ol style="list-style-type: none"> <li>7. Transaid intends to work closely with the National Institute of Transport (NIT) in Tanzania. This will enable strong local ownership for the research and to help build regional capacity in rural transport research.</li> <li>8. Through the research we expect to highlight the role that associations can have on shaping rural access and what may be done to enhance this. The workshop in Tanzania and the development of a collaborative road map is also expected to contribute an element of capacity building to the transport operator associations and to promote the identification of win-win solutions between the associations, public authorities and civil society.</li> </ol> |
| Targets  | <ol style="list-style-type: none"> <li>1. Number of published papers and grey literature reviewed during the desk research – a structured academic literature and grey literature search would be undertaken using key words and search terms developed by the team and other stakeholders. This will be enacted using wide-ranging academic databases across a range of disciplinary perspectives available accessible from UK universities and also web-based searches. A clear and transparent approach will be taken to select relevant papers.</li> </ol>  |



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|                   | <ol style="list-style-type: none"> <li>2. Number of countries where the role of transport operator associations will be reviewed - 6</li> <li>3. Number of surveys/interviews conducted with transport association representatives – 10 (4 in Tanzania during field research, 2 in Zambia and 4 in other African countries)</li> <li>4. Interviews with other stakeholders / key informants (with a focus on the critical case of Tanzania) – 10 (the vast majority will be in Tanzania during field research)</li> <li>5. Number of participants at Tanzania workshop participating in road map development – 30</li> <li>6. Dissemination: <ol style="list-style-type: none"> <li>a. Number of project related documents and research tools available online - 3 (final report, field research tools and technical case study added to Transaid's KM centre online).Peer review paper added in time.</li> <li>b. Networks such as Sub Saharan African Transport Policy (SSATP), the Global Transport Knowledge Partnership (GTKP), the International Road Federation (IFR), R4D, Eldis, IFRTD , international Co-operative networks and of course AFCAP will be used for dissemination purposes</li> <li>c. A small number of hard copies of the research will provided to key Stakeholders in the South (20)</li> </ol> </li> </ol>   |
| Brief Methodology | <p><b>Transaid's approach:</b> Transaid proposes to conduct desk-based research in the UK and from the research offices of the NIT. This will include reviewing and reflecting on findings from published and grey literature. Transaid will also use its well established relationships with transport operator associations across many countries in Africa to conduct small-scale surveys to better understand the role transport operator associations have in shaping rural access in a range of contexts. The majority of these surveys will be conducted remotely (using e-mail and telephone). In Nigeria we will be able to conduct in person interviews by drawing on resources from existing Transaid programmes that are running there.</p> <p>Transaid proposes to focus on the particular case of Tanzania in order to draw on particularly close links to a range of actors and to use the specific social and institutional context there as a critical case. In Tanzania, Transaid will conduct a series of high level meetings and roundtable discussions with transport operator associations, police, regulators, road safety NGOs, co-operative development agencies and other actors to further enhance understanding on this issue and what scope there may be to enhance transport services and potentially influence policy change.</p> <p>This research will allow for an appreciation of the role that transport operator associations have or can have, in meeting the transport needs of those living in rural areas. It will also highlight areas within transport operator associations where capacity can be developed in order to meet these transport needs.</p> <p><b>Transaid is uniquely placed to deliver this research and will draw on its wide range of partnerships with transport associations in multiple countries:</b> Transaid has developed strong relations with transport operator associations involved in both the carriage of passengers and commercial freight throughout Africa and intends to drawn on these networks during this research. Transaid intends to particularly draw on the following partnerships and contacts:</p> <ul style="list-style-type: none"> <li>• Transaid has worked extensively with the National Union of Road Transport Workers (NURTW) in Nigeria towards the enhancement of an emergency transport services for pregnant women. Here, the NURTW has made a very positive impact to the delivery of transport services for medical emergencies and their role in this has had a significantly</li> </ul> |



|  | <p>positive effect on their ‘image’ as a constructive force within such rural contexts.</p> <ul style="list-style-type: none"><li>• In Uganda, Transaid co-facilitated a workshop that was convened to explore the role of transport for a wide range of cooperatives, focusing on how well their transport needs were met in rural areas. This workshop included the sharing of challenges and solutions from transport associations in Uganda as well as from Kenya.</li><li>• In Zambia, Transaid has developed strong relations with the transport operator associations, including Truckers Association Zambia and FedHaul, developed through five years of interaction on road safety issues. Relations were also developed with the Federation of Eastern and Southern Africa Road Transport Associations (FESARTA).</li><li>• In Ghana, Zambia and Ethiopia Transaid has conducted research and interacted with farmers and cooperatives involved in the movement of agricultural produce to market in order to understand their needs relating to transport services in rural areas. This provides a set of contacts to draw upon for this study.</li><li>• Finally between February 2012 and June 2013 Transaid led a Sub Saharan African Transport Policy (SSATP) funded programme aimed at road safety improvements through the promotion of cooperation between transporters and public authorities in Tanzania, Rwanda and Burundi. This focused on key trade routes along this East African central corridor and this AFCAP opportunity presents an exciting opportunity to extend that research to a rural context.</li></ul> |           |          |  |                |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |
|--|---|-----------|----------|--|----------------|--|----------------|-----------|----------|----------|----------|----------|----------|--|--|--|--|--|--|---|--|--|--|--|--|--|---|--|--|--|--|
| Work Programme including key milestone dates   | <p><b>Key Milestones</b></p> <table><tr><th>Milestone</th><th>Date</th></tr><tr><td>Inception Report – reporting on key findings of literature review (published and grey literature) and design of survey/interview tools</td><td>End of month 2</td></tr><tr><td>Acceptance of Final Report incorporating full literature review, findings on remote surveys and on the field research in Tanzania with road map for relevant future activities</td><td>End of month 4</td></tr></table> <p>The Gantt chart below provides a high level workplan:</p> <table><tr><th>Objective</th><th>Activity</th><th>Mont h 1</th><th>Mont h 2</th><th>Mont h 3</th><th>Mont h 4</th></tr><tr><td>Develop agreed search terms for literature review and selection criteria</td><td>Desk work and consultation with stakeholders to agree search methodology</td><td></td><td></td><td></td><td></td></tr><tr><td>Review available grey material and published literature</td><td>Desk work to review current literature</td><td></td><td></td><td></td><td></td></tr><tr><td>Preparation of surveys for remote data collection and questionnaires for face to</td><td>Development of tools for the research, including pre-test</td><td></td><td></td><td></td><td></td></tr></table>  | Milestone | Date     | Inception Report – reporting on key findings of literature review (published and grey literature) and design of survey/interview tools | End of month 2 | Acceptance of Final Report incorporating full literature review, findings on remote surveys and on the field research in Tanzania with road map for relevant future activities | End of month 4 | Objective | Activity | Mont h 1 | Mont h 2 | Mont h 3 | Mont h 4 | Develop agreed search terms for literature review and selection criteria | Desk work and consultation with stakeholders to agree search methodology |  |  |  |  | Review available grey material and published literature | Desk work to review current literature |  |  |  |  | Preparation of surveys for remote data collection and questionnaires for face to | Development of tools for the research, including pre-test |  |  |  |  |
| Milestone  | Date  |           |          |  |                |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |
| Inception Report – reporting on key findings of literature review (published and grey literature) and design of survey/interview tools   | End of month 2  |           |          |  |                |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |
| Acceptance of Final Report incorporating full literature review, findings on remote surveys and on the field research in Tanzania with road map for relevant future activities | End of month 4  |           |          |  |                |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |
| Objective  | Activity  | Mont h 1  | Mont h 2 | Mont h 3   | Mont h 4       |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |
| Develop agreed search terms for literature review and selection criteria   | Desk work and consultation with stakeholders to agree search methodology  |           |          |  |                |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |
| Review available grey material and published literature  | Desk work to review current literature  |           |          |  |                |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |
| Preparation of surveys for remote data collection and questionnaires for face to   | Development of tools for the research, including pre-test   |           |          |  |                |  |                |           |          |          |          |          |          |  |  |  |  |  |  |   |  |  |  |  |  |  |   |  |  |  |  |



An investigation into the role of transport operator associations in shaping Transport Services in Africa's rural areas □ /

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|                              | face interviews (Nigeria and Tanzania).   |  |  |  |  |  |
|                              | Use surveys to gather additional, mainly qualitative information about the role of transport operator associations in shaping rural transport services in a number of African countries.  | Conduct surveys with Transport Operator Associations in target countries (remotely) and face to face interview in Nigeria (note Nigeria will draw on Transaid local staff) |  |  |  |  |
|                              | Tanzania field research with transport associations and other key stakeholders to review Tanzania as a critical case  | Trial of interview format and amendment as required  |  |  |  |  |
|                              |   | Interviewing transport operator associations   |  |  |  |  |
|                              |   | Interviewing authorities and regulators  |  |  |  |  |
|                              |   | Interviewing training institutions, NGOs and other stakeholders  |  |  |  |  |
|                              |   | Workshop with key stakeholders and development of road map   |  |  |  |  |
|                              | Production and dissemination of final report and technical case study   | Desk work to produce final report and case study   |  |  |  |  |
| Quality Assurance Mechanisms | <p>With an excellent understanding of the role of transporter operator associations in Africa and strong current working relations with associations in a number of African countries, Transaid is well placed to deliver this research to a high quality in the timeframe requested. As an NGO Transaid focuses on transport issues and with our transport industry supporter base we are acutely aware of the tight margins and commercial dynamics that transporters face. We have built strong relations with transport operator associations based on mutual respect and trust and have seen how this can result in significant improvements for people living in rural areas. This includes reducing delays for pregnant women needing to reach health centres, how post harvest loss can be reduced if transporter associations and farmers work more closely together and finally, how transport associations can be part of road safety solutions, through investing in driver training and transport management training.</p> <p>For this research Transaid proposes a technical team which brings strong Africa rural transport research expertise. Our Lead Researcher has over 30 years of transport and research experience and will be supported by an eminent UK-based academic rural transport specialist. Transaid will also make available research assistance and knowledge management support through our UK office to support both the desk-based literature search and fieldwork. Our carefully selected team brings a wealth of rural transport</p> |  |  |  |  |  |



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|                        | <p>expertise from the South and the North in order to complete a high quality research study.</p> <p>Finally, all Transaid's projects follow our project management and quality assurance internal processes. The application of our standard tools; project scoping document, participative project planning, active risk identification and management and a project steering group with senior management participation, allows for a robust quality assurance process and the forum to manage any challenges that may arise during implementation.</p>   |
| Dissemination Strategy | <p>Transaid will work with Crown Agents to ensure the results of the research are widely and effectively disseminated. This is expected to include; publication of the final report, creation of a technical case study and publication of the tools developed and applied during the study within the publically accessible resources section of Transaid's website. Transaid will also promote the findings of the research to the transport associations and stakeholders who participated in the study through our active networks, existing programmes and at international conferences. In the case of Tanzania, a workshop will be held in the third month to pull the Tanzania conclusions together and to develop a road map that has the support and buy in of the key stakeholders and policy makers in the country and internationally, including the Tanzania Truck Owners Association (TATOA), the Surface and Marine Transport Regulatory Authority (SUMATRA), the Traffic Division of the Tanzania Police, the Central Corridor Transit Transport Facilitation Agency (CCTTFA), the Tanzania Forum Group for Improved Rural Accessibility and Mobility and the Association for Advancing Low Cost Mobility (AALOCOM) and interested stakeholders such as HelpAge and the Co-operative College. With this approach we hope that sustainable solutions to improve rural access can be identified collaboratively and even taken up by key decisions makers.</p> <p>The final report will include a road map of future research and collaborative demonstration activities that will further enhance the understanding of the role transport operator associations can have in shaping rural access and a practical examination of what is expected to be realistic and achieve the most benefit. Depending on outcomes from the desk research and the critical case of Tanzania these models could then be applied across a number of countries.</p> |



## 2. APPENDIX B: LITERATURE REVIEW SEARCHES

### Google Scholar

*We conducted a preliminary search using Google Scholar to get an idea of the scope of the research and how much relevant material is available.*

*The Google Scholar searches produced thousands of results. In order to narrow down these results we have listed the results in order of relevance, discounted anything published before the year 2000 and only looked at the first 20 pages of results.*

**Rural Passenger Transport Services AND Developing Countries, 11 relevant results out of the 200 results shown on the first 20 pages (16,600 results in total):**

| Reference  | Abstract  |
|--|---|
| Iles, Richard. Public transport in developing countries. 2005. | Numerous books have been written which deal with transport problems in developed and developing countries, and with the planning and management of transport organizations in developed countries, but none deals specifically with the planning, regulation, management and control of public transport in developing countries. This book meets that need. It examines and explains the problems and characteristics of public transport systems in developing countries, and discusses the alternative modes, management methods, and forms of ownership, control, regulation and funding, with particular emphasis on what is appropriate at different stages of development and for different cultural backgrounds. It deals with urban, rural and long distance transport services, principally by road. This emphasis reflects the magnitude of the urban transport problem, and the predominance of road transport in most developing countries. The planning of bus services, particularly in urban areas, is covered in some detail, since this is often an area of considerable weakness. Similarly, the management of transport services and the maintenance of vehicles, including vehicle design and transport fleet planning, are also dealt with in depth. The book is aimed at all those who are involved in the provision of public transport in developing countries, including transport planners, managers of transport undertakings, aid agency and government officials responsible for the funding, provision or regulation of transport, transport consultants and advisers, and in particular students of transport or urban and rural affairs. Since there is much in common between transport operations in the developing world and in developed countries, this book should be of interest to transport operators and planners everywhere. The book is unique in that it provides a comprehensive overview of all the factors |



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|   | involved in planning, establishing, organizing and regulating public transport services in a developing country. It deals with the environment in which transport services are operated, in particular infrastructure requirements, road traffic management, regulatory and institutional frameworks and enforcement of regulations; it highlights the importance of an appropriate environment in order to facilitate the provision of public transport services, and shows how such an environment may be achieved. It deals in detail with all aspects of running a bus service in a developing country: the chapters on management are specific to a public transport operation and could be used as an "operator's manual", providing a valuable supplement to a more general management textbook. The book provides useful statistics and performance indicators which will be valuable as benchmarking tools. While acknowledging that the same solutions are not necessarily applicable everywhere, the book provides useful pointers to solutions to the main problems encountered in providing public transport services in developing countries. |
| Mu, Ren, and Dominique Van de Walle. <i>Rural roads and poor area development in Vietnam</i> . No. WPS4340. World Bank, 2007.   | The authors assess impacts of rural road rehabilitation on market and institutional development at the commune level in rural Vietnam. Double difference and matching methods are used to address sources of selection bias in identifying impacts. The authors focus on impact heterogeneities and the geographic, community, and household factors that explain them. A key question from a policy standpoint is whether the impact-contingent factors are consistent and universal across project areas and outcome indicators. The authors find evidence of considerable impact heterogeneity, with a tendency for poorer areas to have conditions favoring higher impacts, although impacts are highly context specific.   |
| Porter, Gina, Kathrin Blaufuss, and F. Owusu Acheampong. "Youth, mobility and rural livelihoods in sub-Saharan Africa: perspectives from Ghana and Nigeria." <i>Africa insight</i> . 37.3 (2007): 420-431.        | The linkages between youth daily mobility and livelihood patterns and potential have been little explored. Drawing on field studies in Ghana and Nigeria, this paper examines youth transport and mobility issues from a livelihoods perspective. Mobility affects livelihoods directly, in terms of access to jobs, and indirectly in terms of accessing the good education, healthcare and strong social networks on which future job opportunities may depend. The factors which help determine youth access to transport and mobility are considered and the role of transport itself as a livelihood strategy (girls as porters, boys as transport operators) is examined.   |
| Bryceson, Deborah Fahy, Annabel Bradbury, and Trevor Bradbury. "Roads to poverty reduction? Exploring rural roads' impact on mobility in Africa and Asia." <i>Development Policy Review</i> 26.4 (2008): 459-482. | Within current poverty reduction programmes, focus on the social-welfare millennium development goals is widening to embrace a concern with infrastructural investment, particularly for remote areas. The previously popular assumption that rural disadvantage can be remedied by road-building is resurfacing. Using survey data from Ethiopia, Zambia and Vietnam, this article explores how effective such investment is in addressing mobility and social-service accessibility in rural areas. The findings indicate that, in extremely remote areas,  |



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|   | road improvements may catalyse the expansion of social-service provision, as evidenced in Ethiopia. However, given the poor's relative lack of motor vehicles and ability to pay for public transport, they are, by no means, a sufficient condition for enhancing the mobility of the rural poor.  |
| Hook, Walter. "Urban Transport and the Millennium Development Goals." <i>Global Urban Development Magazine</i> (2006).  | The initial recommendations for transport that came out of the Millennium Project, an effort to clarify the implementation goals for the MDGs, were written by people unfamiliar with the transport sector. They were heavily focused on increasing governmental spending on new road construction, and included targets for miles of new roads to be constructed. Experts from the World Bank and NGOs lobbied only partially successfully to change this approach, with the result that the final recommendations of the Millennium Project also make little mention of transport. While glad that a misdirected approach has been avoided, no clearer, better targeted program has yet emerged. This article is an effort to set clearer targets and goals for transport interventions that will help meet the Millennium Development Goals. It is focused on urban transport interventions, but similar goals should also be set for rural transport.   |
| Diaz Olvera, Lourdes, Didier Plat, and Pascal Pochet. "Household transport expenditure in Sub-Saharan African cities: measurement and analysis." <i>Journal of Transport Geography</i> 16.1 (2008): 1-13. | <p>In Sub-Saharan Africa the cost of transport faced by city dwellers, particularly the poor, tends to add to their travel and economic difficulties. Knowledge of the burden of transport expenditure in the household budget seems essential for passenger transport policy formulation in order to improve their travel conditions and social equity.</p> <p>The literature review and the three case studies (Dar es Salaam, Niamey, Ouagadougou) show that estimates of travel expenditure are partially conditioned by survey data collection methodologies and by the choice of equivalence scales used to compare the standard of living of households. According to consumption and expenditure survey data, the relative amount spent on transport increases as household expenditure rises. Conversely, the share of transport decreases as income rises when analysing travel survey data. The sensitivity to the equivalence scale is tested for several transport expenditure indicators: the share of travel expenditure by household budget quintile, the concentration indices for public and private household transport expenditure and the average monthly expenditure per person on public and private transport. Results also highlight the fact that transport is a major component of household expenditure, that there are considerable inequalities between households and that regular use of motorized transport is unaffordable for poor populations. These findings have implications for both improving expenditure data collection methodologies in the transport area and formulating pro-poor urban policies.</p> |
| Raballand, Gaël, et al. "Are rural road investments   | This paper draws lessons from an original randomized experiment in Malawi. In order to understand why   |



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| alone sufficient to generate transport flows? Lessons from a randomized experiment in rural Malawi and policy implications." <i>Lessons from a Randomized Experiment in Rural Malawi and Policy Implications (January 1, 2011). World Bank Policy Research Working Paper Series, Vol (2011).</i> | roads in relatively good condition in rural areas may not be used by buses, a minibus service was subsidized over a six-month period over a distance of 20 kilometers to serve five villages. Using randomly allocated prices for use of the bus, this experiment demonstrates that at very low prices, bus usage is high. Bus usage decreases rapidly with increased prices. However, based on the results on take-up and minibus provider surveys, the experiment demonstrates that at any price, low (with high usage) or high (with low usage), a bus service provider never breaks even on this road. This can contribute to explain why walking or cycling is so widespread on most rural roads in Sub-Saharan Africa. In terms of policy implications, this experiment explains that motorized services need to be subsidized; otherwise a road in good condition will most probably not lead to provision of service at an affordable price for the local population. |
| Van de Walle, Dominique. "Impact evaluation of rural road projects." <i>Journal of development effectiveness</i> 1.1 (2009): 15-36.  | Very few of the (many) aid-financed rural road projects in developing countries have been the subject of rigorous impact evaluations. Assessing the welfare impacts of rural roads poses a number of problems, with implications for data collection and evaluation methods. This paper surveys the problems and discusses some practical implementation issues related specifically to conducting an impact evaluation of a rural roads project that is assigned to some geographic areas but not to others.   |
| Mu, Ren, and Dominique Van de Walle. "Rural roads and local market development in Vietnam." <i>The Journal of Development Studies</i> 47.5 (2011): 709-734.  | We assess impacts of rural road rehabilitation on market development at the commune level in rural Vietnam and examine the geographic, community, and household covariates of impact. Double difference and matching methods are used to address sources of selection bias in identifying impacts. The results point to significant average impacts on the development of local markets. There is also evidence of considerable impact heterogeneity, with a tendency for poorer communes to have higher impacts due to lower levels of initial market development. Yet, some poor areas are also saddled with other attributes that reduce those impacts.  |
| S Kisaalita, William, and Josephat Sentongo-Kibalama. "Delivery of urban transport in developing countries: the case for the motorcycle taxi service (boda-boda) operators of Kampala." <i>Development Southern Africa</i> 24.2 (2007): 345-357.   | In East Africa, the development of the bicycle and motorcycle taxi (boda-boda) service can be seen as a spontaneous entrepreneurial response to the increased availability of bicycles and motorcycles. Concomitant with the increasing number of boda-boda operators is the escalating passenger safety concern. A needs assessment survey instrument was administered to randomly selected motorcycle boda-boda operators from a Kampala suburb (Kalerwe and Bwayise locations). Besides safety, the questionnaire addressed issues related to preferred equipment type, ownership, operator training, profitability and operators' attitudes toward organised association. The results of the study support the notion that it is difficult for boda-boda operators to make substantial improvements in their incomes. The results also illustrate the importance of this  |



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|  | emerging cottage industry to the local economy. However, more needs to be done to protect the public and to enhance the boda-boda operators' professionalism.   |
| Hettige, Hamamala. "When do rural roads benefit the poor and how." <i>Asian Development Bank</i> (2006). | The study was limited in its objectives. It focused only on rural roads and on how they relate to poverty reduction. Urban roads and road networks were taken as a given and not considered in the study. The study's overall objective was to learn how to better design the rural road components of projects in the future to achieve sustainable benefits for the poor. Within this overall objective, the following questions guided the study's direction: 1. What are the different kinds of impacts that rural roads have on poverty? 2. How can we effectively capture the factors that lead to these impacts? 3. What types of complementary services and considerations are essential to accelerate the beneficial impacts of rural roads on the poor? |

**Rural freight transport services AND developing countries, 15 relevant results out of the 200 results shown on the first 20 pages (17,000 total results):**

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| Murawski, Lisa, and Richard L. Church. "Improving accessibility to rural health services: The maximal covering network improvement problem." <i>Socio-Economic Planning Sciences</i> 43.2 (2009): 102-110. | Accessibility to health facilities is a critical factor in effective health treatment for people in rural areas of lesser-developed countries. In many areas accessibility is diminished by the lack of all-weather roads, making access subject to weather conditions. Location-allocation models have been used to prescribe optimal configurations of health facilities in order to maximize accessibility, but these models are based on the assumption that the underlying transport network is static and always available. Essentially, past work has ignored the potential impacts of improvements to the transport system in modeling access. In this paper we propose a model that treats the opposite side of the location/transport equation; that is, a model that treats existing facility locations as fixed and improves health service accessibility by upgrading links of the transport network to all-weather roads. This new model, called the Maximal Covering Network Improvement Problem (MC-NIP) is formulated as an integer-linear programming problem. An application of the MC-NIP model to the Suhum District of Ghana is presented, which shows that even a modest level of road improvement can lead to substantial increases in all-season access to health service. |
| Straub, Stéphane. <i>Infrastructure and Growth in Developing Countries</i> . Vol. 4460. World Bank Publications, 2008.   | This paper presents a survey of recent research on the economics of infrastructure in developing countries. Energy, transport, telecommunications, water and sanitation are considered. The survey covers two main set of issues: the linkages between infrastructure and economic growth (at the economy-wide, regional and sectoral level) and the composition, sequencing and efficiency of alternative infrastructure investments, including the arbitrage between new investments and maintenance expenditures; OPEX and CAPEX, and  |



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|  | public versus private investment. Following the introduction, section 2 discusses the theoretical foundations (growth theory and new economic geography). Section 3 assesses the analysis of 140 specifications from 64 recent empirical papers - examining type of data used, level of aggregation, econometric techniques and nature of the sample - and discusses both the macro-econometric and micro-econometric contributions of these papers. Finally section 4 discusses directions for future research and suggests priorities in data development.   |
| Pinstrup-Andersen, Per, and Satoru Shimokawa. "Rural infrastructure and agricultural development." <i>Rethinking Infrastructure for Development</i> (2008).                      | This paper examines the central role of rural infrastructure in stimulating economic development in the rural areas of developing countries because infrastructure stimulates agricultural development, which is the core of the economy of most developing countries. The sections of the paper are: the importance of agricultural development for economic growth, rural development and poverty alleviation; rural infrastructure in selected developing countries; and investment in rural infrastructure. Insufficient infrastructure is one of the key bottlenecks for successful utilization of agricultural research and technology because it limits farmers' options for production and agricultural output. Market integration also requires good infrastructure. But in most low-income developing countries, market integration is limited by poor transport, storage and communication infrastructure. Infrastructure also includes financial institutions that can extend credit to the rural poor. Unfortunately, poor physical infrastructure does not attract sufficient financial institutions to the rural areas. Insufficient domestic rural infrastructure is a major bottleneck to achieving the potential benefits from international trade liberalization and other aspects of globalization. The poor status of infrastructure stocks and services in most developing countries has been compounded by rapid decline in both public and private investments. The reduction in public infrastructure investment could be attributable to four factors. The following measures are suggested to stimulate investment in rural infrastructure: a massive investment campaign for the construction of new rural infrastructure and public-private partnerships. |
| Naudé, Wim A., and Marianne Matthee. <i>The significance of transport costs in Africa</i> . United Nations University, World Institute for Development Economics Research, 2007. | The success of Africa's exports, as well as its spatial development, depends on lowering transport costs. In this Policy Brief, we address a number of pertinent questions on transport costs in Africa, such as 'what are transport costs?', 'do transport costs matter for trade?', 'how important are transport costs in practice?', and 'why are Africa's transport costs so high?' We present a case study of the firm location decisions of exporters in South Africa to illustrate the significance in particular of domestic transport costs for manufactured exports. The message from this Policy Brief is that Africa's international transport costs are significantly higher than that of other regions, and its domestic transport costs could be just as significant. Moreover we show how domestic transport costs influence the location, the quantity, and the diversity of manufactured exports.  |



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|   | Various policy options to reduce transport costs in Africa are discussed.  |
| Teravaninthorn, Supee, and Gaël Raballand. <i>Transport prices and costs in Africa: a review of the main international corridors</i> . World Bank Publications, 2009.   | The objective of the study is to examine, identify, and quantify the factors behind Africa's high prices for road transport. Such prices are a major obstacle to economic growth in the region, as shown in several studies. For example, Amjadi and Yeats (1995) concluded that transport costs in Africa were a higher trade barrier than were import tariffs and trade restrictions. Other analyses by the World Bank (2007a) demonstrated that Africa's transport prices were high compared to the value of the goods transported and that transport predictability and reliability were low by international standards. This study's findings should help policy makers take actions that will reduce transport costs to domestic and international trade.  |
| Poulton, Colin, Andrew Dorward, and Jonathan Kydd. "The future of small farms: New directions for services, institutions, and intermediation." <i>World Development</i> 38.10 (2010): 1413-1428.                                  | Efficient pre- and post-harvest services are essential if small farms in high potential areas are to intensify production, contribute to economic growth, and reduce poverty. They also matter if small farms in marginal areas are to manage their natural resource base, in the face of growing population pressure and climate change. Difficulties that smallholders face in accessing services are reviewed, showing how incentives for commercial delivery of services to smallholders differ between staple food, traditional cash crop, and high value product supply chains. The major challenge in service delivery to smallholders in much of Africa concerns coordination of service development and delivery. Different forms of intermediary institution for achieving such coordination are examined.   |
| Ndulu, Benno J. "Infrastructure, regional integration and growth in sub-Saharan Africa: dealing with the disadvantages of geography and sovereign fragmentation." <i>Journal of African Economies</i> 15.suppl 2 (2006): 212-244. | The main message of this paper is that public action by making the choice to invest in infrastructure, has to be taken to alleviate the plight of African economies which are endowed with adverse, natural or geographical aspects like landlockedness and tropical climate. Drawing from the existing literature of the various channels or means through which infrastructure affects growth, this paper argues for the big push in promoting infrastructure, that is necessary not only to break out of underdevelopment but, more importantly to be on the path to sustained growth. The latter being realized since infrastructure facilitates equitable, economic growth; by improving basic services to the poor; e.g. access to electricity, clean water and roads to connect the rural and urban areas i.e. the internal, vast stretches of sparsely populated, predominantly poor population with the coastal, more developed areas. Focusing on infrastructure is now seen in the purview of complementing public investment in social services, which are geared towards attainment of the Millenium Development Goals rather than competing for the governments' scarce resources. Second, the importance of structural changes in public investment in infrastructure encompassing setting up of autonomous regulatory bodies, joint management with users of these services, and adoption of user pay principles to circumvent the |



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|  | externality problems associated with provision of public goods, are highlighted; in order to reduce the problem of lack of financing of recurrent costs for these projects, improve transparency and selectivity. Exploiting the pre-existing capacity of the private sector is emphasized in the management and project implementation stages, which also contributes towards enhancing the profitability of these ventures. Finally, apart from increasing public investment, the most important role to be played by the public sector in this changing scenario, will be to specifically engage in underwriting risks; to encourage private sector involvement in the face of additional problems related to poor integration in the region, fueled by deep sovereign and ethno-linguistic fragmentation.   |
| Foster, Vivien, and Cecilia Briceño-Garmendia, eds. <i>Africa's infrastructure: a time for transformation</i> . World Bank-free PDF, 2010. | This study is part of the Africa Infrastructure Country Diagnostic (AICD), a project designed to expand the world's knowledge of physical infrastructure in Africa. The AICD will provide a baseline against which future improvements in infrastructure services can be measured, making it possible to monitor the results achieved from donor support. It should also provide a more solid empirical foundation for prioritizing investments and designing policy reforms in the infrastructure sectors in Africa. The AICD is based on an unprecedented effort to collect detailed economic and technical data on the infrastructure sectors in Africa. The project has produced a series of original reports on public expenditure, spending needs, and sector performance in each of the main infrastructure sectors, including energy, information and communication technologies, irrigation, transport, and water and sanitation. The first phase of the AICD focused on 24 countries that together account for 85 percent of the gross domestic product, population, and infrastructure aid flows of Sub-Saharan Africa. Under a second phase of the project, coverage is expanding to include as many of the additional African countries as possible. |
| Naudé, Wim. "Geography, transport and Africa's proximity gap." <i>Journal of Transport Geography</i> 17.1 (2009): 1-9.                     | Geography causes African countries to experience a 'proximity gap'. To overcome this gap requires regional cooperation in four main areas: transport infrastructure, trade facilitation, decentralization and local economic development, and migration – each with implications for transport. Because incentives for regional cooperation in these aspects may not be symmetrical, commitments made may not be credible. Therefore, transport infrastructure at least should be bound in World Trade Organisation rules on trade facilitation to provide third party enforcement. Incentives for cooperation could also be improved with transport corridor design and collective peer pressure by landlocked countries. Regional cooperation could be supported by the international community with aid, the assurance of full implementation and adherence to international law on the rights of landlocked countries to transport to the sea, the extension of appropriate trade preferences to African regions and ensuring consistency of international agreements and trade preferences with current  |



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|  | regional integration initiatives.  |
| Portugal-Perez, Alberto, and John S. Wilson. <i>Trade costs in Africa: barriers and opportunities for reform</i> . World Bank, 2008.   | This paper reviews data and research on trade costs for Sub-Saharan African countries. It focuses on: borderrelated costs, transport costs, costs related to behind-the border issues, and the costs of compliance with rules of origin specific to preferential trade agreements. Trade costs are, on average, higher for African countries than for other developing countries. Using gravity-model estimates, the authors compute ad-valorem equivalents of improvements in trade indicators for a sample of African countries. The evidence suggests that the gains for African exporters from improving the trade logistics half-way to the level in South Africa is more important than a substantive cut in tariff barriers. As an example, improving logistics in Ethiopia half-way to the level in South Africa would be roughly equivalent to a 7.5 percent cut in tariffs faced by Ethiopian exporters.   |
| Crainic, Teodor Gabriel, Michel Gendreau, and Jean-Yves Potvin. "Intelligent freight-transportation systems: Assessment and the contribution of operations research." <i>Transportation Research Part C: Emerging Technologies</i> 17.6 (2009): 541-557. | While it is certainly too early to make a definitive assessment of the effectiveness of <i>Intelligent Transportation Systems</i> (ITS), it is not to take stock of what has been achieved and to think about what could be achieved in the near future. In our opinion, ITS developments have been up to now largely hardware-driven and have led to the introduction of many sophisticated technologies in the transportation arena, while the development of the <i>software component</i> of ITS, models and decision-support systems in particular, is lagging behind. To reach the full potential of ITS, one must thus address the challenge of making the most <i>intelligent</i> usage possible of the hardware that is being deployed and the huge wealth of data it provides. We believe that transportation planning and management disciplines, <i>operations research</i> in particular, have a key role to play with respect to this challenge. The paper focuses on Freight ITS: Commercial Vehicle Operations and Advanced Fleet Management Systems, City Logistics, and electronic business. The paper reviews main issues, technological challenges, and achievements, and illustrates how the introduction of better operations research-based decision-support software could very significantly improve the ultimate performance of Freight ITS. |
| Walters, Jackie. "Overview of public transport policy developments in South Africa." <i>Research in Transportation Economics</i> 22.1 (2008): 98-108.  | In South Africa, a restructuring of the public transport system is currently under way. In the bus industry the tender for contract system is being implemented, the commuter rail sector is being recapitalised and the minibus taxi industry recapitalization programme is in its early stages. Progress with policy implementation across the modes of transport, modal split trends and issues that hamper the full development of the public transport industry are discussed in this paper. Medium to long term policy and strategy initiatives that will further inform the development of the industry are also highlighted in this chapter.   |



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| <p>Oraboune, Syviengxay. "Infrastructure (rural road) development and poverty alleviation in Lao PDR." (2008).</p>  | <p>Rural road in Lao PDR defined as connecting road from village to main road, where it will lead them to market and access to other economic and social service facilities. However, due to mostly rural people accustom with subsistence farming, connecting road seems less important for rural people as their main farming produce is for own consumption rather than markets. After the introduction and implementation of New Economic Mechanism (NEM) since 1986, many rural villages have gradually developed and integrated into market system where people have significantly changed their livelihood with a better system. This progress has significantly contributed in improving income earning of people, better living standard and reduce poverty. The paper aims to illustrate the significant of rural road as connecting road from village to markets or a market access approach of farm produces. It also demonstrates through which approach, rural farmers/people could improve their income earning, develop their farming system, living standard and reduce poverty.</p>   |
| <p>Lall, Somik V., Thomas Munthali, and Hyoung Wang. "Explaining High Transport Costs Within Malawi: Bad Roads Or Lack of Trucking Competition?." (2009).</p> | <p>What are the main determinants of transport costs: network access or competition among transport providers? The focus in the transport sector has often been on improving the coverage of "hard" infrastructure, whereas in reality the cost of transporting goods is quite sensitive to the extent of competition among transport providers and scale economies in the freight transport industry, creating monopolistic behavior and circular causation between lower transport costs and greater trade and traffic. This paper contributes to the discussion on transport costs in Malawi, providing fresh empirical evidence based on a specially commissioned survey of transport providers and spatial analysis of the country's infrastructure network. The main finding is that both infrastructure quality and market structure of the trucking industry are important contributors to regional differences in transport costs. The quality of the trunk road network is not a major constraint but differences in the quality of feeder roads connecting villages to the main road network have significant bearing on transport costs. And costs due to poor feeder roads are exacerbated by low volumes of trade between rural locations and market centers. With empty backhauls and journeys covering small distances, only a few transport service providers enter the market, charging disproportionately high prices to cover fixed costs and maximize markups.</p> |



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| Johnston, D. C. "These roads were made for walking? The nature and use of rural public transport services in Garut Regency, West Java, Indonesia." <i>Singapore Journal of Tropical Geography</i> 28.2 (2007): 171-187. | Public passenger transport services receive relatively little space in the literatures on rural transport in developing economies, which mostly focus on the provision, or socioeconomic impacts, of roads. The implication is either that rural people are able to purchase or have access to motorized transport – or that they can walk on thoroughfares intended for vehicles. Statistics from Indonesia show that a low proportion of rural households own motor vehicles, but that rural bus services have seen a substantial expansion since the late 1970s; however, the coverage of the rural population is not complete. Based on survey data from villages (desa) in West Java, Indonesia, this paper explores several issues with respect to bus operations and motorcycle taxi (ojek) services in rural areas: the nature of public passenger services, the users of those services and the nature of trips made. |
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**Transport operator associations, 5 relevant results out of the 200 results shown on the first 20 pages (17,000 total results):**

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| Cervero, Robert, and Aaron Golub. "Informal transport: A global perspective." <i>Transport Policy</i> 14.6 (2007): 445-457.  | Informal transport services—paratransit-type services provided without official sanction—can often be difficult to rationalize from a public policy perspective. While these systems provide benefits including on-demand mobility for the transit-dependent, jobs for low-skilled workers, and service coverage in areas devoid of formal transit supply, they also have costs, such as increased traffic congestion, air and noise pollution, and traffic accidents. This article reviews the range of informal sector experiences worldwide, discusses the costs and benefits of the sector in general and uses several case studies to illustrate different policy approaches to regulating them.   |
| Ljungberg, D. "Effective transport systems in food and agricultural supply chains." <i>Faculty of Natural Resources and Agricultural Sciences Department of Biometry and Engineering Uppsala</i> (2006). | Transport is a key link in the food and agricultural supply chain, providing essential services to the society. However, it is at the same time a major contributor to the negative environmental effects of goods transport as a whole, and this necessitates efforts to improve the economic as well as environmental efficiency. It was assumed that a detailed study of the most important material flows and transport operations, from a regional viewpoint, with the application of appropriate tools of logistics and supply chain management, could promote the sector on national and international levels. The strategic objective of the current thesis was to promote effective transport systems in food and agricultural supply chains, for improved economy, environment and quality. In four case studies, a range of data collection methods (including key informant interviews, surveys, direct observations, measurements) were employed to investigate the possibilities to improve logistics performance using |



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|  | <p>route optimisation, coordinated transport and integrated logistics methods. It was found that constraints associated with environmental effects and effective utilisation of transport resources were significant. Loading rates were high (around 95%) in transport of primary products, whereas small, frequent deliveries and low (less than 50%) load rates characterised distribution of consumer products. Queues before delivery extended delivery operations in retail distribution and animal transport, resulting in stress on animals. Several possibilities for transport coordination were identified, including coordination of grain collection with delivery of agricultural supplies, coordinated meat and dairy distribution, and coordinated delivery to city centre retailers. In the latter case, a demonstration trial illustrated that the number of deliveries to retailers could be reduced by 40%. With route optimisation, time savings of 16-24% were possible when optimising multiple routes. Farm drying and storage of grain could benefit the whole supply chain by reducing transport demand and seasonal concentration and enhancing transport coordination. Although this practice should be rewarded in an integrated supply chain, a modelling study indicated that wet grain delivery during the harvest season was the most beneficial for the supplier.</p> |
| <p>Devlin, Julia, and Peter Yee. "Trade logistics in developing countries: The case of the Middle East and North Africa." <i>The World Economy</i> 28.3 (2005): 435-456.</p> | <p>This paper presents an analysis of obstacles facing exporting firms in developing countries by diagnosing the efficiency of trade logistics in the Middle East and North Africa region (MNA). Using logistics chain analysis for six export commodities, it presents evidence that transport and non-transport logistics costs for export commodities from the MNA region are quite substantial, ranging from 7–25 per cent of landed product prices. Underlying these costs are key bottlenecks identified as: inefficient trucking and transport services, low export volume leading to long shipping times and the need for costly inventory accumulation, aggressive, obstructive customs authorities and procedures, low and inconsistent product quality, an underdeveloped transport intermediary sector, inefficient cross-border transit procedures and others. Recommended actions to address developing a national transport policy, overhauling the regulatory regime for the trucking sector, export promotion measures, increasing competition in port and air freight services, reorienting customs authorities towards trade facilitation and developing cross-border transit procedures similar to the TIR Carnets model.</p>   |
| <p>Estache, Antonio, and Andrés Gómez-Lobo. "Limits to competition in urban bus services in developing countries." <i>Transport Reviews</i> 25.2</p>                         | <p>During the past three decades, urban public transport policy has gone through several phases. From public ownership and monopoly provision, the 1980s and 1990s were characterized by a strong liberalization of the sector. This experience showed the limits of liberalization of the sector in terms of</p>   |



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| (2005): 139-158.  | safety, prices and accountability. The paper discusses the market failures that justify this claim and the regulatory options available in this emerging new role of government. It illustrates how they are being used in practice in some countries.  |
| Porter, Gina. "Transport planning in sub-Saharan Africa." <i>Progress in development studies</i> . 7.3 (2007): 251-257. | Much academic research on transport planning in sub-Saharan Africa has concentrated on rather narrow technical engineering issues and upon roads per se. To be beneficial to a wide sector of the continent's population, transport planning also requires a detailed understanding of the economic, social and political environments in which transport takes place and interventions are made. In this set of progress reports on transport planning in Africa I have picked out some of the principal themes - and gaps - in recent transport research from a social science perspective, with a particular emphasis on socio-economic, cultural and political issues. The first report looks broadly at current transport needs and the prospects for improving transport services: the discussion is restricted to road transport due to limitations of space. The second report concentrates on gender and transport issues, while the third reviews the challenges of meeting children's transport needs. |

**Transport Co-operatives: 5 relevant results out of the 200 results shown on the first 20 pages (18,800 total results):**

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| Davidsson, Paul, et al. "An analysis of agent-based approaches to transport logistics." <i>Transportation Research part C: emerging technologies</i> 13.4 (2005): 255-271. | This paper provides a survey of existing research on agent-based approaches to transportation and traffic management. A framework for describing and assessing this work will be presented and systematically applied. We are mainly adopting a logistical perspective, thus focusing on freight transportation. However, when relevant, work of traffic and transport of people will be considered. A general conclusion from our study is that agent-based approaches seem very suitable for this domain, but that this still needs to be verified by more deployed system. |
| Cruijssen, Frans, Wout Dullaert, and Hein Fleuren. "Horizontal cooperation in transport and logistics: a literature review." <i>Transportation Journal</i> (2007): 22-39.  | This paper presents a literature review and overview of concepts and practices of horizontal cooperation in transportation and logistics in the hope of providing a starting point for further study and analysis of how horizontal cooperation can best be integrated into supply chain practices. A 1993 cooperative agreement among eight medium-sized Dutch candy makers is cited as an example of pooling resources to facilitate deliveries and restocking in a geographically constricted market without   |



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|  | creating monopoly conditions. The various elements that need to be considered when weighing benefits and challenges to horizontal cooperation are laid out. Types of cooperation are detailed, as are the levels of integration. Transport and logistics concerns are discussed. Drivers for horizontal cooperation include costs and productivity, customer service and market position. Barriers to horizontal cooperation are discussed as well. The paper concludes that horizontal cooperation is likely to continue to be studied as the global marketplace continues to grow in competitiveness, and businesses seek to reduce costs of non-value-added practices.   |
| Coulter, Jonathan, et al. "Marrying farmer cooperation and contract farming for service provision in a liberalising sub-Saharan Africa." (2009).   | The marriage of contract farming and farmer cooperation has the potential for increasing access to new market opportunities and services required to support smallholder intensification. Cooperation often works best where farmer groups are contractually linked to input and output markets. However, there are some constraints to the development of contract farming schemes, not least the risk that farmers will default, and the high costs of supervision. This paper explores ways of improving the performance of cooperation and contract farming, as well as the scope for linkages between them. It also discusses initiatives supporting the further development of the contract farming and cooperation approaches, and other means of providing improved services.   |
| Narrood, Clare, et al. "Public-private partnerships and collective action in high value fruit and vegetable supply chains." <i>Food Policy</i> 34.1 (2009): 8-15.                                  | Accessing developed country food markets entails meeting stringent food safety requirements. Food retailers impose protocols relating to pesticide residues, field and pack house operations, and traceability. To enable smallholders to remain competitive in such a system, new institutional arrangements are required. In particular, public-private partnerships can play a key role in creating farm to fork linkages that can satisfy market demands for food safety, while retaining smallholders in the supply chain. Furthermore, organized producer groups monitoring their own food safety standards through collective action often become attractive to buyers who are looking for ways to ensure traceability and reduce transaction costs. This paper compares the ways in which small producers of fruits and vegetables in Kenya and India have coped with increased demands for food safety from their main export markets. |
| Wanyama, Fredrick O., Patrick Develtere, and Ignace Pollet. "Encountering the evidence: co-operatives and poverty reduction in Africa." <i>Journal of Co-operative Studies</i> 41.3 (2008): 16-27. | Discussion on the contribution of co-operatives to poverty reduction in Africa since the early 1990s has quite often been based on their potential role rather than the actual impact partly due to the dearth of empirical studies. This paper departs from such discussions to empirically demonstrate that co-operatives have significantly contributed to poverty reduction in Africa by, among others, mobilising  |



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|  | and distributing financial capital; creating employment and income-generating opportunities; availing a forum for education and training; and creating solidarity schemes that cater for unexpected expenses related to illness, social welfare, death and other socio-economic problems. |
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**Rural associations AND development AND Africa, 11 relevant results out of the 200 results shown on the first 20 pages (20,200 total results):**

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| Swinen, Johan FM, ed. <i>Global supply chains, standards and the poor: How the globalization of food systems and standards affects rural development and poverty</i> . Cabi, 2007. | The previous chapters in this book provide a vast amount of insights on how the globalization of supply chains, the unprecedented increase in foreign investment in agricultural commodities and food markets worldwide, the rise and spread of food quality and safety standards, and the rapid growth of high-value food systems is affecting producers in developing, transition, and emerging economies. We will not attempt to summarize all these findings. Instead we will identify what we think are some key conclusions and present a series of policy implications.   |
| Lund, Christian. "Twilight institutions: public authority and local politics in Africa." <i>Development and Change</i> 37.4 (2006): 685-705.                                       | Public authority does not always fall within the exclusive realm of government institutions; in some contexts, institutional competition is intense and a range of ostensibly a-political situations become actively politicized. Africa has no shortage of institutions which attempt to exercise public authority: not only are multiple layers and branches of government institutions present and active to various degrees, but so-called traditional institutions bolstered by government recognition also vie for public authority, and new emerging institutions and organizations also enter the field. The practices of these institutions make concepts such as public authority, legitimacy, belonging, citizenship and territory highly relevant. This article proposes an analytical strategy for the understanding of public authority in such contexts. It draws on research from anthropologists, geographers, political scientists and social scientists working on Africa, in an attempt to explore a set of questions related to a variety of political practices and their institutional ramifications. |
| Scoones, Ian. "Livelihoods perspectives and rural development." <i>The Journal of Peasant Studies</i> 36.1   | Livelihoods perspectives have been central to rural development thinking and practice in the past decade. But where do such perspectives come from, what are their conceptual roots, and what influences have shaped the way they have emerged? This paper offers an historical review of key  |



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| (2009): 171-196.   | moments in debates about rural livelihoods, identifying the tensions, ambiguities and challenges of such approaches. A number of core challenges are identified, centred on the need to inject a more thorough-going political analysis into the centre of livelihoods perspectives. This will enhance the capacity of livelihoods perspectives to address key lacunae in recent discussions, including questions of knowledge, politics, scale and dynamics.  |
| Bernard, Tanguy, et al. "Do village organizations make a difference in African rural development? A study for Senegal and Burkina Faso." <i>World Development</i> 36.11 (2008): 2188-2204. | Quantitative and qualitative analyses are used to assess the existence of village organizations (VOs), their performance, and members' participation in benefits in Senegal and Burkina Faso. VOs are classified into market-oriented (MOs) and community-oriented (COs). Results show that organizations are present in a majority of villages and include a high share of rural households. Diffusion of MOs is limited by isolation and social conservatism. Performance is constrained by low professional management capacity and lack of access to resources. With elaborate administrative rules in place, participation in benefits shows no occurrence of leader or elite capture in MOs. |
| Rigg, Jonathan. "Land, farming, livelihoods, and poverty: rethinking the links in the rural South." <i>World Development</i> 34.1 (2006): 180-202.   | Lives and livelihoods in the Rural South are becoming increasingly divorced from farming and, therefore, from the land. Patterns and associations of wealth and poverty have become more diffuse and diverse as non-farm opportunities have expanded and heightened levels of mobility have led to the delocalization of livelihoods. This, in turn, has had ramifications for the production and reproduction of poverty in the countryside, which is becoming progressively de-linked from agricultural resources. This requires a reconsideration of some old questions regarding how best to achieve pro-poor development in the Rural South.  |
| Barrett, Christopher B. "Rural poverty dynamics: development policy implications." <i>Agricultural Economics</i> 32.s1 (2005): 45-60.  | This article explores the useful distinction between chronic and transitory poverty in understanding rural welfare dynamics, highlighting the possibility of poverty traps and their implications for "cargo net" policies to build up productive assets and "safety net" policies to protect such assets. We discuss the methodological difficulties in identifying and explaining either poverty traps or the critical thresholds that are their defining feature. A few empirical examples from sub-Saharan Africa illustrate the likely existence of poverty traps that help to explain chronic rural poverty.   |
| Cooper, P. J. M., et al. "Coping better with current climatic variability in the rain-fed farming systems of sub-Saharan Africa: an essential first step in                                | Rain-fed agriculture will remain the dominant source of staple food production and the livelihood foundation of the majority of the rural poor in sub-Saharan Africa (SSA). Greatly enhanced investment in agriculture by a broad range of stakeholders will be required if this sector is to meet the food  |



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| adapting to future climate change?." <i>Agriculture, Ecosystems &amp; Environment</i> 126.1 (2008): 24-35.   | security requirements of tomorrow's Africa. However, production uncertainty associated with between and within season rainfall variability remains a fundamental constraint to many investors who often over estimate the negative impacts of climate induced uncertainty. Climate change is likely to make matters worse with increases in rainfall variability being predicted. The ability of agricultural communities and agricultural stakeholders in SSA to cope better with the constraints and opportunities of current climate variability must first be enhanced for them to be able to adapt to climate change and the predicted future increase in climate variability. Tools and approaches are now available that allow for a better understanding, characterization and mapping of the agricultural implications of climate variability and the development of climate risk management strategies specifically tailored to stakeholders needs. Application of these tools allows the development and dissemination of targeted investment innovations that have a high probability of biophysical and economic success in the context of climate variability. |
| Poulton, Colin, Jonathan Kydd, and Andrew Dorward. "Overcoming Market Constraints on Pro-Poor Agricultural Growth in Sub-Saharan Africa." <i>Development Policy Review</i> 24.3 (2006): 243-277. | In sub-Saharan Africa, there is fairly broad agreement that increased investment in key public goods such as roads and communications infrastructure, agricultural research and water control will be required if revitalised agricultural development is to take place. However, it has proved more difficult to reach agreement on what needs to be done to improve the performance of agricultural markets. In this article we set out an agenda for investment and policy reform in this area, providing a brief theoretical examination of the co-ordination problems involved before examining in turn demand and supply constraints affecting smallholder farmers, and policies for price stabilisation and the co-ordination of support services. We also argue that increased attention needs to be paid to governance issues.  |
| Niamir-Fuller, Maryam. <i>Managing mobility in african rangelands</i> . London: Food and Agricultural Organization and the Beijer International Institute of Ecological Economics, 1999.         | The paper reviews briefly the current paradigm in terms of the benefits it attributes to mobility, to show what happens when mobility declines, to provide a brief diagnosis of what impact development assistance has had on pastoral mobility, and finally, to provide recommendations on how pastoral mobility can be effectively supported. The focus of the paper is on arid lands, where crop production is a marginal, and usually ecologically inappropriate, activity. However, the concepts and recommendations can be applied to semi-arid lands to improve the already fast-growing trend of integration of crop and livestock systems.  |
| Toulmin, Camilla. "Securing land and property  | Central governments have neither the capacity nor the local knowledge to implement a just, large-  |



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| rights in sub-Saharan Africa: the role of local institutions." <i>Land Use Policy</i> 26.1 (2009): 10-19.  | scale national land registration system. Support to local institutions to undertake intermediate forms of land registration has been shown to be far more effective in many places—although these need careful checks on abuses by powerful local (and external) interests, measures to limit disputes (too many of which can overwhelm any institution) and measures to ensure that the needs of those with the least power – typically women, migrants, tenants and pastoralists – are given due weight. These locally grounded systems can also provide the foundation for more formal registration systems, as needs and government capacities develop. Even if there are the funds and the institutional capacity to provide formal land title registration to everyone in ways that are fair and that recognize local diversity and complexity, and could manage disputes, this may often not be needed. For the vast majority of people, cheaper, simpler, locally grounded systems of rights registration can better meet their needs for secure tenure. |
| Lee, David R. "Agricultural sustainability and technology adoption: Issues and policies for developing countries." <i>American Journal of Agricultural Economics</i> 87.5 (2005): 1325-1334. | "Sustainable agriculture" is a concept that is both ambitious and ambiguous. The Food and Agricultural Organization (FAO) of the United Nations posits that sustainable agriculture (SA) has five major attributes: it is resource conserving (of land, water, plant, and genetic ... (No full abstract)   |

**Rural cooperatives and development and Africa, 19 relevant results out of the 200 results shown on the first 20 pages (17,100 total results):**

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| Heyer, Judith, Pepe Roberts, and Gavin Williams. "Rural development." (2010).                            | In this introduction, we present an overview of rural development as an ideology and as a practice. We argue that as a practice, with some significant exceptions, it does not achieve its ostensible goals. We conclude that this failure is the result of the incompatibility both between different goals and between the goals and the means which are almost universally promoted as the ways to achieve rural development. This incompatibility is concealed by a rhetoric which asserts the mutual interests of rural development; agencies, governments and rural populations en masse. This rhetoric of common interest obscures the reasons for failure. |
| Bernard, Tanguy, et al. <i>Cooperatives for staple crop marketing: Evidence from Ethiopia</i> . No. 164. | Rural producer organizations, such as farmers' organizations or rural cooperatives, offer a means for smallholder farmers in developing countries to sell their crops commercially. They hold particular   |



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| 2010.  | promise for Sub-Saharan Africa, where small-scale farming is the primary livelihood but commercialization of foodcrops is very limited. Using the experience of smallholders in Ethiopia as a case study, this research monograph identifies the benefits of rural producer organizations for small farmers, as well as the conditions under which such organizations most successfully promote smallholder commercialization. The evidence from Ethiopia indicates that they do increase farmers' profits from crop sales, but that the beneficiaries do not tend to be the poorest smallholders. Moreover, a rural producer organization's marketing effectiveness is precarious: it can easily diminish if the number or diversity of its members increases or if it provides more nonmarketing services. The authors conclude that these organizations have a role to play in the agricultural development of Sub-Saharan Africa, but that role should be complemented by other programs that directly target the poorest farmers. Further, the effectiveness of rural producer organizations should be preserved by allowing them to follow their own agendas rather than being encouraged to take on nonmarketing activities. The assessment of rural producer organizations presented in this monograph should be a valuable resource for policymakers and researchers concerned with economic development and poverty reduction in Sub-Saharan Africa. |
| Wanyama, Fredrick O., Patrick Develtere, and Ignace Pollet. "Reinventing the wheel? African cooperatives in a liberalized economic environment." <i>Annals of Public and Cooperative Economics</i> 80.3 (2009): 361-392. | Cooperative development in Africa can be said to have traversed two main eras: the era of state control and that of liberalization. The first era lasted up to the early 1990s and saw the origin and substantial growth of cooperatives on the continent. During that period, different models of cooperative development were introduced on the continent. We distinguish a unified cooperative model, a social economy model, a social movement model, a producers' model and an indigenous model. But in all cases, cooperatives were engulfed into state politics. However, little is known about the impact of liberalization measures on these models. Our research in 11 African countries reveals that cooperatives in Africa have survived the market forces and continued to grow in number and membership. We see a slow but sure erosion of the unified model and the adoption of a social economy model. Cooperatives in Africa are re-examining their organizational forms and diversifying their activities in response to members' interests and needs.   |
| Bernard, Tanguy, and David J. Spielman. "Reaching the rural poor through rural producer organizations? A study of agricultural marketing cooperatives in Ethiopia." <i>Food Policy</i> 34.1 (2009):                      | This paper examines the notion of inclusiveness in rural producer organizations (RPOs) and the extent to which such RPOs can be used to reach the rural poor in sub-Saharan Africa. Using farmer cooperatives in Ethiopia as a case in point, the paper examines the role of RPOs in supporting smallholder commercialization, and the extent to which principles of an inclusive, bottom-up approach  |



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| 60-69.  | relate to their marketing performance. Based on a combination of nationally-representative household- and cooperative-level survey data, we find that poorer farmers tend not to participate in these organizations although they may indirectly benefit from them. When they do participate, they are often excluded from decision-making processes. Finally, we investigate the relationship between marketing performance and inclusiveness and uncover evidence of significant tradeoffs between them.   |
| Ortmann, Gerald F., and Robert P. King. "Agricultural cooperatives II: can they facilitate access of small-scale farmers in South Africa to input and product markets?." <i>Agrekon</i> 46.2 (2007): 219-244. | The objective of this research is to investigate whether agricultural cooperatives can facilitate smallholder farmer access to input and product markets. Farmers in two case study communal areas of KwaZulu-Natal face high transaction costs as reflected primarily in their low levels of education and literacy, lack of market information, insecure property rights, poor road and communication infrastructure, and long distances to markets. Analysis of the reasons why cooperatives were originally established in various parts of the world suggests that most of the causes (such as poverty, market failure and high transaction costs) also apply to the study farmers, as do the seven international principles of cooperation. Smallholder farmers in both case study regions have the potential to grow high-value crops such as vegetables, fruit and cut flowers. In the supply chain from farm to market, the optimum boundary for each organization involved in the chain (e.g. cooperative and investor-oriented firm) depends on the minimum operational and transaction costs for each business.  |
| Binswanger-Mkhize, Hans, and Alex F. McCalla. "The changing context and prospects for agricultural and rural development in Africa." <i>Handbook of agricultural economics</i> 4 (2010): 3571-3712.           | Over the past decade, economic and agricultural growth in sub-Saharan Africa (SSA) has resumed. The secular downward trend in agricultural prices ended in the early 1990s; growing incomes in Asia and Africa, combined with continued rapid population growth, are fueling food demand, which is expected to lead to a gradual upward trend in international real agricultural prices. For Africa the major agricultural growth opportunities will be in regional and domestic markets for food staples. To seize these opportunities, SSA will have to support economic growth via continued sound macroeconomic policies, further improvements in the investment climate, and investments in infrastructure and institutions. In the agricultural sector SSA will have to (1) remove the remaining agricultural taxation that still disadvantages African farmers relative to all other farmers in the world, (2) improve its services for small farmers, (3) significantly increase its investment in agricultural technology generation and dissemination at national and subregional levels, (4) empower local governments, communities, and farmer organizations for their own development via further administrative and fiscal decentralization and community-driven development, and (5) strengthen the already existing regional |



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|   | agricultural institutions for agricultural trade, biosafety, phytosanitary regulations, seed production, regulation and trade, and technology generation.  |
| Ortmann, Gerald F., and Robert P. King. "Agricultural cooperatives I: history, theory and problems." <i>Agrekon</i> 46.1 (2007): 18-46. | This paper presents the principles of cooperation and briefly describes the history and development of agricultural cooperatives in developed and less-developed countries, with particular emphasis on South Africa. A new Cooperatives Act, based on international principles of cooperation, was promulgated in South Africa in August 2005. The theory of cooperatives, and new institutional economics theory (NIE) (including transaction cost economics, agency theory and property rights theory) and its applicability to the cooperative organizational form, are also presented, as are the inherent problems of conventional cooperatives, namely free-rider, horizon, portfolio, control and influence cost problems caused by vaguely defined property rights. An analysis of the future of cooperatives in general, based on a NIE approach, suggests a life cycle for cooperatives (formation, growth, reorganization or exit) as they adapt to a changing economic environment characterized by technological change, industrialization of agriculture and growing individualism.   |
| Binswanger, Hans P. "Empowering rural people for their own development." <i>Agricultural Economics</i> 37.s1 (2007): 13-27.             | This Elmhirst lecture first discusses the factors that allow rural people in low-income countries to design, plan, and implement their own rural development. These are divided into two broad groups: the institutional environment for rural development (the private sector, communities, civil society, local government, and sector institutions) and the factors governing profitability of investment in agriculture. While in many poor countries the institutional environment has improved over the last 20 years, the most poorly performing countries still have by far the poorest environment for local government in the world. Within an empowering institutional environment, the rate of agricultural and rural development is determined by investments of many different types that in turn depend primarily on the profitability of agriculture. Among the many factors that determine profitability few are under the direct control of farmers or agricultural sector institutions, but depend on governance and investments in other sectors such as trade and transport. In many of the poorest countries there has been considerable improvement in macro-economic management and sector policies over the past 20 years, but progress in international and intra-regional trade policies, in agricultural trade policies, in transport infrastructure, and in agricultural research and extension has been limited. |
| Shiferaw, Bekele, Gideon Obare, and Geoffrey Muricho. "Rural Institutions and Producer  | Many countries in sub-Saharan Africa have liberalized markets to improve efficiency and enhance market linkages for smallholder farmers. The expected positive response by the private sector in areas   |



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| <p>Organizations in Imperfect Markets: Experiences from Producer Marketing Groups in Semi-Arid Eastern Kenya. Socioeconomics and Policy Working Paper Series no. 23." (2006).</p>                | <p>with limited market infrastructure has however been disappointing. The functioning of markets is constrained by high transaction costs and coordination problems along the production-to-consumption value chain. New kinds of institutional arrangements are needed to reduce these costs and fill the vacuum left when governments withdrew from markets in the era of structural adjustments. One of these institutional innovations has been the strengthening of producer organizations and formation of collective marketing groups as instruments to remedy pervasive market failures in rural economies. The analysis presented here with a case study from eastern Kenya has shown that while collective action – embodied in Producer Marketing Groups (PMGs) – is feasible and useful, external shocks and structural constraints that limit the volume of trade and access to capital and information require investments in complementary institutions and coordination mechanisms to exploit scale economies. The effectiveness of PMGs was determined by the level of collective action in the form of increased participatory decision making, member contributions and initial start-up capital. Failure to pay on delivery, resulting from lack of capital credit, is a major constraint that stifles PMG competitiveness relative to other buyers. These findings call for interventions that improve governance and participation; mechanisms for improving access to operating capital; and effective strategies for risk management and enhancing the business skills of the PMGs.</p> |
| <p>De Janvry, Alain, and Elisabeth Sadoulet. "Agriculture for Development in Africa: Business-as-Usual or New Departures?." <i>Journal of African Economies</i> 19.suppl 2 (2010): ii7-ii39.</p> | <p>The world of agriculture is in a state of crisis. And nowhere is this more important than for Africa, where economies depend heavily on agriculture and hunger is on the rise. Agriculture is in the headlines, but for the wrong reasons: failures instead of successes. It is receiving rare political attention and financial commitments by governments and donors. This creates unique opportunities in using agriculture for development. But will opportunities be seized? Governments and donors have increasingly turned their backs on agriculture over the last 20 years, contributing to the current food crisis. Will African governments and donors respond by successfully using agriculture for development, or, after a brief concern with agriculture motivated by food riots and human distress, are we to witness a return to business as usual? This paper attempts to answer that question, identifying causes that have led to the crisis, opportunities for new departures and forces that could be mobilised in order to avoid the business-as-usual scenario and promote instead the agriculture-for-development outcome.</p>  |
| <p>Jayne, Thomas S., et al. "Trends in agricultural and</p>  | <p>Effective agricultural and food security policies in Africa need to be based on a solid empirical</p>  |



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| <p>rural development indicators in Zambia." <i>Lusaka: Food Security Research Project</i> (2007).</p>  | <p>foundation. In Zambia, it is widely perceived that poverty rates are increasing, agricultural growth is stagnant, and real food prices are higher as food production declines. This study examines these trends and finds that all of these perceptions are wrong. Rural poverty rates have declined substantially in rural Zambia since the early 1990s, although they are still unacceptably high. Real staple food prices for consumers have declined by 20% over the past decade, thanks to major reductions in maize milling and retailing margins. And there is evidence of impressive production growth for some crops that are becoming increasingly important sources of income and food security for Zambian farmers, despite evidence of stagnant production for other key crops. This paper examines the relationship between trends in agricultural sector performance and rural poverty in Zambia, the likely factors driving these trends, and the future implications for agricultural policy and investment rate</p>                                 |
| <p>Salifu, Adam, Gian Nicola Francesconi, and Shashidhara Kolavalli. <i>A review of collective action in rural Ghana</i>. No. 998. International Food Policy Research Institute (IFPRI), 2010.</p> | <p>With the beginning of the new millennium and the increasing concerns with regard to wild privatization reforms, African governments, international donors and development scholars have been showing renewed interest in collective action. As a result, farmer-based organization (FBOs) and agricultural cooperatives (agri-coops) are back on the policy agenda for Africa as a preferential means to achieve a more equitable, inclusive and community-driven development of rural areas. The objective of this paper is to provide a snapshot of the patterns and determinants in the development of FBOs and agri-coops in Ghana. With the intention to fill knowledge gaps, harmonize perceptions, update and broaden public understanding of FBOs and agri-coops in Ghana, this review compiles and compares as much secondary evidence as possible and fills in missing evidence through focus group discussions and key informant interviews. The paper concludes with some implications for policy-making and for further and more empirical research.</p> |
| <p>Akinola, Shittu R. "Coping with infrastructural deprivation through collective action among rural people in Nigeria." <i>Nordic Journal of African Studies</i> 16.1 (2007): 30-46.</p>          | <p>The failure of the state to address the problems of rural infrastructure in rural areas of Nigeria led to the adoption of self-governing techniques by the people through collective action. The study shows that rural people organized themselves based on appropriate institutional arrangements, mutual agreements and shared understanding; and planned and executed public goods and services that directly touched the lives of their people. The paper found that rural communities in south-western Nigeria through self-organized arrangements provided rural facilities at the cost of N26,204,000.00 (\$1,546,071.7) (i.e. 98.3%) of the total figure thus constituting the prime mover for rural facilities development, while Local Governments contributed N450,000.00 (\$20,452) (i.e. 1.7%) on the same</p>  |



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|  | facilities. The concern is that if these institutions are so accountable to their members, we should begin to conceptualize how they can be used to re-constitute order from the bottom up and to complement the state structure of governance.  |
| Uphoff, Norman, and Louise Buck. "Strengthening rural local institutional capacities for sustainable livelihoods and equitable development." (2006).                                 | In considering the contribution that Rural Local Institutions (RLIs) can make to Sustainable Livelihoods (SLs), authors bring together two important concerns that emerged among development practitioners in the 1980s and 1990s, respectively. RLIs are important for addressing and mitigating factors of insecurity and instability, dealing in particular with various aspects of vulnerability. RLIs can also support participation (voice), conflict mitigation (peace), and external linkage (market expansion). Generally they produce a variety of public goods at local levels even if focused on narrower objectives. Households and communities are multiply linked, or potentially linked, having many economic, social, information and other connections with distant kin, enterprises and diverse institutions within the country and often internationally. This paper focused on institutions that in fact have some organizational structure, seeking to make them more amenable to introduction and improvement. These are institutions that can have leadership and purposeful direction. Those of which this cannot be said are certainly of similar importance; however, they function very differently. |
| Barrett, Christopher B., and Emelly Mutambatsere. "Agricultural markets in developing countries." <i>The New Palgrave Dictionary of Economics</i> , 2nd edition, forthcoming (2005). | The history of agricultural markets in developing countries reflects attempts to establish the appropriate government responses to the inefficiencies created by incomplete institutional and physical infrastructure and imperfect competition. Government intervention in the 1960s and 1970s to resolve market failures gave way in the 1980s to market-oriented liberalization to "get prices right" and, more recently, to "get institutions right". But markets openness may accentuate the latent dualism of a modern, efficient marketing sector, accessible only to those with adequate scale and capital, alongside a traditional, inefficient marketing channel to which the poor are effectively restricted.   |
| Holmén, Hans. "The state and agricultural intensification in sub-Saharan Africa." <i>The African Food Crisis</i> , CAB International, Wallingford (2005): 87-112.                    | The agricultural intensification (or its absence) in eight sub-Saharan African countries, viz. Ethiopia, Uganda, Ghana, Kenya, Malawi, Nigeria, Tanzania and Zambia, is discussed. Special emphasis is directed at the triad state-market-smallholders and their respective roles in staple food intensification.  |
| Cotula, Lorenzo, et al. <i>Better land access for the</i>  | "This study highlights lessons from recent policy, law and practice to improve and secure access to  |



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| <p><i>rural poor: Lessons from experience and challenges ahead.</i> IIED, 2006.</p>  | <p>rural land for poorer groups. It focuses on Africa, Latin America and Asia, while also referring to experience from Central and Eastern Europe and the Commonwealth of Independent States. The study examines the links between land access and poverty reduction, shifting approaches to land reform, different means to secure land rights and to achieve more equitable land distribution, the particular vulnerability of certain groups to losing their land rights, and the role of addressing land rights within conflict resolution and peace building. It concludes with broad recommendations for protecting land rights of poorer and more vulnerable groups."</p>   |
| <p>Magingxa, Litha L., Zerihun G. Alemu, and Herman D. van Schalkwyk. "Factors influencing access to produce markets for smallholder irrigators in South Africa." <i>Development Southern Africa</i> 26.1 (2009): 47-58.</p> | <p>The objective of this paper was to determine the factors influencing access to produce markets for South African smallholder irrigators. Market access was measured according to whether all of the produce that was meant to be sold the previous season was sold or not. Data were collected from six smallholder irrigation schemes in three provinces: the Eastern Cape, Limpopo and Mpumalanga. A principal component analysis was performed to deal with the problem of multicollinearity, yielding six principal components from 14 original explanatory variables: physical access to the market, farmer skills, nature of access to the market, inventory of support services, ability to respond to opportunities, and off-farm income. A logit regression analysis was then performed, with the principal components as explanatory variables. The results show that physical access to the market, farmer skills and nature of access to the market are highly significant factors in influencing market access for these smallholders.</p>   |
| <p>Flygare, Sara. <i>The cooperative challenge: Farmer cooperation and the politics of agricultural modernisation in 21st century Uganda.</i> Diss. Uppsala University, 2006.</p>  | <p>The main purpose of this dissertation is to study whether the official rhetoric on the role that cooperatives could play in the quest for agricultural modernisation in Uganda have any resemblance with how farmers view the benefits and problem with cooperation. This question was motivated by the political initiative in the early 21st century to revive the cooperative movement in Uganda, a movement burdened with a history of political intervention and difficulties to adapt to a de-regulated agricultural market system. In the thesis, the move to revive the cooperative movement is linked to another more encompassing political initiative, that of the modernisation and commercialisation of small-scale agriculture.</p> <p>The book consists of two empirical studies, where interviews and text analysis have been important research methods. By first analysing the rhetoric emanating from political institutions and donor agencies, the conclusion is drawn that cooperatives are seen primarily as an institutional device which, it is hoped, will fill spaces that have been abandoned by the state and not filled with private sector</p> |



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|  | <p>initiatives.</p> <p>A focused case study of a dairy cooperative and a number of its members in Uganda shows that farmers' expectations of the cooperative to some extent converge with those revealed in the first study: for example they expected the cooperative to provide a stable outlet for their production of milk. The interviews and quantitative analysis indicate that farmers' preferences for both fast cash and a stable income can create incentives for members to free-ride on the collective efforts of their fellow members. This can be cumbersome in a competitive marketing situation where other buyers compete with the cooperative for the members' produce. The cooperative can find it difficult to secure a necessary level of member commitment if members do not share a common code of conduct.</p> |
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#### ADDITIONAL SEARCH USING VARIATION OF SEARCH TERMS

**Transport operator associations rural Africa , 2 relevant results out of the 200 results shown on the first 20 pages (36,200 total results):**

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| <p>Perret, Sylvain, and Marie-Rose Mercoiret, eds. <i>Supporting Small-scale Farmers and Rural Organisations: Learning from Experiences in West Africa; a Handbook for Development Operators and Local Managers</i>. Editions Quae, 2003.</p> | <p>In the specific area of local rural interventions and support to small-scale farmers, a handbook was produced to achieve 2 objectives: (1) to summarize the basic components (whole or part) of an intervention with the aim of providing the most suitable support to meet the farmers' needs; each chapter corresponds to one of these components (diagnosis, monitoring and evaluation, training, organization, management, financing, etc.); and (2) for each component in a chapter, the handbook strives to underline the main issues to be borne in mind (specific objectives, principles, methods, tools) when working with small-scale farmers and rural people. The handbook was produced for 2 types of people: (1) development agents, extension officers and other development operators such as technical staff from non-governmental organizations (NGOs), parastatals, and research and co-operative organizations who are involved in projects; and (2) managers of rural and agricultural organizations. Subjects dealt with include: local planning; diagnosis; on-farm experimentation; monitoring and evaluation; training of farmers; the farmers' organization; contracts between stakeholders; extension services and farm management advice; natural resources management; product management; management of collective assets and facilities; financing local development; women and development; and, the non-agricultural sector.</p> |
| <p>Maphosa, France. "Remittances and development: the impact of migration to South</p>  | <p>The development potential of remittances has not received much policy attention in the migrants' countries of origin. The Homelink facility established by the Reserve Bank of Zimbabwe in May 2004</p>   |



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| Africa on rural livelihoods in southern Zimbabwe." <i>Development Southern Africa</i> 24.1 (2007): 123-136. | excludes undocumented migrants, who are unlikely to use formal channels to send their remittances back home, and studies on international migration from Zimbabwe to South Africa have neglected the role of remittances, especially from undocumented migrants. However, some countries have realised this potential and developed strategies to encourage the flow and investment of remittances, which can contribute significantly to poverty reduction and development. Without such regulations and policies, which require the collaboration of government, migrant groups, the local community, non-governmental organisations and other international organisations, migrant remittances will continue to be used mainly for consumption, with a very small proportion being invested in sustainable investment. |
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### Web of Knowledge

**Rural Passenger Transport Services AND Developing Countries, 1 relevant result out of total 2 results:**

| Reference   | Abstract   |
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| Howe, John. "'Filling the middle': Uganda's appropriate transport services." <i>Transport Reviews</i> 23.2 (2003): 161-176. | <p>Uganda developed bicycle-based passenger and goods transport services in the 1960s. They were complemented by a motorcycle-based version in the 1990s. These have extended the range and capacity of services, known locally as boda boda. Both have spread over the entire country and the bicycle version into neighbouring Kenya. This paper explains the origins of boda boda, the factors conditioning development, its operating characteristics and the problems they face. This analysis is used to examine the benefits boda boda services have brought to the poor. Boda boda operate where more conventional services are uneconomic or physically impossible. They are found in urban and rural areas where they act as feeder services to the towns or major public transport routes. Because of limited capacity and short trips fares per kilometre are two to seven times those of large-capacity buses. Popularity derives from their ability to meet demands other services cannot. While the poorest make only occasional use, due</p> <p>to low incomes and high costs, for many they enhance income by extending the range and intensity of productive activities. Their main impact on the poor is through the employment provided. Operators are drawn from the least educated classes and each supports five dependants. About 1.7 million people, or 7% of the population, receive part of their livelihood from the industry.</p> |

### Web of Knowledge

**Rural Freight Transport Services AND Developing Countries: 1 result- discarded as irrelevant.**

**Transport operator associations, 4 relevant results out of 123 total results:**

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| <p>Maria Attard, Reforming the urban public transport bus system in Malta: Approach and acceptance</p> <p>TRANSPORTATION RESEARCH PART A-POLICY AND PRACTICE Volume: <b>46</b> Issue:</p> | <p>The islands of Malta have joined the European Union in 2004 and have for the past decade suffered a decline in the patronage of its public transport service. Offered under a monopoly by an Association of individual owner drivers, the public transport service has not changed dramatically since its start in the early 1900s. Instead, an organic growth alongside the main routes linking new areas to the public</p> |
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| <p>7 April 2012</p>   | <p>transport network and a declining level of service pushed even more the local population to switch to private mobility. This has classified the islands amongst the countries in the world with the highest levels of motorisation. In 2008, following a general election and a general strike held by the public transport operators over the Government's intentions to remove monopolies, the new Minister for Transport published his intentions to reform public transport from its roots. This reform included the removal of the monopolies protecting the incumbents as well as developing a new network of services which cater more effectively to the public's travelling demands. This paper deals with the public transport reform and through direct observation details the processes involved in the regulation of public transport as well as the design of the new public transport network. The paper concludes with the critical factors which led to implementation of the reform and how this is applicable to cities worldwide.</p>  |
| <p>Hoogendoorn, Caroline, Amsler, Yves, ERRAC ROADMAP WPO3: Urban, Suburban and Regional Rail and Urban Mobility TRANSPORT RESEARCH ARENA 2012 Book Series: <b>Procedia</b> Social and Behavioral Sciences Volume: <b>48</b> Pages: <b>2284-2294</b> 2012</p> | <p>The presentation shall focus on the two Roadmaps prepared by Work Package 3 (WP3) of the European R&amp;D project ERRAC ROADMAP, which is led by UITP - the International Association of Public Transport - and ANSALDO STS, on behalf of UNIFE - the European Association of Rail Manufacturers. Both UITP and UNIFE are "rail representative bodies" in front of the European Union, representing urban, suburban and regional rail operators (UITP) and suppliers (UNIFE), and as such are involved in three important areas which are very much cross-related: legislation, standardization and research. In this overall background, European R&amp;D is an important tool for preparing actions in the two other areas. The European Commission therefore supported the creation of the Rail Technology Platform ERRAC (European Rail Research Advisory Council) from 2001, and later awarded the partners of ERRAC several R&amp;D projects as Coordinated and Support Actions. In line with ERRAC Strategic Research Agenda produced in 2002 and updated in 2007, UITP and UNIFE have already been jointly involved in several major R&amp;D projects like: LibeRTiN, MODURBAN, URBAN TRACK, MODSafe and SECURED.</p> <p>Within ERRAC ROADMAP, among six work packages, WP3 concentrates on the preparation of two roadmaps for research on "Urban, Suburban and Regional Rail" and on "Urban Mobility". This Work Package is made of two major tasks, one dedicated to local rail, and another one focusing on Urban Mobility. The second task has very unusual characteristics: it is a joint task of two different R&amp;D projects, ERRAC ROADMAP and ERTRAC SAFIER, supporting two different Technology Platforms, ERRAC and ERTRAC (European Road Transport Research Advisory Council). This situation results from the fact that Urban Mobility research actions cannot be developed only on a "modal" approach - rail</p> |



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|   | <p>or road - but require an intermodal or co-modal approach in order to produce sustainable mobility integrating all transport modes and their relation with land use. The topic "Urban Mobility" is addressed in both projects as a kind of follow-up of the FP6 project "EURFORUM" - European Research for Urban Mobility - and its objective is to produce an agenda for future research shared by all stakeholders of Urban Mobility. (C) 2012 Published by Elsevier Ltd. Selection and/or peer review under responsibility of the Programme Committee of the Transport Research Arena 2012</p>   |
| <p>Schuetz, Joerg, Scholz, Sven A New Security And Safety Solution For Public Guided Transport PROCEEDINGS OF THE ASME/IEEE JOINT RAIL CONFERENCE Pages: <b>245-250</b> March 2009</p>        | <p>Railway and Public Guided Transit Properties often employ large numbers of video cameras to supervise critical areas and facilitate incident management. Capabilities of Central Control Staff is, however, limited to check the increasing number of CCTV images and so far automated image processing solutions had been insufficiently reliable. TelSys GmbH (a railway telematics company in Dresden, Germany) had therefore developed over the last seven years together with the University of Technology in Dresden and some public transport providers (subway of Berlin, subway of Prague) a robust solution to supervise automatically critical areas like tunnel entrances, station tracks or station platform edges. Also qualifications with German Railways and in Finland had been performed. The automatic image processing software reliably differentiates between trains ("permitted" objects) and objects that move from the platform into the tracks or move too close to otherwise prohibited areas. Object sizes, alarm times, reliability and safety requirements had been taken from the VDV 399 standard of the German Public Transport Operators Association. After years of reliability and safety research and demonstration the system is now in regular operation (stopping automatically incoming driverless trains if an object is detected in the track) and can be considered as the first safe video image processing system according to railway standards. Experiences, system architecture and principles as well as further development plans and planned demonstration installation in North America are discussed.</p> |
| <p>M. Sohail, D.A.C. Maunder, S. Cavill Effective regulation for sustainable public transport in developing countries TRANSPORT POLICY <b>Volume: 13 Issue: 3 Pages: 177-190</b> Nov 2005</p> | <p>This paper has two key objectives. Firstly, using the findings from case study research undertaken in Colombo (Sri Lanka), Faisalabad (Pakistan) and Dar es Salaam (Tanzania), the paper seeks to demonstrate the importance of an appropriate regulatory framework and effective mechanisms of enforcement for sustainable urban transport systems in developing countries. Secondly, the paper highlights the critical importance of communication and co-ordination between stakeholders (defined here as transport users, providers and regulators) if regulation is to be effective. The views of poor and disadvantaged passenger groups—women, children, the elderly and disabled—are used in the</p>   |



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|  | <p>paper to illustrate the importance of transport systems to their livelihoods, such as work, education, health and social pursuits. The case studies suggest that in the context of the failure of both the fully regulated public transport sector and the completely deregulated sector self regulation is a potentially useful alternative. In practice, self regulation has been achieved in the case study locations through the formation of cooperatives or associations of stakeholders such as users and operators. In the conclusion, the paper makes two key points. Firstly, that regulation must be open, honest and effective, but not so detailed or 'heavy' that it incites the potential for corrupt practices. Secondly, communication and co-ordination between stakeholders is critical if any form of regulation is to be effective—owners', employees' and passengers' associations have a vital role in this regard, as do Transport Forums consisting of all stakeholders. The participation of stakeholders and real and effective consultation are more important in the case of self regulation of public transport service provision than in other regulatory regimes.</p> |
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**Transport Co-operatives, 2 relevant results out of 397 total results:**

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| <p>Bekele, A. D; Pillai, G. B Training needs of members in cooperative dairy marketing in Ethiopia AFRICAN JOURNAL OF AGRICULTURAL RESEARCH Volume: 6 Issue: 2 Pages: 488-507 Jan 2011</p> | <p>Cooperative education and training are the most significant pillars of a strong and self-reliant cooperative movement. Realizing the importance of the Co-operative education and training needs, this research paper attempted to determine the training needs of members with the specific objectives of determining their level of awareness, to identify their training needs, to examine the association between training needs and socio-psychological characteristics, and to ascertain the constraints faced in cooperative dairy marketing by members in Arsi Zone, Oromia region, Ethiopia. This study adopted survey method. Three-stage sampling was used in which random sampling procedures were followed to select 176 respondents from the population. Structured interview schedule and FGD (Focus group discussion) were used to collect the data from the sampled respondents. The data were analyzed through descriptive statistical tools, X2-test, Cramer's V, Person's correlation coefficient, and multiple linear regression. In addition, awareness levels of stakeholders were evaluated by means of awareness index. Training need of members and officials were identified using TNS and prioritized via TNI. The constraints in dairy marketing were ranked using preference index. According to the results of the study, awareness index indicates that the majority of members (55.7%) have low level of awareness in dairy marketing. Due to the presence of many development interventionists, only 24.4% of the members perceived high level of training need, while 46% of the members had perceived medium level of training need in dairy marketing. The research</p> |
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|   | findings highlighted that there is demand for upgrading the awareness of members in dairy marketing as well as organization of effective training programs to the needy group. The preference of members regarding type, method, duration, season, frequency, place, and language of training was:-peripatetic, group discussion, three to six days, winter, once in a year, FTC's and Afaan Oromoo respectively. About 50 to 75% of the training was perceived to be more practical as vital part in the training program. As per the model analysis output, indebtedness and economic motivation positively influenced the perception of members' training need; whereas, knowledge and training undergone in dairy marketing was found to negatively influence training needs at 1% level of significance. Irregular supply of milk, long fasting days, lack of transport facilities, absence of training, lack of credit access from the dairy coops(co-operatives) were found to be the basic constraints in dairy marketing among members. The findings suggest that co-operative policy makers and practitioners should stress in the adoption of participatory co-operative training approach and it should be implemented to increase the motivation, sense of ownership and shared responsibility among all co-operative stakeholders. |
| F Lyon Managing co-operation: Trust and power in Ghanaian associations ORGANIZATION STUDIES Volume: 27 Issue: 1 Pages: 31-52 Jan 2006 | Through a rich empirical study of forms of collective action in Ghana, this paper examines how groups sustain co-operation in the absence of strong legal institutions and mechanisms (such as legal contracts or regulated loan finance) that are often taken for granted in most 'western' economies. It presents evidence from case studies of micro-saving groups, palm oil processing groups and transport associations, which indicate that co-operation is based on trust and power, both of which are based on culturally specific norms. Decisions to co-operate are shaped by a combination of conscious calculations, habitual actions and unquestioning compliance or obedience. The way that trust and power are articulated also varies according to local context, and attempts to facilitate and support co-operative activities have to build on the existing co-operative structures that are embedded in the local, culturally specific, social relations.  |

**Rural Associations AND Development AND Africa, 8 relevant results out of 203 total results:**

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| Kassie, Menale, Jaleta, MotiShiferaw, Bekele, Mmbando, Frank Mekuria, Mulugetta<br><br>Adoption of interrelated sustainable agricultural practices in smallholder systems: Evidence from rural Tanzania TECHNOLOGICAL FORECASTING | Soil fertility depletion is considered one of the main biophysical limiting factors for increasing per capita food production for smallholder farmers in Sub-Saharan Africa. The adoption and diffusion of sustainable agricultural practices (SAPS), as a way to tackle this challenge, has become an important issue in the development policy agenda in the region. This paper examines the adoption decisions for SAPs, using recent primary data of multiple plot-level observations collected in 4 districts and 60 |
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| AND SOCIAL CHANGE Volume: <b>80</b> Issue: <b>3</b> Pages: <b>525-540</b> March 2013  | villages of rural Tanzania. The paper employs a multivariate probit technique to model simultaneous interdependent adoption decisions by farm households. The analysis reveals that rainfall, insects and disease shocks, government effectiveness in provision of extension services, tenure status of plot, social capital, plot location and size, and household assets, all influence farmer investment in SAPs. Policies that target SAPs and are aimed at organizing farmers into associations, improving land tenure security, and enhancing skills of civil servants can increase uptake of SAPs in smallholder systems   |
| Kemerink, J. S., et al. "The question of inclusion and representation in rural South Africa: challenging the concept of Water User Associations as a vehicle for transformation." <i>Water Policy</i> 15.2 (2013): 243-257. | AB The promotion of local governance and the transfer of water management responsibilities to water user associations (WUAs) have been central in water reform processes throughout the world, including in the reforms that took place in post-apartheid South Africa. This paper reflects on the notions of inclusion and representation as put forward by the various actors involved in the establishment of a WUA in a tertiar catchment in the Thukela River Basin. The paper describes how the WUA in the study catchment came to be dominated by commercial farmers, despite the South African government's aim to redress the inequities of the past by the inclusion and representation of historically disadvantaged individuals. The authors argue that the notions of inclusion and representation as embedded in the concept of the WUA are highly contested and more aligned with the institutional settings familiar to the commercial farmers. The paper concludes that, unless the inherently political nature of the participatory process is recognized and the different institutional settings become part of the negotiation process of the 'why' and the 'how' of progressive collaboration at catchment level, the establishment of the WUA in the study catchment will not contribute to achieving the envisioned transformation. |
| Beauchemin, Cris, and Bruno Schoumaker. "Are migrant associations actors in local development? A national event-history analysis in rural Burkina Faso." <i>World development</i> 37.12 (2009): 1897-1913.                  | The objective of this paper is to provide quantitative evidence oil the impacts of migrant associations oil local development in rural Burkina Faso We exploit a national retrospective community survey of 600 settlements conducted in 2002 Using longitudinal data and event-history models. we show significant effects of migrant associations on the creation of schools, health centers. and roads. while the direct effects oil other facilities and oil modernization of agriculture are non-significant The paper also explores whether the impact of migrant associations varies according to the period and to some characteristics of the associations (location and age of the association)   |
| Galvan, Dennis C. "The social reproduction of community-based development: syncretism and   | This article traces the rise and decline of a grassroots community organisation in rural Senegal. It has three aims. First, it problematises the sometimes idealistic nature of the rhetoric and literature on  |



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| <p>sustainability in a Senegalese farmers' association." <i>Journal of Modern African Studies</i> 45.1 (2007): 61.</p>   | <p>community-based development. Second, it suggests three factors that contribute to the effectiveness of rural self-help organisations: educated and technocratically skilled leadership, unintentionally benevolent state neglect, and a willingness to syncretically recycle elements of 'traditional' social order and culture in the service of contemporary development tasks. Finally, the demise of the community-based organisation examined here suggests a need to shift focus away from the institutionalisation of community-based or civil society organisations per se, and to consider instead the routinisation of the participatory, empowering, and deliberative socio-political conditions that make possible the regular emergence of new grassroots organisations across time within a given community. Recent events (since 2005) in the village in question support this shift, as a new generation of community leaders has begun to craft a new community organisation, explicitly built from the detritus of the older organisation described in this article.</p>  |
| <p>Cleaver, Frances, and Anna Toner. "The evolution of community water governance in Uchira, Tanzania: The implications for equality of access, sustainability and effectiveness." <i>Natural Resources Forum</i>. Vol. 30. No. 3. Blackwell Publishing Ltd, 2006.</p> | <p>Community participation, ownership and cost sharing are key components of Tanzania's water policy, in common with the broad international consensus on water governance. However these policy goals are difficult to achieve, beset with paradoxes and their benefits may be overstated, both in terms of efficiency of resource management and equality of outcomes. This article draws on longitudinal ethnographic research of a village water supply in Tanzania to explore two issues: the contested nature of community ownership and the complex evolution of a 'community-owned' institution. The evidence from the Uchira Water Users Association leads us to question some of the simplistic assumptions made concerning the capacity of local communities to manage service delivery and to balance equity and sustainability principles. The limitations of 'bottom-up' and demand led approaches need to be recognised without discrediting their potential for challenging inequalities. The article concludes with a consideration of some of the tensions in community-driven development, which raises some important questions about the role of the State and external agencies in setting and enforcing equity criteria in community-managed initiatives.</p> |
| <p>D'haese, Marijke, et al. "New institutional arrangements for rural development: the case of local woolgrowers' associations in the Transkei area, South Africa." <i>The Journal of Development</i></p>  | <p>Until recently, smallholder farmers in the Transkei area had very limited access to a profitable market outlet for their wool. In response, the South African wool industry built shearing sheds, managed by a local association that sells directly to the brokers. This article investigates the effect of joint wool marketing through the shearing shed on the farmers' revenue from wool. A three-step regression model of the revenue from wool indicates that the farmers selling through the shearing shed obtain</p>   |



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| Studies 41.8 (2005): 1444-1466.  | better financial results as compared to those who use alternative channels. This analysis shows how new institutional arrangements may contribute to economic development.  |
| Fonchingong, Charles, and Canute A. Ngwa. "Grassroots Participation for Infrastructural Provisioning in Northwest Cameroon: Are Village Development Associations the Panacea?." Canadian Journal of Development Studies/Revue canadienne d'études du développement 26.3 (2005): 443-460. | Local communities are the loci of spatial development initiatives as they wrestle with the problem of resource scarcity and to fill the void left by the reduction in state services. This paper explores the gender dimension of grassroots participation in community development in selected localities of the Northwest Province of Cameroon. It outlines the gender roles and biases of grassroots participation through Village Development Associations (VDAs), which have become the prevalent vehicles for the galvanization of indigenous resource and building of social and human capital for project execution. Projects successfully executed include the construction of bridges and community halls, renovation of school buildings and health centres, digging and maintenance of earth roads, and the provision of pipe-borne water. In spite of communitarian efforts, VDAs are finding it difficult to embark on large-scale infrastructural development projects such as rural electrification, road construction, water supply, and health centres, all of which require huge capital investments and a high degree of technical expertise. Participation is also affected by a litany of gender-based inequalities, mismanagement, ambiguous and vested interests of the elite, and complex operational structures of VDAs coupled with a politicized institutional environment. The paper concludes that although VDAs are not the cure-all, if revitalized, they can determine the local development agenda and become conduits for direct efforts at poverty reduction. |
| Helmsing, A. H. J. "Local economic development: new generations of actors, policies and instruments for Africa." Public Administration and Development 23.1 (2003): 67-76.   | As decentralisation advances, the question of local economic development acquires more significance. How can local governments and other local actors such as local producers and their associations, community based organisations, as well as NGOs and donors contribute to local economic development and poverty reduction? This article begins by examining how the context for local economic development has drastically changed. It stresses lack of demand And the absence of meso-level institutions, i.e. institutions at the level of sector and area. Their absence deters investment responses by enterprises and households. In terms of local development initiatives, a distinction is made between community economic development and enterprise or business development. The first seeks to facilitate household economic diversification as an essential strategy of rural and urban livelihood; the second, enterprise development, seeks specialisation of the local economic base. These two lines are complemented by a third category, namely locality development, designed to create local public goods and positive externalities. The final section elaborates on the principal actors and   |



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|  | their roles, stressing the importance of joint action and collective learning. Local governments have an important facilitating role, creating a favourable business environment and infrastructure conditions, and to contribute to convergence in decision-making. |
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**Rural Co-operatives AND Development AND Africa, 2 relevant results out of 56 total results:**

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| <p>Shiferaw, Bekele, Hellin, Jon, Muricho, Geoffrey<br/>Improving market access and agricultural productivity growth in Africa: what role for producer organizations and collective action institutions?</p> <p>FOOD SECURITY</p> <p>Volume: <b>3</b> Issue: <b>4</b> Pages: <b>475-489</b> Dec 2011</p> | <p>The history of producer organizations in sub-Saharan Africa (SSA) is a mixed one. In the past, producer organizations often failed to provide desired services due to dependence on government support, which led to heavy political interference as well as internal leadership and managerial problems. However, the hasty retreat of the state following adjustment and market liberalization reforms left an institutional void that the private sector has failed to fill. This study reviews the role that producer organizations can play, and the challenges they face in improving access to markets and technologies for enhancing productivity of smallholder agriculture in SSA in the post-adjustment era. The paper critically examines the evidence for improving access to markets, information and technologies, and the conditions that facilitate the success of producer organizations in providing such services. Emphasis is on the characteristics of user groups, institutional arrangements, governance mechanisms, types of products (staples, perishables and other commodities), and the role of the public and private sector service providers. We conclude that while recent experiences are mixed, good governance, more homogeneous and optimal group size, transparency and market orientation can enhance the role of producer organizations in improving access to markets. However, ideally these organizations need to prioritise agribusiness opportunities over social welfare objectives even though this may mean that some households are unable to take advantage of them. Donors and governments have important roles to play in stimulating the emergence and development of economically viable and self-sustaining producer organizations. The private sector is also critical in terms of providing producer organizations with financial and business development services</p> |
| <p>Bowman, Andrew Mass Production Or Production By The Masses? Tractors, Cooperatives, And The Politics Of Rural Development In Post-Independence Zambia JOURNAL OF AFRICAN HISTORY Volume: <b>52</b> Issue: <b>2</b> Pages: <b>201-221</b> 2011</p>   | <p>The fall of colonial regimes across Africa was accompanied by the rise in expectations for rapid and inclusive rural economic progress. In Zambia, the cooperative production unit was one of two key initiatives at the centre of the United National Independence Party's ambitious development efforts. The other was the tractor. By following these two interlinked initiatives in the years immediately following independence, this article contributes to the under-explored history of early postcolonial development. It argues that both the power of expert groups and the level of continuity between late</p>  |



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|  | colonial and postcolonial development was not always as great as has recently been suggested. Cooperative mechanization policies emerged from a confluence of competing claims over knowledge, power and resources. However, as is demonstrated, they also reflected more fundamental tensions in the development endeavour between the prioritization of economically efficient mass production, and inclusive development for the masses. |
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**Rural Transport AND Developing Countries, 1 relevant result out of 397 total results:**

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| Gina Porter Amleset Tewodros Flavian Bifandimu<br>Mark Gorman Amanda Heslop Elisha Sibale<br><br>Abdul Awadh Lorraine Kiswaga Transport and mobility constraints in an aging population: health and livelihood implications in rural Tanzania JOURNAL OF TRANSPORT GEOGRAPHY Volume: 30 Pages: 161-169 2013 | This paper offers a rare examination of older people's mobility in a developing country context. It presents findings from a recent mixed-methods study of the transport and mobility constraints faced by older people in 10 settlements in Kibaha district Tanzania and is concerned, in particular, with the interconnections between transport, health and livelihoods. The study demonstrates the diverse ways in which older people's health, livelihoods and access to transport are interconnected, the growing importance of motorcycle-taxi services for rural connectivity, and how the relationality between older people and younger generations contributes to the shaping of mobility patterns. |
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**Articles found through Web of Knowledge 'Related Records' (this is a list of 'suggested articles' that appeared when examining some of the above articles. It produced 2 relevant suggestions):**

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| Gina Porter 'I think a woman who travels a lot is befriending other men and that's why she travels': mobility constraints and their implications for rural women and girls in sub-Saharan Africa GENDER PLACE AND CULTURE Volume: 18 Issue: 1 Pages: 65-81 Jan 2011 | This article is concerned with the implications of practices, politics and meanings of mobility for women and girl children in rural areas of sub-Saharan Africa. Women and girls commonly face severe mobility constraints which affect their livelihoods and their life chances. The article reflects on their experiences in rural areas where patriarchal institutions (including the gender division of labour, which places great emphasis on female labour contributions to household production and reproduction), and a patriarchal discourse concerning linkages between women's mobility, vulnerability and sexual appetite, shape everyday social practices and material inequalities. This compounds the physical constraints imposed by poor accessibility (to services and markets) associated with poor roads and inadequate transport in both direct and more complex ways. The article draws on field research conducted in diverse socio-cultural and agro-ecological contexts in western |
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|  | and southern Africa (principally southern Ghana, southern Malawi and northern and central Nigeria) to explore the impacts of relative immobility and poor service access on women and girls. Three (interconnected) issues are examined in some detail: access to markets, access to education and access to health services. Possible interventions to initiate positive change are considered.  |
| Robinson, RStiedl, D Decentralisation in developing countries: a model for road administration PROCEEDINGS OF THE INSTITUTION OF CIVIL ENGINEERS-TRANSPORT Volume: <b>156</b> Issue: <b>2</b> Pages: <b>65-71</b> May 2003 | Many developing countries are decentralising the administration of their road networks with the aim of improving the delivery of rural transport infrastructure services. A study of decentralisation of road administration in developing countries has been undertaken, including a literature review, and field studies in Nepal, Uganda and Zambia. The evidence from this study suggests that it is proving difficult to realise the expected benefits fully. Problems include a lack of local government powers to exercise political influence, insufficient financial resources, a lack of management capability, and a lack of accountability mechanisms. Limited data also suggest that there is little evidence of existing decentralised systems being particularly responsive to addressing the needs of the rural poor. Different models for administrative decentralisation have been developed through this study. They are described, and recommendations are made for approaches likely to be the most appropriate for rural transport infrastructure administration and management. However, the benefits can be assured only through a long-term investment in establishing effective systems at a local level and building local capacity. There is also a need for the poor to be involved more actively in the planning, financing and implementation process, if poverty alleviation is to be achieved. |

### Africa Bibliography- SOAS

#### **Rural Passenger Transport Services AND Developing Countries 21 relevant results out of 250 total results**

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| <b>Ansoms, An, and Andrew McKay.</b> "A quantitative analysis of poverty and livelihood profiles: The case of rural Rwanda." <i>Food Policy</i> 35.6 (2010): 584-598. | The paper applies a quantitative methodology to study poverty and livelihood profiles on the basis of a large set of variables. It takes the context of post-conflict rural Rwanda for a case study. By means of exploratory tools (i.e. principal component and cluster analysis), it combines variables that capture natural, physical, human, financial and social resources together with environmental factors to identify household groups with varying livelihoods. The paper further explores how these clusters differ with regards the incidence of poverty, livelihood strategies and their respective crop preferences. The paper concludes that Rwandan rural policies should adopt distinct and appropriate interventions for impoverished peasant groups, each having their own particular livelihood profiles. |
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| <b>Fenta Mandefra Abate</b> , <i>Beyond the public realm: local governance network and service development in the Amhara and Tigray regions, Ethiopia</i> . Maastricht: Shaker Publishing, 2007, 353 pp   | (No abstract)   |
| <b>Nthomang, K.</b> Botswana Remote Area Development Programme (RADP) and the challenge of sustainable service delivery for San communities: the case for a cultural development (CD) approach. <i>Journal of social development in Africa</i> , 2008, <b>23</b> , 1, 37–60 | (No abstract)   |
| <b>Jamal, V.</b> , Chasing the elusive rural-urban gap in Tanzania, <i>Journal of contemporary African studies</i> , 2001, <b>19</b> , 1, 25-38   | (No abstract)   |
| <b>Mosely, W.G.</b> , Collaborating in the field, working for change: reflecting on partnerships between academics, development organizations and rural communities in Africa. <i>Singapore journal of tropical geography</i> , 2007, <b>28</b> , 3, 334–47                 | (No abstract)   |
| <b>Muriisa, R.K.</b> , Decentralisation in Uganda: prospects for improved service delivery. <i>Africa development</i> , 2008, <b>33</b> , 4, 83–95  | Since the 1980s, many Sub-Saharan African countries have been undergoing structural reforms with a view to promoting efficient service delivery. Decentralisation, defined as the transfer of authority from central to local governments to perform certain duties, is seen as one of the public sector reform strategies to increase service delivery. Decentralisation in Uganda began in 1986 with the coming into power of the National Resistance Movement, which aimed at promoting democracy and enhancing local participation. In Uganda, political decentralisation developed along with financial decentralisation. The goal of political decentralisation was to promote people's participation in the democratic process of Uganda. This took the form of Administrative Units – Resistance Councils (RC) <sup>1</sup> running from the village to district levels. Financial decentralisation, on the other hand, attempted to assign |



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|   | responsibilities and taxes between the centre and local governments, to enable the transfer of grants and other resources to different parts of the country, and to improve service delivery. This paper will review different government, public and academic documents as well as findings of other researches such as UN reports about decentralisation and service delivery in Uganda. Based on these sources the paper will answer the following questions: to what extent does decentralisation increase service delivery? To what extent does decentralisation increase efficiency, participation, accountability and effectiveness? What are the challenges of implementing decentralisation in Uganda? Key words: Decentralisation, accountability, efficiency, economy, effectiveness and performance.  |
| <b>Morgan, P.J. and others</b> , Developing capacity for managing public service reform: the Tanzania experience, 2000–2008. <i>Public administration and development</i> , 2010, <b>30</b> , 1, 27–37            | Public service reform has been more effective in Tanzania than in most African countries. An important contribution to this relative success has been the growing capacity of the Government of Tanzania to design and lead complex reform programs such as the Public Service Reform Program. This article looks at how and why this capacity developed and the possible implications for other efforts at public service reform in Africa. Our specific focus is on the Public Service Management Department in the President's Office (PO-PSM), the unit designated to manage the PSRP and the emergence of its capacity to lead and energize the change process. A variety of factors have accounted for the effectiveness of the PO-PSM. We argue that three have been particularly important: its organizational positioning, its development of a range of required competencies and capabilities, and finally its sequencing of the reform activities of the PSRP. Copyright © 2010 John Wiley & Sons, Ltd.   |
| <b>Kamchedzera, G., Banda, C.U.</b> , Dignified rural living, the right to development, multiparty politics and legislation in Malawi. <i>South African journal on human rights</i> , 2009, <b>25</b> , 1, 73–101 | This article proposes that the notion of progressive dignified living is a more effective measure of the quality of rural life than other, prevailing means of assessment. The notion entails enjoyment of human rights, compliance with and advancement of human rights principles, and the performance of duties correlative to specific human rights, such as the right to development. In Malawi, where the culture of accountability is weak, evidence casts doubt on the effectiveness of legislation as a strategy to realise the right to development. At the same time, nascent developments indicate that the involvement of civil society and quasi-public organisations in catalysing the demand for human rights in rural areas can be an effective way of promoting the right to development. As formal processes for redress are largely ineffectual, it is through community insistence on enjoyment of the right to development that norms may emerge to protect accountability-related gains through legislation. This would constitute an example of people-determined reflexive law making. |



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| <p><b>Ugbomeh, G.M.M.</b>, Empowering women in agricultural education for sustainable rural development, <i>Community development journal</i>, 2001, <b>36</b>, 4, 289-302</p>   | <p>In this paper, the three concepts of <i>agricultural education</i>, <i>women empowerment</i> and <i>sustainable rural development</i> are examined, and the strategies of agricultural education for women empowerment and sustainable rural development are discussed. While it can be argued that women are best placed to empower women, others have presented a view that men have a role in their empowerment. Since women in Nigeria make up more than half of the nation's population, their empowerment educationally, socially, politically, and economically would seem to command the efforts of all for a sustainable rural development. Recommendations for a massive agricultural education campaign are suggested.</p>   |
| <p><b>Mbaya, P.Y.</b>, Enforcement of public accountability in public service for sustainable development in Nigeria. <i>Global journal of social sciences</i>, 2004, <b>3</b>, 1&amp;2, 11–19</p>                         | <p>This paper attempts to look at the relationship between public accountability and sustainable development in Nigeria's Civil Service. It traces and analyses the cumulative effect of poor accountability and the extent it has come to shape the present crisis of development in Nigeria. It explores formal control measures within a public service system aimed at achieving accountability, higher performance and greater productivity. We discovered that mechanisms put in place so far in enforcing public accountability in the civil service have failed, resulting to poor spirit of accountability in the conduct of public affairs in this country. We therefore concluded that sustainable development in Nigeria cannot be feasible without serious commitment from our political leaders and public officers, not only to honour these accountability measures in this paper, but, more specifically to refrain from using their positions of authority to influence the normal functioning of the administration. The society therefore must be ready to accept change of values and has the duty to nurture good qualities and potentials of our committed leaders.</p> |
| <p><b>Sanginga, P.C. and others</b>, Enhanced learning from multi-stakeholder partnerships: lessons from the Enabling Rural Innovation in Africa programme. <i>Natural resources forum</i>, 2007, <b>31</b>, 4, 273–85</p> | <p><i>Despite increasing interest and support for multi-stakeholder partnerships, empirical applications of participatory evaluation approaches to enhance learning from partnerships are either uncommon or undocumented. This paper draws lessons on the use of participatory self-reflective approaches that facilitate structured learning on processes and outcomes of partnerships. Such practice is important to building partnerships, because it helps partners understand how they can develop more collaborative and responsive ways of managing partnerships. The paper is based on experience with the Enabling Rural Innovation (ERI) in Africa programme. Results highlight the dynamic process of partnership formation and the key elements that contribute to success. These include: (i) shared vision and complementarity, (ii) consistent support from senior leadership; (iii) evidence of institutional and</i></p>   |



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|  | <p><i>individual benefits; (iv) investments in human and social capital; (v) joint resources mobilization. However, key challenges require coping with high staff turnover and over-commitment, conflicting personalities and institutional differences, high transaction costs, and sustaining partnerships with the private business sector. The paper suggests that institutionalizing multi-stakeholder partnerships requires participatory reflective practices that help structure and enhance learning, and incrementally help in building the capacity of research and development organisations to partner better and ultimately to innovate.</i></p>   |
| <p><b>Robinson, P.,</b> From rural service centres to systems of rural service delivery: reformulation of the approach in the context of integrated development in South Africa. <i>International development planning review</i>, 2005, <b>27</b>, 3, 359–384</p> | <p>Since the early 1980s, there have been a number of attempts to use rural service centres as a policy instrument for regional development in South Africa. This paper traces the evolution and reformulation of the strategy and concept through an examination of six case studies. These demonstrate how rural service centres were incorporated in regional development strategies and how the conceptual model was modified, not only in response to local conditions, but also to the prevailing policy environment. While the early case studies tended to place more emphasis on spatial location, physical form and the range of functions at rural service centres, there has recently been a shift in emphasis to the management of service delivery systems through well-located centres in rural areas. Implementation problems in the earlier period were largely due to the absence of a supportive institutional environment, while in the post-1994 period the evolving local government transformation process cut across successive pilot initiatives. In the KwaZulu-Natal province, a favourable policy environment has been established for the inclusion of rural service centres as part of the spatial development frameworks and service delivery systems for local municipalities. There are, however, severe capacity constraints and a tendency for the marketing and production facet of rural service centres to be lost in the drive to co-ordinate service delivery. The paper concludes with an identification of some preconditions for the successful establishment of rural service centres in developing countries.</p> |
| <p><b>Bank, L., Minkley, G.,</b> Going nowhere slowly? Land, livelihoods and rural development in the Eastern Cape. <i>Social dynamics</i>, 2005, <b>31</b>, 1, 1–38</p>   | <p>Colonial dichotomies continue to operate quite freely in the present ... Of these dichotomies, that between “modernity” and “tradition” has proved to be the most enduring. The first axis – modernity – is associated with progress, development, “the West”, science and technology, high standards of living, rationality and order; the other axis – tradition – is associated with stasis or even stagnation, underdevelopment, conventional tools and technologies, poverty, superstition and disorder. (Gupta. 1998:48)</p>  |



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|   | Knowledge is like light. Weightless and intangible, it can easily travel the world, enlightening the lives of people everywhere. Yet billions of people still live in the darkness of poverty – unnecessarily. (World Bank, 1999:1)   |
| <b>Pycroft, C.</b> , Integrated development planning and rural local government in South Africa, <i>Third world planning review</i> , 2000, <b>22</b> , 1, 87-102       | South Africa's African National Congress government has sought to eradicate poverty and reduce wealth disparity. Early attempts to achieve these objectives foundered. First, in 1996, the economy went into recession requiring the introduction of the austere Growth, Employment and Redistribution (GEAR) strategy. Second, post-apartheid South Africa had neither the legislative framework nor the delivery mechanisms to achieve its objectives. South Africa has sought to restructure its legislation and delivery mechanisms to overcome these limitations. Emphasis has been placed upon strengthening local government, particularly rural local government. This paper discusses these attempts in the context of the White Paper on Local Government and a new planning apparatus, the Integrated Development Plan (IDP), which is intended to increase the efficiency and transparency of municipal services. It focuses on the efforts of the Rustenburg Transitional District Council in North West Province to use its IDP to coordinate its development activities and to obtain additional investment resources  |
| <b>Mtshali, S.M.</b> , Monitoring and evaluation of women's rural development services in South Africa, <i>Development Southern Africa</i> , 2000, <b>17</b> , 1, 65-73 | In South Africa, rural women's extension services are frequently based on the Western, middle-class ideology of a woman's place being in the private or domestic sphere of the home. Consequently, almost all extension services have a home economics feature which advocates the teaching of Western-type domestic skills, such as sewing, crocheting, knitting, cookery and child care, to name a few. The home economics extension services offered to rural women are inappropriate and ineffective in relation to women's triple role pertaining to reproductive, economic and community managing activities. Furthermore, most of the extension services are irrelevant to the real conditions of poverty prevailing in rural areas. Much of the planning of extension services is based on the needs of rural communities as decided by policy planners. Even where participatory approaches have been adopted, the monitoring and evaluation of progress made in achieving the objectives are often neglected. This article defines the concepts of monitoring and evaluation, explains their purposes in rural extension services, identifies suitable indicators for measuring sustainability of programmes, and highlights appropriate methods for collecting, handling and analysing data. In recognition of the inadequacies of and confusion in women's rural extension programmes, the article encourages reorientation of the processes used in monitoring and evaluating agricultural and rural development extension services in South Africa. |
| <b>Wood, G.</b> , Mozambique's development and  | (No abstract)   |



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| transport corridors: towards Greater Southern African regional integration? African development perspectives yearbook, 2000/01, 8, 491–520   |  |
| <b>Ikeji, C.C.</b> , On strategies for effective implementation of rural development policies in Nigeria: the 'integrative/co-operative' model to the rescue. <i>Global journal of social sciences</i> , 2003, <b>2</b> , 1, 1 to 14 | Policy implementation is about the most critical dimension in the policy process given the fact that success or failure of any given policy is, to a high degree, a function of implementation. The need for effective implementation strategy (ies) is emphasized in this paper. The need, the paper argues, is an urgent one and more acute for the rural areas where the quality of life remain abysmally poor due largely to long period of neglect and unrewarding implementation of most policies directed at addressing the problem of rural underdevelopment in Nigeria. Analysis of dominant conceptual models (Grindle's, Iglesias' and Smith's) and strategies for implementing rural development policies, namely, the 'government-led' and the 'community-led' show gross inadequacies arising from their basic nature. The noted inadequacies compelled a search for appropriate alternative. The outcome of the search is the 'Integrative / Co-operative' strategy proposed in the paper. The hope is that, regardless of whatever shortcoming that may be associated with it, the 'Integrative / Co-operative' strategy holds the greater promise in our drive towards a more effective implementation of rural development policies in Nigeria. We in the Planning commission and others concerned have grown more expert in planning. But the real question is not planning. But the real question is not planning but implementing the Plan. That is the real question before the country. I fear we are not quite as expert implementation as at planning. Nehru, on Indian situation |
| <b>Ellis, F., Freeman, H.A.</b> , Rural livelihoods and poverty reduction strategies in four African countries. <i>Journal of development studies</i> , 2004, <b>40</b> , 4, 1–30  | This paper compares and contrasts rural livelihoods in Uganda, Kenya, Tanzania and Malawi, with a view to informing rural poverty reduction policies within Poverty Reduction Strategy Plans (PRSPs). Low household incomes in rural areas of all countries are associated with low land and livestock holdings, high reliance on food crop agriculture, and low monetisation of the rural economy. These adverse factors are in some instances made more difficult by land sub-division at inheritance, declining civil security in rural areas, deteriorating access to proper agronomic advice and inputs, and predatory taxation by decentralised district councils. Better off households are distinguished by virtuous spirals of accumulation typically involving diverse livestock ownership, engagement in non-farm self-employment, and diversity of on-farm and non-farm income sources. Lessons for PRSPs centre on the creation of a facilitating, rather than blocking, public sector environment for the multiplication of non-farm enterprises; seeking creative solutions to the spread of technical advice to farmers; and examining   |



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|  | critically the necessity for, and impact of, tax revenue collection by district councils on rural incomes and enterprise.  |
| <b>Ruijs, A., Schweigman, C., Lutz, C.,</b> The Impact of transport and transaction cost reductions on food markets in developing countries: evidence for temporal expectations for Burkina Faso. <i>Agricultural economics</i> , 2004, <b>31</b> , 2-3, 219–228 | In Burkina Faso, most rural areas are more or less self-sufficient. Some rural regions produce major surpluses, while other rural areas are major deficit regions. Bassolet and Lutz (1999) showed that cereal markets in Burkina Faso are integrated in the long run but that the price adjustment process between markets is slow. The establishment of a market information system (SIM) hardly influenced market integration. Moreover, estimates show that transport costs are 5–20% and storage costs 6–9% of the price. Transaction costs, which include personnel costs (who deal, e. g., with assembly, contract negotiation and monitoring), market taxes and material costs are 5–14% of the consumer price (see Bassolet, 2000; Sirpé, 2000).  |
| <b>Konadu-Agyemang, K.,</b> Transportation development in Ghana revisited. <i>Urban forum</i> , 2006, <b>25</b> , 85–106   | This paper examines issues on transportation development in Ghana. Gould (1960) and Taaffe, Morrill and Gould (1963) proposed several years ago an ideal model of transportation development in Ghana. According to these authors, transportation development in Ghana would occur in six linear phases. The six phases are (1) scattered ports, (2) penetration lines and port concentration, (3) development of feeders, (4) beginnings of interconnection, (5) complete interconnection and (6) emergence of high priority main streets. While the model provides a useful theoretical explanation of transportation development in developing countries, the attainment of the six stages has not occurred in Ghana. Several factors have inhibited transportation development in Ghana. These factors and the relevance of Gould's model to contemporary transportation issues in Ghana are explored. |
| <b>Scott, G.,</b> Zambia: structural adjustment, rural livelihoods and sustainable development. <i>Development Southern Africa</i> , 2002, <b>19</b> , 3389–403  | This presents, in concise form, some of the main findings of the Zambian component of a study carried out in four African countries between 1997 and 2000. A political economy approach is used to examine the interaction between segments of government, donors, the private sector, and rural communities, both historically and in recent times. It is found that the structural adjustment framework adopted in 1989 has modified the interplay of forces contending for control over natural resources, but not to the benefit of rural communities and the poor in general. Some recommendations are advanced for policy review, changes in administration, and legislative change.   |

**Rural Freight Transport Services AND Developing Countries, no relevant or non-duplicate results out of 251 total results**

**Transport operator associations: 28 relevant results out of 101 total results**



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| <p><b>Handy, R.J.</b>, Africa contingency operation training assistance: developing training partnerships for the future of Africa. <i>ASPJ [Air and Space Power journal] Africa and Francophonie</i>, 2010, <b>1</b>, 2, 65–72</p> | <p>(No abstract)</p>   |
| <p><b>Mistry, P.S.</b>, Africa's record of regional co-operation and integration, <i>African affairs</i>, 2000, <b>99</b>, 397, 553-573</p>   | <p>This article deals with successive African attempts to achieve regional economic integration since African countries began achieving independence in the 1960s. The economic imperatives of integration in Africa notwithstanding the article observes that integration outcomes have fallen far short of lofty intentions and ambitions in achieving continental fusion. It examines the reasons for Africa's relative lack of success in securing the objectives of integration despite a plethora of regional institutions having been created, a number of increasingly ambitious regional treaties being signed with increasing frequency, and a number of initiatives being taken to revamp and revitalize integration agreements. Based on an analysis of historical experience, the article outlines the lessons that might be learnt and applied by African leaders as they again attempt to achieve overly ambitious integration objectives before they have put in place the essential building blocks for ensuring that their efforts will eventually bear fruit.</p>   |
| <p><b>Fafchamps, M., Gabre-Madhin, E.Z.</b>, <i>Agricultural markets in Benin and Malawi: the operation and performance of traders</i>, Washington:: World Bank, 2001, 68 pp.</p>   | <p>December 2001 Surveys of the operation of agricultural traders in two Sub-Saharan African countries suggest that their performance would benefit from policies aimed at increasing their asset base, reducing transaction risk, promoting more sophisticated business practices, and reducing physical marketing costs. Drawing on original surveys of agricultural traders, Fafchamps and Gabre-Madhin examine how traders operate in two Sub-Saharan African countries, Benin and Malawi. They find the following: The largest transaction costs for traders are search and transport. Search methods rely principally on personal visits by the trader, which raises search costs. And since enterprises are very small, transport represents a large share of marketing costs. Brand recognition, grading, and quality certification are nonexistent. Brokers and agents are not organized in commodity exchanges. Quantities are not pooled for transport and storage so as to achieve returns to scale. Interseasonal and interregional arbitrage is not feasible for most traders, who prefer to operate day to day in a small territory. This information provides some important insights into how agricultural trade could be improved. It suggests possible policy interventions in four main areas: increasing traders' asset base,</p> |



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|  | reducing transaction risk, promoting more sophisticated business practices, and reducing physical marketing costs. This paper--a product of Rural Development, Development Research Group--is part of a larger effort in the group to understand the operation of commodity markets in rural areas. The study was funded by the Bank's Research Support Budget under the research project 'Markets for Agricultural Inputs in Sub-Saharan Africa' (RPO 683-48).   |
| <b>Rizzo, M.,</b> Being taken for a ride: privatisation of the Dar es Salaam transport system 1983-1998. <i>Journal of modern African studies</i> , 2002, <b>40</b> , 1133-157                                 | (No abstract)   |
| <b>Nsubuga-Kyobe, A.S.,</b> Bulungibwansi: a manifestation of Workers' Co-operatives for Uganda. <i>Australasian review of African studies</i> , 2005, <b>27</b> , 1, 27-45                                    | Production, productivity and utilisation of the resources is critical to a country's development. This article examines a traditional organisation of labour in Uganda (the Bulungibwansi) and compares it to Workers' Co-operative concepts. It is argued that revisitation of the traditional models through a process of adaptation with self-management principles, can provide a spring-board for rural and national development in Uganda.  |
| <b>Kraus, J.,</b> Capital, power and business associations in the African political economy: a tale of two countries, Ghana and Nigeria. <i>Journal of modern African studies</i> , 2002, <b>40</b> , 3395-436 | In this era of neo-liberal capitalist economics in Africa, has organised private capital in the form of business associations (BAs) become more active in public life or developed influence in public policy formation or implementation? This analysis examines the impact of five key factors to explain varying activity levels and influence of BAs in Ghana and Nigeria since independence: levels of capitalist development and hence size of the capitalist class; strength and autonomy of the capitalist class; strength of capitalist ideology; democratic vs. authoritarian rule; and impact of external hegemonic powers and ideologies. The paper finds that Nigeria's BAs are more highly developed, have had higher activity levels, and had more influence, however limited, than Ghana's. Externally generated economic liberalisation has stimulated higher levels of BA activity, but not necessarily the political space for BA autonomy. Political democratisation appears to increase political space, BA access to the state, and policy influence. |
| <b>Porter, G.,</b> Children's rights, mobility and transport in Ghana: access to education and health services, in Ame, R.K., Agbényiga, D.L. and  | The papers in this special issue cover selected themes from a larger project on child mobility in Ghana, Malawi and South Africa. The themes are those which individual members of the Ghana research team identified as of particular interest and on which they have reflected, drawing on material collected and   |



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| <p>Apt, N.A. (eds), <i>Children's rights in Ghana</i>, pp. 113–28. 2011,</p>  | <p>analysed by the team as a whole. In this paper we take a broader view, first presenting the background history and context of the three-country study in which the Ghana research is set (country selection, project design and methods), then focusing on the research process in Ghana. We follow this process from the preliminary selection of sites and refining of the project methods to suit local conditions, through to field collection of data in our two main research strands and its subsequent analysis.</p>   |
| <p><b>Pisanie, J.A.</b>, Competition versus co-operation: the case of SADC's regional development corridors. <i>South African journal of economics</i>, 2002, <b>70</b>, 2310-333</p>             | <p>(No abstract)</p>  |
| <p><b>Matchaya, G.C.</b>, Cooperative patronage: The National Smallholder Farmers' Association of Malawi in Kasungu District. <i>Development southern Africa</i>, 2010, <b>27</b>, 3, 397–412</p> | <p>This paper estimates the determinants of farmers' decisions to join a rural producer organisation, the National Smallholder Farmers' Association of Malawi (NASFAM), in Kasungu District. Data for the study were collected in June and August 2003 using household-level questionnaires and stratified random sampling, where strata were membership status and gender. Probit analysis of 250 farmers shows that off-farm sources of income, distance of the farmer's household from Kasungu District centre, age of the farmer, tobacco farming, education, household level land holding and gender determined the decision to join NASFAM. These results suggest that farmers should be informed of the potential benefits of participating in rural development efforts, and that rural communication and information infrastructure should be improved so as to reduce the costs of information access and transactions in general, if participation in organisations such as NASFAM is to be enhanced.</p>                          |
| <p><b>Adarkwa, K.K., Poku-Boansi, M.</b>, Determinants of urban public transport service pricing in Kumasi, Ghana <i>Journal of social development in Africa</i>, 2009, <b>24</b>, 2, 51–72</p>   | <p>The urban transport sector in most developing nations accounts for 50 to 70 percent of Gross National Product hence plays an important role in the development of the urban economy of most cities including Kumasi in Ghana. However, the pricing of urban transport services, especially in developing countries has been riddled with numerous challenges that have led to several associated problems. The main objective of the paper is to identify factors affecting the pricing of urban transport services in the city of Kumasi. Data for this paper were sourced from two key surveys spanning a period of five weeks which involved the interviewing of 150 urban transport services operators and 400 passengers in the Kumasi Metropolis. The paper identified fare level, fuel cost, overhead cost and population density among others as key factors which affected the pricing of urban transport services in Kumasi. Furthermore, it provides insights into how pricing could be used as a strategy to harmonise the</p> |



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|   | interests of all stakeholders in the urban transport services industry in Kumasi. The paper further provides insights into the policy implications of the factors which affected pricing and suggests ways for the management of the pricing system in Ghana.  |
| <b>Okene, O.V.C. Okpara, G.A.</b> Freedom of association and protection of trade union rights in Africa – Nigeria as a case study. <i>Recht in Afrika</i> , 2007, <b>10</b> , 2, 175–98                           | (No abstract)  |
| <b>Pedersen, P.O.</b> , Freight transport under globalisation and its impact on Africa, <i>Journal of transport geography</i> , 2001, <b>9</b> , 2, 85-99   | Until the early 1970s transport costs were among the most important explanatory factors in economic geography and theories of regional and industrial development, but during the 1970s transportation and transport costs disappeared almost completely out of mainstream development theory and economic geography. Transport geography became a niche concerned with the transport system itself but with few linkages to economic and industrial development. However, during the 1990s transport and communication appear slowly to be on their way into the mainstream again, but now transformed into the much broader concept of logistics, which has become an increasingly important element in the organisation and restructuring of the globalising economy. From being an external factor, transport has become an integrated part of the production and distribution system. The rapid restructuring of the global transport system taking place at present therefore is likely to have a profound impact on processes of globalisation, not only in the industrialised and industrialising world, but also in Africa. Against this background the paper investigates some of the changes taking place in the global transport system and discusses their impact on African development. |
| <b>Moitt, B.</b> , From pack animals to railways: transport and the expansion of peanut production and trade in Senegal 1840-1940, <i>Revue française d'histoire d'outre-mer</i> , 2001, <b>88</b> , 1-2, 241-267 | (No abstract)  |
| <b>Olvera, L.D., Plat, D., Pochet, P.</b> , Household transport expenditure in sub-Saharan African cities: measurement and analysis. <i>Journal of</i>  | In Sub-Saharan Africa the cost of transport faced by city dwellers, particularly the poor, tends to add to their travel and economic difficulties. Knowledge of the burden of transport expenditure in the household budget seems essential for passenger transport policy formulation in order to improve their   |



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| <p><i>transport geography</i>, 2008, <b>16</b>, 11–13</p>   | <p>travel conditions and social equity. The literature review and the three case studies (Dar es Salaam, Niamey, Ouagadougou) show that estimates of travel expenditure are partially conditioned by survey data collection methodologies and by the choice of equivalence scales used to compare the standard of living of households. According to consumption and expenditure survey data, the relative amount spent on transport increases as household expenditure rises. Conversely, the share of transport decreases as income rises when analysing travel survey data. The sensitivity to the equivalence scale is tested for several transport expenditure indicators: the share of travel expenditure by household budget quintile, the concentration indices for public and private household transport expenditure and the average monthly expenditure per person on public and private transport. Results also highlight the fact that transport is a major component of household expenditure, that there are considerable inequalities between households and that regular use of motorized transport is unaffordable for poor populations. These findings have implications for both improving expenditure data collection methodologies in the transport area and formulating pro-poor urban policies.</p>  |
| <p><b>Hardon, A.P. and others</b>, Hunger, waiting time and transport costs time to confront challenges to ART evidence in Africa. <i>AIDS care</i>, 2007, <b>19</b>, 5, 658–85</p> | <p>Adherence levels in Africa have been found to be better than those in the US. However around one out of four ART users fail to achieve optimal adherence, risking drug resistance and negative treatment outcomes. A high demand for 2nd line treatments (currently ten times more expensive than 1st line ART) undermines the sustainability of African ART programs. There is an urgent need to identify context-specific constraints to adherence and implement interventions to address them. We used rapid appraisals (involving mainly qualitative methods) to find out why and when people do not adhere to ART in Uganda, Tanzania and Botswana. Multidisciplinary teams of researchers and local health professionals conducted the studies, involving a total of 54 semi-structured interviews with health workers, 73 semi-structured interviews with ART users and other key informants, 34 focus group discussions, and 218 exit interviews with ART users. All the facilities studied in Botswana, Tanzania and Uganda provide ARVs free of charge, but ART users report other related costs (e.g. transport expenditures, registration and user fees at the private health facilities, and lost wages due to long waiting times) as main obstacles to optimal adherence. Side effects and hunger in the initial treatment phase are an added concern. We further found that ART users find it hard to take their drugs when they are among people to whom they have not disclosed their HIV status, such as co-workers and friends. The research teams recommend that (i) health care workers inform patients better about adverse effects; (ii) ART programmes provide transport and food support to patients who are too poor to pay; (iii) recurrent costs to users be reduced by providing three-months, rather than the one-month refills</p> |



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|   | once optimal adherence levels have been achieved; and (iv) pharmacists play an important role in this follow-up care.  |
| <b>Deji, O.F., Jibowo, A.A.</b> , Influence of Group Behaviour on participation of women's associations in community development projects in the rural areas of Osun State, Nigeria. <i>Gender and behaviour</i> , 2003, <b>1</b> , 83–93 | <p>The study investigated the influence of the selected behaviours of women's associations on participation in rural development projects in Osun State, Nigeria. Structured interview schedule was employed to elicit quantitative information from 60 randomly selected women's associations (30 formal and 30 informal) from the six rural local government areas, consisting of one local government area from each of the six administrative zones in Osun State of Nigeria.</p> <p>Descriptive analysis revealed that the participation of the women's associations in the development projects of their communities was average with a mean of about three projects over a period of ten years. Correlation analysis further reveals that there is positive and significant relationship between the decision-making system, and provision of reward for active members and officials; and participation of women's associations in rural community development projects.</p> |
| <b>Mashiri, P.</b> , Managing 'face' in urban public transport: polite request strategies in commuter omnibus discourse in Harare. <i>Zambezia</i> , 2001, <b>28</b> , 85-95  | <p>This article examine the request strategies in commuter discourse involving the bus crew(conductors, touts and drivers) and passengers in Harare. The present study consider requests in commuter transport as face threatening acts (FTA), hence need for the commuter crew to strategically shape their communicative actions to achieve their overall discourse goal of getting passengers to perform actions that are in their own interest with minimum resistance or confrontation. The crew presented itself by using communicative devises that prompt the passengers to evaluate it positively as warm, friendly and modest and respectful. However, the passengers' responses to the request range from the compliance to resistance depending on their interpretation of the speaker's motive and the probable social consequences.</p>  |
| <b>Edozie, R.K.</b> , Promoting African 'owned and  | Though a very recent new African international regime spearheaded by the 'Renaissance' foreign policy  |



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| <p>operated' development: a reflection on The New Partnership for African Development (NEPAD). <i>African and Asian studies</i>, 2004, <b>3</b>, 2, 145–174</p>   | <p>of a Post Apartheid African leadership, Africa's New Partnership for African Development (NEPAD) reflects important departures in 'African Affairs' policy, allowing for more integrated African development as well as for new forms of participation for the continent in the global economy. Nevertheless, while representing in theory and practice a long-standing debate across the continent on issues involving economic development and globalization, in 2001, during the incipient stages of NEPAD's establishment, the general sentiment toward its goal as a continental 'self reliant' path to development – 'owned' by Africans – was heavily criticized by African policy analysts. The criticism charged that because NEPAD followed a development strategy that relied on global capital and dependent development, its objectives were doomed to fail despite the document's pan nationalistic intentions. The current article explores the extent to which NEPAD's ideological vision to combine collective political nationalism ushered in by the African Renaissance with economic globalization is plausible and achievable as a viable and realizable response to the world's poorest continent's millennium development goals. The article further analyzes the intellectual roots of NEPAD's G-8 induced African Peer Review Mechanism (APRM) revealing the shortcomings of approaching African development from the global hegemony of democracy and good governance. The article thus concludes alternatively that NEPAD's winning strategy may come from the development blueprint's emerging status as a continental regional institution driven by a renewed pan Africanist ideology.</p> |
| <p><b>Mutambara, T.E.</b> Regional transport challenges within the Southern African Development Community and their implications for economic integration and development. <i>Journal of contemporary African studies</i>, 2009, <b>27</b>, 4, 501–25</p> | <p>The Southern African Development Community (SADC) seeks to deepen economic integration among its members through the SADC free trade area that came into effect in January 2008. The thrust for a progressive reduction of tariff and no-tariff barriers, which the market integration model emphasises, has serious implications for the impact of transport and communication systems on economic integration and development within SADC.</p> <p>Transport and communications systems have an important bearing on economic integration and development because they can be significant non-tariff barriers. The SADC Protocol on Transport, Communications and Meteorology is the instrument through which transport and communications constraints are to be addressed. Through this protocol, some institutions have been established and others proposed to ensure that projects designed to deepen economic integration and development are implemented effectively.</p>  |



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|  | <p>The neo-functional integration approach is a relevant theoretical framework for analysing transport and communications issues and for implementing joint sectoral projects in areas that impact on overcoming development-related deficiencies in production and infrastructure. Transport and communications fall in this category of projects and the SADC region has benefited from functional co-operation in this sector.</p> <p>As integration proceeds, polarisation of industries could occur, raising concerns about the distributional effects of economic integration as this affects development. However, polarisation is not inevitable: it depends on transport costs. This might seriously address transport and communications constraints because, if these are greatly reduced and eventually removed, weaker SADC countries need not lose industries to the core with the SADC Free Trade Area in place.</p>  |
| <b>Olubomehin, O.O.</b> , Road transportation, agriculture and trade in western Nigeria after World War II. <i>Lagos historical review</i> , 2010, <b>10</b> , | <p>This paper examines the role and impact of road transportation on the economy of southwestern Nigeria after World War II. The focus is on how road transportation promoted agriculture and trade. The study of the post World War II period is important because it enables us to examine two crucial elements in the economic history of Nigeria. On the one hand is the pursuit of British colonial economic interests and on the other is the nationalist agenda in the era of transition to self rule. The post World War II period is divided into two phases: the first, from 1945 to 1952, covers the period of British administration of the Western region of Nigeria. During this period, the colonial government used road transportation as a means of pursuing her economic interests in Nigeria. This, of course, had been the pattern of colonial rule since its inauguration in Nigeria at the beginning of the century. The second phase runs from 1952 to independence in 1960. This was the era of the first indigenous government in the Western region. From that date, the history of road transportation in Nigeria took a new turn. Indeed, compared to the pre 1952 era when road transportation was used to further colonial interests, the indigenous government began to take concrete steps to transform the economy of the region and uplift the living conditions of the people. In the pursuit of this, government used road transportation as an instrument to bring about the desired social and economic transformation.</p> |
| <b>Mahapa, S.M., Mashiri, M.</b> , Social exclusion and rural transport: gender aspects of a road improvement project in Tshitwe, Northern                     | <p>This article presents a case for a reorientation of the way in which rural transport needs are perceived, planned and provided for, with a view to improved targeting of interventions, particularly with regard to addressing the mobility and accessibility needs of rural women. In addition, it seeks to critically appraise the sustainability of poverty alleviation properties attributed to the labour-based road works,</p>  |



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| Province, <i>Development Southern Africa</i> , 2001, <b>18</b> , 3, 365-376   | especially in respect of their impact on women. It also explores the role that non-motorised modes of transport could play in reducing the transport burden of the Tshitwe community.   |
| <b>Konings, P.</b> , Solving transportation problems in African cities: innovative responses by the youth in Douala, Cameroon. <i>Africa today</i> , 2006/07, <b>53</b> , 1, 35-50                                  | The youth of New Bell, one of the largest and poorest immigrant quarters in Douala, have devised two innovative activities: one, commonly known as "bendskin," is the use of motorbikes as taxis; the other, "pousse-pousse," is the use of handcarts for transporting merchandise. These activities not only secure a sustainable livelihood and a feeling of self-esteem, but also make a contribution to solving the neighborhood's transportation problems. Bendskin drivers and pousseurs (handcart operators) are usually organized in small groups along ethnic and friendship lines, and form a social and spatial "neighborhood" within New Bell. Nevertheless, they have proved themselves capable of transcending group boundaries, and they rally round when outsiders, such as other road users and even the police, threaten their colleagues or their common interests.  |
| <b>Bromley, D., Foltz, J.</b> , Sustainability under siege: transport costs and corruption in West Africa's trade corridors. <i>Natural resources forum</i> , 2011, <b>35</b> , 1, 32-48                            | We use recent data on transport costs in West Africa, including the added burden of bribes and enforced delays, to show how such costs represent a deterrent to investment in — and therefore the sustainability of — agricultural assets. We focus on data for two important tree crops in West Africa, cashew and shea. We also have data for the transport of onions between Niger and the urban market in Accra, Ghana. Our data allow us to predict plausible increases in farm-gate prices from a reduction in transport costs and bribes. A 10% reduction in the total transport costs (actual costs plus corruption costs) of onions from Niger could result in a 12-13% price increase to onion farmers. Similar elasticities are 2% for cashew in Ghana and 7% for shea in Mali. These feasible price increases would encourage farmers to improve onion production, and to protect and improve production from cashew and shea trees, thereby enhancing the sustainability of agro-forestry in West Africa. We call these price increases the "sustainability dividend". |
| <b>Kane, L.</b> , Sustainable transport indicators for Cape Town, South Africa: advocacy, negotiation and partnership in transport planning practice. <i>Natural resources forum</i> , 2010, <b>34</b> , 4, 289-302 | This paper charts the emergence of and the movement towards new thinking on sustainable transport in the City of Cape Town, South Africa, and the adoption of a set of indicators for sustainable transport. The paper centres on two themes. It reviews the sustainable transport concepts debated and later adopted by the City of Cape Town. It then examines the day-to-day practice of developing sustainable transport indicators in Cape Town over a 14-year period, from the advent of democracy in 1994 to the present day, with a particular focus on the 2007 to 2009 period. The paper tries to shed light on the process by which ideas of sustainability get translated into indicators in the midst of many constraints including limited staff resources, uncertain politics, and changing policy priorities.   |
| <b>Pedersen, P.O.</b> , The Freight transport and   | (No abstract)   |



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| logistical system of Ghana, <i>CDR working papers (Centre for Development Research, Copenhagen)</i> , 2001, <b>1.2</b> , 70 pp.   |   |
| <b>Ruijs, A., Schweigman, C., Lutz, C.</b> , The Impact of transport and transaction cost reductions on food markets in developing countries: evidence for temporal expectations for Burkina Faso. <i>Agricultural economics</i> , 2004, <b>31</b> , 2-3, 219–228 | (No abstract)   |
| <b>Ikporukpo, CO.</b> , Transport co-ordination in Nigeria: trends and issues, <i>Nigerian geographical journal</i> , 2000, <b>41002</b> , 29-42  | (No abstract)   |
| <b>Pedersen, P.O.</b> , Zimbabwe's changing freight transport and logistical system: structural adjustment and political change. <i>Journal of southern African studies</i> , 2004, <b>30</b> , 3, 577–601  | During the 1990s, Zimbabwe's freight transport and logistical system underwent dramatic changes. The article analyses these changes in detail. These changes can be attributed to three main causes: shifts in Zimbabwe's own economy caused by the structural adjustment policies introduced during the 1990s; the political developments in southern Africa that led to greatly increased trade between Zimbabwe and South Africa from 1993 to 1994; and the restructuring of global shipping and air transport caused by liberalisation of the transport industry. As a result of these changes, Harare has lost to Johannesburg the status of principal hub for southern Africa that it gained during the 1980s, and Zimbabwe's centrality to southern Africa's geo-economy has been reduced. |

#### Transport Co-operatives: 1 relevant result out of 162 total results

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| <b>Collier, P. Gunning, J.W.</b> , Restraint, co-operation and conditionality in African trade policy, in Oyejide, A. and Ndulu, B. (eds.), <i>Regional integration and trade liberalization in Sub-Saharan Africa</i> , vol. 4: synthesis and review, , pp. 74-99. | (No abstract) |
|---|---------------|



**Rural Associations AND Development AND Africa: 1 relevant result out of 40 total results**

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| <p><b>Mwabu, G., Thorbecke, E.,</b> Rural development, growth and poverty in Africa. <i>Journal of African economies</i>, 2004, <b>13</b>, Suppl. 1, 16–65</p> | <p>The paper argues that rural-based policies in Sub-Saharan Africa have the potential to stimulate overall growth and reduce poverty because poverty is mainly a rural phenomenon. Further, rural development is likely to have a salutary effect on the whole economy for several reasons. First, rural-based growth is typically accompanied by improvements in income distribution. Secondly, where reduction in income inequality comes from land reform and changes in land tenure, it has a tendency to increase agricultural productivity because of the resultant intensification of labour input on land. Thirdly, rural development inevitably involves increased investment in human capital of the poor, which in addition to expanding their economic opportunities, improves their quality of life directly. Fourthly, by expanding the tax base for the modern sector, rural development can empower governments to reform distortionary taxes, especially on agriculture, and thus increase overall efficiency in the economy. Although African agriculture — the usual emphasis in poverty reduction strategies — remains the principal source of employment and incomes for most rural people, its dynamism depends critically on conditions prevailing in rural non-farm sectors. Similarly, growth in non-farm sectors creates opportunities for higher incomes and employment in agriculture. Thus, agriculture and the rural non-farm sector complement each other in the process of rural development.</p> |
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**Rural Co-operatives AND development AND Africa, no relevant or non-duplicate results out of 41 total results**



### 3. APPENDIX C:GREY LITERATURE RESEARCH DOCUMENTS

| No | Date          | Author(s)                                     | Title  | Abstract/Executive Summary  |
|----|---------------|---|--|---|
| 1  | June 2010     | M. Sohail,<br>D.A.C. Maunder,<br>D.W.J. Miles | Managing public transport in developing countries:<br><br>Stakeholder perspectives in Dar es Salaam and Faisalabad | <p>Most developing country governments face the dilemma of how to promote affordable public transport for the urban poor. In developing countries, the trend of turning to the private sector for the provision of public transport services has resulted in a large number of individual operators whose main aim is (not surprisingly) to maximise profits. The drive for profitability can be achieved by increasing efficiency and cutting bloated costs, but may also lead to unfavourable behaviour that can adversely affect passenger safety and comfort and could also damage the urban environment. The challenge is to find a way to regulate and control this multiplicity of small businesses in such a way as to retain the cost minimisation pressures of the profit-seeking private sector without sacrificing safety, health or quality of service.</p> <p>This paper presents a comparison of stakeholder attitudes to the regulation and control public transport in Dar es Salaam (Tanzania) and Faisalabad (Pakistan). The views of stakeholders were established as part of a wider DFID-sponsored study of _Partnerships to improve access and quality of urban public transport for the urban poor_ and were collected using content analysis, literature reviews, historical analysis, case studies, focus group discussions, forums and workshops. The stakeholders involved included users, particularly passengers from low-income households, providers and operators of services (drivers and conductors), and regulatory agencies. The example of the Faisalabad Urban Transport Society (FUTS), effectively a public-private partnership, is described to provide a useful model of regulation and control of private sector operators as well as for reconciling the interests of multiple stakeholders.</p> |
| 2  | November 2010 | George Banjo<br>Henry Gordon<br>John Riverson | Rural Transport<br><br>Improving its Contribution to Growth and Poverty Reduction in Sub-Saharan Africa            | <p>Poverty reduction is a long-standing development objective of many developing countries and their aid donors, including the World Bank. To achieve this goal, these countries and organizations have sought to improve smallholder agricultural productivity in Sub-Saharan Africa (SSA) as part of a broader rural development agenda aimed at providing a minimal basket of goods and services in rural areas to satisfy basic human needs. These goods and services include not only food, health care, and education, but also infrastructure. Although infrastructure investments have been increasing since the mid-1990s, rural transport support has apparently remained steady, most likely because the levels were extremely</p>   |



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|   |            |   |   | <p>low at the outset. As a result, rural transport remains a constraint to increasing agricultural productivity, achieving rural growth, and thus alleviating rural poverty. With the launch of the Millennium Development Goals (MDGs) in 2000, there was a revival of financial support for rural transport and agricultural development that has led to a greater emphasis on propoor growth as an overarching development goal. This work presents the outcome of a review of the literature on the theory and practice relating to rural transport. The objective was to assess the reasons for success and failure of past actions to improve the contribution of rural transport to poverty reduction in SSA and, based on the findings, generate an operational framework for improving the future impact of rural transport practices on poverty reduction. A basic premise of this study is that because the agricultural and rural development agenda focuses on smallholder farmers, transport interventions should target explicitly the access and mobility needs of these farmers and their associated rural households. It is by doing so that rural transport interventions can more readily contribute to improving agricultural productivity and rural growth, thereby contributing to poverty reduction. Thus, the access and mobility needs of rural farm households and smallholder farmers are at the center of this study. These households and famers depend principally for their livelihoods on subsistence agriculture, subsistence farming, and some cash from animals and dairy and non-farm income and wage work. Helping them to chart a pathway out of poverty requires supportive public policy on rural development and infrastructure that accommodates these different orientations. The review notes that each group of rural households will have different types of access and mobility needs, depending on the location and natural resource endowments of the areas in which they live, as well as their household characteristics. Although not all rural dwellers are necessarily farmers, most of them are, most operate on smallholdings of two hectares or less, and a significant proportion of heads of household are women.</p> |
| 3 | April 2013 | <p>Christo Venter, Malesela Molomo, Mac Mashiri</p> <p>Centre Of Transport Development</p> <p>University Of Pretoria,</p> | <p>AFCAP- Supply and pricing strategies of informal rural transport providers: final report</p> | <p>This study was aimed at developing an evidence-based understanding of the factors determining the service and pricing patterns of informal public transport operations in rural areas of South Africa. The informal modes include minibus-taxi services, as well as supplementary services operated with pickup trucks ("bakkies") and smaller sedan taxis ("4+1s"). We examine three rural districts as case studies, using a mix of quantitative service data collection, regression analysis, and informant interviews.</p> <p>The ultimate objective was to strengthen government decision making around the planning, regulation, and promotion of rural public transport services, with a view to promoting rural mobility in Africa. The final deliverables take the form of three documents: this final report detailing process and outcomes; a student's Master's thesis; and an academic paper highlighting the main approach and findings. The three documents should be read together. The findings largely confirm previous research on the factors</p>  |



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|   |            | South Africa                           |  | driving transport supply in rural Sub-Saharan Africa, but adds significant new insights that can help shape more effective responses to the rural mobility challenge. A key determinant of the quantity and quality of service is the condition of roads (both paved and unpaved), suggesting that judicious infrastructure investment can be used to leverage better and more affordable private sector responses. We also describe the emergence of a differentiated service hierarchy involving a greater variety of vehicle types suited to different operating conditions, and based on intentional coordination among operators of minibuses and bakkie services.   |
| 4 | Sep 2012   | Gina Porter<br>AFCAP/Durham University | Transport Services And Their Impact On Poverty And Growth In Rural Sub-Saharan Africa<br><br>Output 1: Literature Review | <p>This Literature Review was prepared as the preliminary output towards an overview paper on transport services and their impact on poverty and growth to date in rural sub-Saharan Africa for AFCAP. On the basis of the literature review and associated communication with researchers active in transport services-related research in Africa, the aim is to identify key research gaps, assessing a) where and how current commissioned AFCAP projects will contribute to filling these gaps and b) areas where new transport services research needs commissioning.</p> <p>A few minor amendments to the paper have been made following feedback from transport services researchers to whom the paper was circulated. The provisional list of key research gaps has also been modified, following further reflection, discussions in AFCAP-sponsored sessions at the Leeds ASAK meeting on 8th September, and further discussions at DFID on 10th September 2012.</p>                                   |
| 5 | Dec 2003   | IT Transport                           | Demand Appraisal for IMT and transport services  | The availability and usage of Means of Transport (MoT) and Transport Services (TS) in Sub-Saharan Africa (SSA) is patchy. Sometimes the reasons are evident, such as unsuitable terrain or infrastructure, but often they are not fully clear. Several attempts to introduce and disseminate Intermediate Means of Transport (IMT) have had limited impact and often improvements in infrastructure do not achieve the results anticipated in terms of increased levels of traffic. There are obviously other barriers. Often there is a "Catch 22" situation in that incomes are constrained by poor access whilst improvements in access through increased use of MoT and transport services are constrained by low incomes. There is a need to identify the inputs required to break out of this cycle. The aim of the project was therefore to develop a rapid appraisal method that provides an effective assessment of the demand for IMT and transport services and the inputs needed to promote demand. |
| 6 | March 2013 | Olivier Hartman and Ephrem Asebe       | Road Transport Industry in East Africa   | Transport corridors and their feeders play a crucial dual role as links between Sub-Saharan Africa and the world economy through the continent's gateways and as enablers of deeper regional integration. But in order to fully achieve their role as catalyst for development, their efficiency must be improved. In   |



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|   |          |            |   | Africa, Regional Economic Communities (RECs) and countries have structured their programs to focus on corridors so as to lay the foundation for efficient transport. That requires strengthening the policy setting organizations for regional integration notably through the adoption of proper institutional framework for an inclusive policy dialogue. This gives prominence to corridor-based management institution and the development of monitoring and diagnosis tools that enable targeting interventions on the critical choke points in the logistics chains.  |
| 7 | Jan 2004 | Ron Dennis | Rapid demand appraisal for Intermediate Means of Transport (IMT) and transport services | A number of studies have identified the extent of the transport burden for the rural poor in Sub-Saharan Africa, and the disproportionately heavy burden on women. However, although the problem is recognised and the solutions evident, interventions to reduce the transport burden often have a limited effect. For instance, it is recognised that intermediate means of transport (IMT), which replace human carrying, can have a significant effect, but attempts to introduce these have often produced a limited response. Similarly, improvements in infrastructure may not produce the expected increases in use of improved means of transport. It is considered that the missing link is a ,demand analysis, which assesses the potential to increase the use of improved means of transport. The aim of this project is therefore to develop a rapid appraisal method which evaluates the market for IMT and village-level transport services, and identifies inputs needed to overcome constraints and to promote demand for these. It is considered that this would produce a more effective approach to selection and planning of interventions, which would lead to a higher level of success in outcomes. The project will cover the range of issues which governs the introduction of the effective transport needed to help rural households improve their livelihoods. Interventions to improve transport based on perceived needs have often had limited effect. An analysis of real demand is needed, based on assessment of household attitudes to the priority of demand for improved transport. The World Bank IMT experts meeting recommended that a market oriented approach is needed to achieve wider dissemination of IMT. A DFID project is requesting a similar transport demand analysis in Zambezia, Mozambique. The method to be developed in this proposal could be used in the initial appraisal of infrastructure improvement programmes. It is widely recognised that improved transport is essential to support alleviation of rural poverty. This project aims to improve the effectiveness of interventions aimed at improving transport in rural areas. It will develop a market analysis approach which incorporates feedback from households, to predict demand and identify constraints on demand. The appraisal method will identify inputs needed to encourage households to acquire IMT, and assess the feasibility of village-level transport services. The latter are of particular benefit to poorer persons, who cannot afford the investment in an IMT. |



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| 8 | March 1997 | P. Crossley | Rural transport research programmes in Sub Saharan Africa                                | <p>Planning processes improved to make road and off road infrastructure more responsive to the needs of the rural poor.</p> <p>Progress and Impact:</p> <ul style="list-style-type: none"> <li>• Output 2: Publication of an expert system for the prediction of total vehicle and road operating costs in developing countries.</li> <li>• Output 3: Development of a rapid appraisal technique for identifying maintenance priorities on low volume rural roads.</li> <li>• Output 4: A cost comparison of labour based and equipment based road rehabilitation methods in Ghana carried out and disseminated.</li> </ul>  |
| 9 | 2013       | L R Sampson | Institutionalising Rural Transport Knowledge and Research Capacity in sub-Saharan Africa | <p>Despite limited and declining resources since the 1980's (financial, human and capital) there have been many important research projects funded by programmes such as the Africa Community Access Programme (AFCAP), other donor agencies and national budgets that have been undertaken to advance the Africa-specific knowledge-base for the provision of road infrastructure and the associated transport services, especially in rural areas. The problem is that the valuable knowledge generated from the various projects is fragmented and uncoordinated; and resides in different organisations (including donor agencies) in different countries throughout sub-Saharan Africa and beyond.</p> <p>This paper highlights the economic benefits that can accrue from a holistic approach to knowledge generation, transfer and implementation of research projects. A framework is also proposed that formalises the approach to institutionalising research management and knowledge transfer activities at a national level. In addition, a coordinated approach is presented to harness the vast amount of fragmented information that has been generated throughout the sub-Saharan African region for better use and implementation. In this regard, it is recommended that a structure of national research centres, which would liaise with regional coordinating hubs for more advanced</p> |



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|    |             |  |   | research projects requiring specialist equipment, should be established. The African Road Maintenance Fund Association (ARMFA) is identified as a possible regional representative organisation to oversee the coordination at regional level.   |
| 10 | August 2007 | Paul Starkey                           | Rural transport services in Africa: Lessons from rapid appraisal surveys in Burkina Faso, Cameroon, Tanzania and Zambia | Rural transport services for passengers and goods need to be improved to stimulate ruraleconomies and reduce poverty. Appropriate policy action to stimulate change must be based on agood understanding of the existing situation and the various limiting factors.The Sub-Saharan African Transport Policy Program (SSATP, managed by the World Bank)commissioned a study to develop and test a methodology for the rapid assessment of ruraltransport systems. The guidelines specified passenger and freight transport for distances of 5–200 km, encompassing much rural transport, but excluding within-village transport, long-distance national transport and international corridors. Under a contract implemented by Practical Action Consulting in 2005, a multidisciplinary team met in Ethiopia to devise the survey methodology.Four national experts and the team leader implemented the methodology in selected regions ofBurkina Faso, Cameroon, Tanzania and Zambia. The team reconvened in Kenya to review themethodological lessons and the survey findings. |
| 11 | 1997        | JL Hine, JH Ebdon, and P Swan          | A comparison of freight transport operations in Tanzania and Indonesia  | Previous research has revealed that road freight transport costs in Francophone Africa were in the region of four tofive times the costs of freight transport in Pakistan. Toinvestigate further the differences in freight transport efficiencyand costs between Africa and Asia new surveyswere carried out in Tanzania and Indonesia. This report resents findings from these surveys together with comparative data from Pakistan. The results suggest that inTanzania long distance freight transport tariff rates andoverall tariff revenues pertonne-km are between two to fivetimes those of Indonesia and Pakistan for different vehicle types and load weight categories. The report identifies arange of factors contributing to these differences including disparities in input prices, utilisation, load factors, fuel efficiency and maintenance practices. Arange of suggestedmeasures are proposed to help improve efficiency and reduce transport costs.   |
| 12 | June 2011   | A.Airey, A. Salomonsen and Gary Taylor | CORE MANAGEMENT GROUP (CMG) FINAL REPORT<br>AFRICAN COMMUNITY ACCESS PROGRAMME  | Crown Agents (CA) contracted I.T. Transport (ITT) as Transport Services Manager in September 2010. In October 2010, ITT made visits to Kenya and Malawi, potential countries for AFCAP Transport Services Research. It became apparent that little progress had been achieved by government authorities in detailing potential transport services research since earlier contacts with AFCAP. Although they were supportive of such research, there was not an obvious home for this within the government systems.  |



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|    |          |          | <p>(AFCAP)</p> <p>Draft Final Report</p>   | <p>In November 2010, after discussions between ITT and CA, a revised strategy was adopted based on a demand-led approach. A call for Project Concept Notes in the area of transport research was made with a detailed brief. Over 600 organisations and individuals were contacted. Forty-nine PCNs were received by the deadline of 10th December.</p> <p>The second stage began in January 2011 when ten of the research teams submitting the highest scoring PCNs were invited to submit a full research proposal. These were evaluated in February 2011 and six were considered strong enough to be awarded contracts and become part of the AFCAP research programme.</p> <p>By June 2011, three of the successful institutions have mobilised and begun their research programmes, two are shortly to start and one has yet to respond to suggested modifications to their methodology and work programme.</p> <p>In this second phase, ITT were advised that the funding envelope for AFCAP research had been increased from £400,000 to £700,000. This ensured full funding of the six approved research projects, which were costed at £425,000.</p> <p>It was agreed that the remaining uncommitted balance of £275,000 should be allocated in a second round of research project approval.</p> <p>ITT recommends that the strategy for allocating this uncommitted balance should be a combination of extending the existing proposals and revisiting two of the rejected proposals out of the original shortlist.</p> |
| 13 | Sep 2013 | Transaid | <p>Transport, Agriculture and Integrated Development Project (TrAIDe); Supply Chain Management for Smallholder Farmers and Cooperatives Formative Research: Final Report</p> | <p>The Transport, Agriculture and Integrated Development Project (TrAIDe) was designed with two phases. This report details the findings of the first phase; a six month formative research programme conducted in Hawassa, Ethiopia, between April and September 2013. The findings and recommendations of this report have been used to produce a proposal for the second phase.</p>  |



#### 4. APPENDIX D: INTERVIEW GUIDES (ENGLISH, FRENCH AND MALAGASY)

##### English interview questions

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| <p><b>Questions about the association:</b></p> <ol style="list-style-type: none"> <li>1. Approximately how many members do you have in your association?</li> <li>2. What is good about your association as it is now?</li> <li>3. How could it be improved?</li> <li>4. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)</li> </ol>  | <p><b>Questions about membership:</b></p> <ol style="list-style-type: none"> <li>5. Why might an individual operator want to become part of this association? (What are the benefits?)</li> <li>6. What challenges do your members face?</li> <li>7. What opportunities do your members have?</li> <li>8. How do you ensure that members comply with the requirements of the association?</li> <li>9. How do you exclude non-members from operating or the benefits of membership?</li> </ol> |
| <p><b>Questions about rural access:</b></p> <ol style="list-style-type: none"> <li>10. What transport services do you offer to rural areas?</li> <li>11. How far outside of the urban centre do your vehicles travel?</li> <li>12. What is good about the existing transport services to rural areas?</li> <li>13. How could transport services to rural areas be improved?</li> <li>14. How could transport operator associations influence these improvements?</li> <li>15. Why might people choose not to use your association's public transport in rural areas?</li> <li>16. Why might operators not want to deliver transport services to rural areas?</li> </ol> | <p><b>Questions about routing</b></p> <ol style="list-style-type: none"> <li>17. How are routes designed? (Who makes these decisions?)</li> <li>18. How is the frequency of a route decided?</li> <li>19. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled stops?)</li> </ol>  |
| <p><b>Questions about road safety:</b></p> <ol style="list-style-type: none"> <li>20. How safe do you think it is for drivers to operate on (rural) roads?</li> <li>21. What dangers do drivers face when operating on (rural) roads?</li> <li>22. What safety procedures are in place to protect drivers and other road users? (If they don't mention it, ask about driver training.)</li> </ol>   | <p><b>Questions for passenger transport services:</b></p> <ol style="list-style-type: none"> <li>23. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</li> <li>24. What factors influence the setting of fares? (E.g. distance, quality of roads etc.)</li> <li>25. What influence do transport associations have in the setting of fares?</li> </ol>  |



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| <p><b>Questions for freight transport services:</b></p> <ol style="list-style-type: none"> <li>26. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</li> <li>27. What factors influence the setting of rates? (E.g. distance, quality of roads etc.)</li> <li>28. What goods do you transport? (A range of different goods/produce or only one specific product?)</li> <li>29. What other organisations do you regularly deal with?</li> </ol> |  |
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French interview questions

**QUESTIONS POUR LES ENTRETIENS AVEC LES REPRESENTANTS DES ASSOCIATIONS D'OPERATEURS DE TRANSPORT :**

|   |   |
|---|---|
| <p><b>Questions sur les associations:</b></p> <ol style="list-style-type: none"> <li>1. Environ combien de membres compte votre association?</li> <li>2. Quels sont les points positifs de votre association telle qu'elle est aujourd'hui?</li> <li>3. Comment pourrait-elle être améliorée?</li> <li>4. Avez-vous des concurrents? Si oui, quelles en sont les conséquences sur votre association ? (Y a t il des avantages a la concurrence ou est-ce que cela crée des problèmes?)</li> </ol> | <p><b>Questions sur l'adhésion à une association:</b></p> <ol style="list-style-type: none"> <li>5. Quelles sont les raisons pour lesquelles un operateur de transport voudrait devenir membre adhérent de cette association ? Quels en sont les avantages ?</li> <li>6. Quels défis se posent à vos membres ?</li> <li>7. Quelles opportunités ont-ils?</li> <li>8. Comment vous assurez vous du respect de vos membres envers les besoins de votre association ?</li> </ol> |
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| <p><b>Questions sur l'accès aux régions rurales:</b></p> <ol style="list-style-type: none"> <li>9. Quels services de transport proposez-vous aux régions rurales ?</li> <li>10. A quelle distance hors du centre-ville vont vos véhicules ?</li> <li>11. Quels sont les points positifs des services de transport actuellement desservant les régions rurales ?</li> <li>12. Comment est-ce que ces services pourraient être améliorés ?</li> <li>13. Comment est-ce qu'une association d'opérateurs de transport pourrait influencer ces améliorations ?</li> <li>14. Pour quelles raisons la population choisirait-elle de ne pas utiliser le transport fourni par votre association jusque dans les régions rurales ?</li> <li>15. Pour quelles raisons les opérateurs ne voudraient-ils pas desservir ces régions rurales ?</li> </ol> | <p><b>Questions sur l'établissement d'itinéraire :</b></p> <ol style="list-style-type: none"> <li>16. Comment est-ce que vos itinéraires sont établis ? Qui prend ces décisions ?</li> <li>17. Comment est-ce que la fréquence de service d'un itinéraire est décidée ?</li> <li>18. Qui décide quand et où le conducteur doit s'arrêter pour prendre des passagers/des produits ? (Est-ce que le conducteur fait des arrêts imprévus ?)</li> </ol> |
| <p><b>Questions sur la sécurité routière:</b></p> <ol style="list-style-type: none"> <li>19. Pensez-vous qu'il est prudent pour les conducteurs de conduire sur des routes rurales ? Donnez-nous un degré de sécurité selon vous.</li> <li>20. A quels dangers peuvent faire face les conducteurs sur ces routes rurales ?</li> <li>21. Y a-t-il des mesures de sécurité mises en place pour protéger les conducteurs et les autres utilisateurs de la route ? Si oui, lesquels ? Sinon y a-t-il des formations de conduite ?</li> </ol>   | <p><b>Questions sur les services de transport de passagers:</b></p> <ol style="list-style-type: none"> <li>22. Qui est responsable de la décision du tarif d'un trajet ? (les opérateurs eux-mêmes, le gouvernement ?)</li> <li>23. Quels facteurs sont pris en compte lors de la décision d'un tarif ? (distance, qualité des routes etc.)</li> <li>24. Quelle influence les associations de transport ont-elles sur ces décisions ?</li> </ol>    |
| <p><b>Questions sur les services de transport de fret:</b></p> <ol style="list-style-type: none"> <li>25. Qui est responsable de la décision du taux d'un trajet ? (les opérateurs eux-mêmes, le gouvernement ?)</li> <li>26. Quels facteurs sont pris en compte lors de la décision d'un taux ? (distance, qualité des routes etc.)</li> <li>27. Quels biens transportez-vous ? (une gamme de produits/biens différents/ou seulement un produit spécifique ?)</li> <li>28. Avec quelles autres organisations avez-vous à faire ?</li> </ol>   |   |



Malagasy interview questions

## GUIDE D'ENTRETIEN

Date :

Nom de l'interviewé :

Fonction :

Nom de la société/ Coopérative :

Nom de l'interviewer:

| QUESTIONS                                   |  | REPONSES |
|---|--|----------|
| <b>FANONTANIANA MIKASIKA NY FIKAMBANANA</b> |  |          |
| <b>Q 1</b>                                  | Firy ny isan'ny mpikambana amin'izao fotoana ?   |          |
| <b>Q2</b>                                   | Inona no zavatra tsara mampiavaka ny fikambanana / koperativa / Orinasa ?  |          |
| <b>Q3</b>                                   | Ahoana no fomba heverinao hanatsarana izany ?  |          |
| <b>Q 4</b>                                  | Manana mpifanandrina na mpifaninana ve ianareo ? Raha misy, inona no vokatr'izany eo amin'ny asanareo ? <i>(Misy tombotsoa azo avy @ fifaninanana ve ? Misy olana ve aterak'izay fifaninanana izay ?</i> |          |
| <b>FIDIRANA HO MPIKAMBANA</b>               |  |          |
| <b>Q 5</b>                                  | Inona avy ireo antony mamparisika ny mpitatitra hiditra ho mpikambana ?<br><br>Inona no tombotsoa azon'ny mpikambana ?   |          |
| <b>Q 6</b>                                  | Inona no fanamby apetrakareo amin'ireo mpikambana ?  |          |



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| <b>Q 7</b>  | Inona avy ireo zavatra tsara azon'ny mpikambana trandrahina rehefa tafiditra ho mpikambana izy ? <i>(Quelles opportunités ont-ils ?)</i> |  |
| <b>Q 8</b>  | Ahoana no ataonareo mba hitsinjovana ny tombotsoan'ny mpikambana ary tsy hanamaivanana ny tombotsoan'ny fikambanana ?                    |  |
| <b>FITATERANA ANY AMIN'NY FARITRA AMBANIVOHIRA</b>  |  |  |
| <b>Q 9</b>  | Inona avy no taterinareo any amin'ny faritra ambanivohitra ?   |  |
| <b>Q 10</b>   | Hatraiza ny halaviran'ny toerana ivelan'ny renivohitra tongan'ny fiaranareo ?  |  |
| <b>Q 11</b>   | Inona no tena zavatra tsara na tombony amin'ny fitaterana any ambanivohitra ?  |  |
| <b>Q 12</b>   | Ahoana no fomba heverinareo hanatsarana izany ?  |  |
| <b>Q 13</b>   | Ahoana no heverinareo fikambanana hanerena ny fanatanterahana izany fanatsarana izany ?  |  |
| <b>Q 14</b>   | Inona no mety ho antony hisafidianan'ny olona na tsia ny handray ny fiaranareo any amin'ny faritra ambanivohitra any ?                   |  |
| <b>Q 15</b>   | Inona avy ireo antony tsy mamparisika ny fikambanana na orinasa fitaterana hiasa any amin'ny faritra ambanivohitra ?                     |  |
| <b>FAMARITANA NY LALANA ALEHA / HIASAN'NY FIARA</b> |  |  |
| <b>Q</b>  | Ahoana ny famaritana ny lalana na  |  |



|   |   |  |
|---|---|--|
| <b>16</b>                                 | toerana haleha / hiasana ?<br>Iza no manapakevitra amin'izany ?   |  |
| <b>Q 17</b>                               | Ahoana no famaritana ny isan'ny « dia » <b>(fréquence)</b> amin'ny soridalana iray <b>(itineraire)</b> ?  |  |
| <b>Q 18</b>                               | Iza no manapakevitra ny toerana na ny fotoana hijanonan'ny mpamily fiara handraisana olona / entana ?<br><br>Ny mpamily ve afaka mandray olona amin'ny toerana tsy voafaritra ?   |  |
| <b>FANDRIAMPAHALEMANANA ENY AN-DALANA</b> |   |  |
| <b>Q 19</b>                               | Mila fahamailoana manokana ve ny asa fitaterana any amin'ny faritra ambanivohitra ?<br><br>Firy ny naoty homenao ny tahan'ny fandriampahalemana eny ambanivohitra <b>(1 h@ 5)</b> |  |
| <b>Q 20</b>                               | Inona avy ireo karazana loza mety hitranga na mateti-pitranga eny ambanivohitra ?   |  |
| <b>Q 21</b>                               | Misy fepetra fiarovana manokana ve hiarovana ny mpamily sy ny mpandeha ?<br><br>Raha misy inona avy ?<br><br>Raha tsia, misy fiofanana omena azy ireove ?                         |  |
| <b>ASA FITATERANA OLONA</b>               |   |  |
| <b>Q 22</b>                               | Iza no mamaritra ny saran-dàlana ? Mpitatitra ? Fanjakana ?,...   |  |
| <b>Q 23</b>                               | Inona no mamaritra ny saran-dàlana ? Halavirana ?, toetran'ny làlana ?,...  |  |



|                              |   |  |
|------------------------------|---|--|
| <b>Q<br/>24</b>              | Inona no tanjaka <i>(influence)</i> ananan'ny fikambanana manoloana ny famerana ny saran-dàlana ? |  |
| <b>ASA FITATERANA ENTANA</b> |   |  |
| <b>Q<br/>25</b>              | Iza no tomponandraikitra amin'ny fanapahana ny saran'entana ? Mpitatitra ? Fanjakana ?            |  |
| <b>Q<br/>26</b>              | Inona avy no mamaritra ny saran'entana ? Halavirana ? Toetran'ny làlana ?,...                     |  |
| <b>Q<br/>27</b>              | Inona avy ireo karazana entana taterinareo ?<br>Misy karazan'entana manokana ve ?                 |  |
| <b>Q<br/>28</b>              | Iza avy ireo fikambanana/vondrona iarahana-reo miasa ?  |  |



## 5. APPENDIX E: SUMMARY OF INTERVIEWS CONDUCTED

| Country / Region         | Name of Association/ Organisation | Freight / Passenger? | Name and job title of interviewee                                   | Number of Association Members                                 |
|--------------------------|-----------------------------------|----------------------|---|---|
| East and Southern Africa | FESARTA                           | Freight              | Barney Curtis - Executive Director                                  | 14 different countries with one association from each country |
| Madagascar               | COLIS EXPRESS                     | Freight              | Rakotomalala Harinjaka - Branch Manager                             | 1500 agencies, 3000 employees                                 |
| Madagascar               | FIFIMO                            | Passenger/ Freight   | Assigaraly - President of the Union                                 | 252 Union includes 4 regional cooperatives with 500 members   |
| Madagascar               | KOFMAD                            | Passenger/ Freight   | Andriakotoarijaona Miranarivo - National President                  | 300   |
| Nigeria                  | NURTW                             | Passenger/ Freight   | Balogun Ismail Aliyu - NURTW ETS Lead Consultant                    | 60-80,000   |
| Nigeria                  | NURTW                             | Passenger/ Freight   | Kabiru Ado Yau - Deputy General Secretary NURTW                     | 500,000   |
| Nigeria                  | NURTW - Gombe                     | Passenger/ Freight   | Danjuma Sabu and Gidado Mabani - State Secretary and State Chairman | 4,200   |
| Tanzania                 | SUMATRA                           | Passenger/ Freight   | Leo Ngowi - SUMATRA Road Regulation Manager                         | N/A   |
| Tanzania                 | SUMATRA CCC                       | N/A                  | Oscar Kikoyo and Nicholas Kinyariri - Chair Person and              | N/A   |



|          |                |                    |   |   |
|----------|----------------|--------------------|---|---|
|          |                |                    | Education Officer   |   |
| Tanzania | TABOA          | Passenger          | Eneah Mrutu - Secretary General   | 400+  |
| Tanzania | TATOA          | Freight            | Dr Omar Kizango - Chief Operations Officer  | 1000+   |
| Tanzania | Traffic Police | N/A                | ASP. Kamuhana - Statistics INSP. Notka - SMART  | N/A   |
| Tanzania | UWAPITE        | Passenger/ Freight | Regional Transport Officer, Executive Secretary, Secretary of the district, Chairman of UWAPITE, Treasurer and Technical Advisor/Consultant | 2,500   |
| Uganda   | UBDAA          | Passenger          | Kiwanuka Hannington - National Chairman UBDAA   | 523 (and over 300 widows and orphans to road accidents whose husbands/ Bus drivers died due to road accidents.) |
| Zambia   | TAZ            | Freight            | Robert Mtonga - CEO of TAZ  | 24 +  |



## 6. APPENDIX F: INTERVIEW TRANSCRIPTS

**Name of participant:** Barney Curtis

**Role:** Executive Director of Federation of East and Southern African Road Transport Associations (FESARTA)

**Date of interview:** 27/11/2013

**Location of interview:** UK (over Skype)

**Time of Interview:** 12.10pm      **Duration:** 57 minutes

**Interviewer:** Hollie Brader      **Joined by:** Caroline Barber and Gary Forster

### **Contextual Information about FESARTA**

- Our sphere of operation is East and Southern Africa. In the year 2000 FESARTA decided that we would bring together East and Southern Africa. Our sphere of operations goes north up to Uganda, and of course east and west. Angola doesn't have any input to FESARTA, same for Lesotho, so there are 14 [countries] that actually communicate with FESARTA. Some are merely a person behind a desk in a company that they are either the manager or director of that represents the truckers, they go right up to the Road Freight Association in South Africa which is a huge organisation.
- The membership of FESARTA is the National Road Transport Associations in each country. So we have 14 but there are 3 or 4 that have some strength- FEDHAUL in Zambia for example have some strength, Swaziland and Botswana may have less. Tanzania has a very good association- TATO. ZOA in Zimbabwe and KTA in Kenya and the association in Namibia- those are quite strong. Then the big one is the Road Freight Association in South Africa.
- In a way it's not terribly clear (if FESARTA represent both passenger and freight transport). In the year 2000 we changed to East and Southern Africa. The original name was the Regional Federation of Road Freight Associations but then we changed it to Road Transport Associations of East and Southern Africa because FESARTA is only its members. FESARTA in itself is just a small office. Its strength is in its members and some of the members have passenger transport in them like Malawi, Zimbabwe etc. So therefore, FESARTA has to be considered as being representative of passenger transport as well. Even though very little of its operation has to do with passengers.
- The value of FESARTA is 'the voice'- the lobbying voice of the transporter at regional level. When it comes to the drivers' tripartite or the Trade Mark East Africa or Trade Mark Southern Africa or the international corroborating partners like the World Bank and EU. When you're dealing with those organisations, they don't want to work with the national associations in the countries. They want to work with the regional representative for those transporters and their associations. Therefore FESARTA is the voice at that regional level and so it lobbies on behalf of the transporters and it disseminates information back to the transporters through the national road transport associations. Obviously the information that the transporters get through their national road transport associations is significant- it will be stuff that will eventually appear in their own national legislation/regulations. What comes out of the regional forums/projects ends up normally as annexes for protocol etc. and therefore becomes recommendations to member states. The other value is (apart from the handbooks and the website) probably the most important role of FESARTA is in the Non-Tariff Barrier System (NTBs)- the tripartite system- whereby anyone can register a complaint of problems or obstacles if they operate along the corridors and FESARTA will register these complaints on the NTB system and FESARTA has a database of these NTBs that are relevant to the road transport industry and FESARTA



works with the NTB system to try and resolve these NTBs. So this is valuable asset to the road transport industry. That's the sort of coverage we have.

- In terms of successes, in the monitoring processes of Chirundi and Beitbridge- the two most important border posts in our region- FESARTA through the World Bank monitored these two border-posts and Chirundi has become a document/publication at the World Bank on monitoring and it is used as sort of a base document on monitoring at border-posts. Following on from that, FESARTA was instrumental in setting up what is now called the Beitbridge Efficiency Management System (BBEMS) to try and sort out Beitbridge. It was FESARTA that originally brought the people together and started that process going. It's been stalled for the time being because of the lack of co-operation between Zimbabwe and South Africa. Then FESARTA was the transport expert in the East African Community's (EAC) low limits and overloading control projects and that project was to bring the EAC up to speed with low limits and overloading control in the region, which EAC was behind and that project was to try and really bring it up to 56 tonnes GPM and 22 metres overall length and FESARTA played a significant role in getting those through the EAC technical people and in fact it has now passed through parliament. FESARTA produces the corridor handbook for the corridors in East and Southern Africa. It was published in 2011, unfortunately it had to be kept updated on the website but FESARTA hasn't been able to produce an updated hardcopy because it doesn't have the donor funding to produce it. That handbook has been well received throughout the region especially by people in government when they need information about the corridors when it happens on the ground. FESARTA has set up and run two Africa Road Transport forums (annual events). The first one was a truckers' forum, the second was a road transport forum which were both held in South Africa. The intention is to hold the next forum in 2014 in East Africa and we are waiting for African Development Bank to agree to the sponsorship. From then on, a lot of NTBs have been resolved not purely because of FESARTA's efforts, but together with FESARTA's input.
- It is a challenge to finance FESARTA. The transporters are tough people and they don't like funding any associations unless they see major benefits. Somehow we have to get FESARTA financially sustainable. The Regional Economic Community (REC) continues to say that the private sector is vitally important and we must support these associations- but that's where it ends. So that's the biggest challenge.
- Strangely enough FESARTA does have competitors. This happened about a year ago and is continuing while we speak- in East Africa the Road Transport Associations there felt that FESARTA was too far away and not close enough to the transporters issues in East Africa... so they formed the Federation of East African Road Transport Associations (FEARTA). Possibly driven by Kenya's Transport Association and supported and funded by Trademark East Africa and the USAid East African hub. I have tried to communicate with people up there. I met recently with the CEO of East Africa and I sent him a long document saying to him that there's no point in having competition and that's not what we're here for. We are in a tripartite, we have spent years bringing East and Southern Africa together- the tripartite came together quicker than it otherwise would have it wasn't for FESARTA's lobbying. We are desperately trying to bring together East and Southern Africa so the last thing we need to do is split. One of the reasons for that is that the truckers are now not only staying within Eastern Africa or Southern Africa- Tanzanian truckers come down to Zambia for example, Malawians go through to Uganda with produce. It's becoming a smaller region so we need to have the support throughout the region and FESARTA's proposal to Trademark East Africa and SSATP is that FESARTA has two equal status offices- one in East Africa and one in Southern Africa. With two people running the offices- one in each- and one board, one president. I'm reasonably sure that I will have the support of the region because FESARTA already has that credibility it's just a case of whether or not we can push it through.
- The most important organisations to FESARTA (that we regularly deal with) are the Federation of Clearing and Forwarding Associations of Southern Africa (FCFASA) and (indirectly) the Federation of East African Freight Forwarding Associations. Those are the two clearing and forwarding agents- they are critical to the



moving of goods around the corridors. Then FESARTA communicates with the Port Management Association of East and Southern Africa and then there is Association of Southern African National Roads Agencies. I don't know of an equivalent body in East Africa but that's who FESARTA communicates with. FESARTA also communicates with SARA which is the Southern African Railways Association. Obviously the road transporters are in competition to the railways but at regional level we do communicate and we do debate issues together.

### **Membership**

- **Why might an association want to become part of FESARTA?** FESARTA works through its National Road Transport Associations. FESARTA doesn't do anything without it being done through the National Road Transport Association. So it's the lobbying, it's the voice. It's the dissemination of information at regional level and dealing with the non-tariff barriers.
- **What influence does FESARTA have in terms of negotiating benefits to its members and does this ever extend to fare setting/routes/issues around driver hours?** Yes, that's what FESARTA's main lobbying or advocacy purpose is. At these regional forums, a country with the tripartite and with the current programme that's in place there are lots of specific issues, projects, like third party insurance like road user charges etc.... all these things are projects at regional level and FESARTA is there to ensure that when decisions are taken about what is best for the East and Southern African region, FESARTA is there to ensure that the transporters viewpoint is put on the table and debated and argued. For example, if a government representative were to say we must stop spotlights on trucks because they blind people, FESARTA is there to argue the point that 'it's not a question of having spotlights on trucks, it's a question of managing how those spotlights are being used' because they are very valuable when it comes to rural animals along corridors and when the lights are dipped they are quite safe. These are the sort of things that when FESARTA argues the point at regional level, eventually (hopefully) the outcomes of those arguments go through the recommendations back to the national states for implementation.
- **Do you want to encourage more associations to become members of FESARTA?** Well, there's only a limited number. Some countries have more than one association and it can be looked at indirectly- there is more than one association in a country so FESARTA has a difficult job in saying who should be a member of FESARTA. In the case of Zambia, FESARTA has invited two associations to become members- FEDHAUL and the Petroleum Transporters Association of Zambia because those two associations don't seem to be prepared to cooperate and become one association so FESARTA has said that people recognise both. In most other countries, FESARTA has stuck with what it considers to be the predominant association in that country but it would welcome other associations to work together with the predominant association so it can get the full benefit of FESARTA.

### **Rural access**

- **How many of your members serve rural areas?** They all do. Because all associations deal with transporters who work into rural areas because most of them obviously work on distribution as well. They don't necessarily base themselves in the rural areas nor have their whole operation in the rural areas. The National Road Transporters Association would probably not represent those transporters who are based in the rural areas and only operate within the rural areas but they work with the transporters who distribute and collect in the rural areas.
- **Have you seen any encouraging practices regarding transport services to rural areas?** No I haven't. I'm not aware of any new practices that are taking place. We are working with the sugar and timber industries in South Africa on self-regulation of the road transport management system, and that system covers the



operations of transport in those sugar and rural areas but, nevertheless, they are still predominantly mainline trucking companies. However, this self-regulation process does affect the safety and the efficiency of the timber and sugar carrying trucks in the rural areas; it definitely improves that safety and efficiency.

- **Rural access solution ideas-** Ten years ago I was still on the board of the road freight association. I pulled out because I didn't want to be associated with one association when, in fact, FESARTA represents all associations, but at the time when I was on the board, they had a budget of about a million dollars. One issue that we were seriously concerned about, which I'm sure is still a concern that they are working on, was the lack of the 'one man one truck' or the previously disadvantaged truck owners/operators in the association. The lack of representation by the Road Freight Association of the small but capable people/owners/transporters. What we did at that time, we had a transformation process- a sub-committee and we came up with a whole package to attract those transporters into the association. I know now that the RFA, for example, has a person on its payroll that is there to mentor and to offer advice and assistance to these lesser trucker types. So the RFA has been (and is still) in the process of trying to attract these people and support them and to give them services. Now what FESARTA is trying to do (and hasn't had much success) is trying to find a way of furthering these objectives and that is to take what has been learnt by the RFA and its experience in this field and pass that on to the other road transport associations. So that they too can have a clear objective and a clear process for bringing on-board those 'one man one truck', lesser capable transporters. I can assure you that this issue of rural access is in everybody's minds and there is a serious opportunity here. One thing I can say and I think you'll find this with associations in general, the associations are very protective of their databases and what they do and how they do it but if we can do this in the right manner, as a joint effort (FESARTA and Transaid), if we can make the right approach to the Road Freight Association, we can get their full support and their full information package so that we can use that and pass it on to the other NRTAs.

### Road Safety

- **What dangers do drivers face on rural roads and how are these different to the dangers faced in urban areas?** Let's compare the transport along the corridors to transport in the rural areas. Once the trucks get onto the rural roads it's a completely different type of operation to what they would be expected to do on the main routes. One of the reasons why is because they have to go much slower and they have to negotiate these rural roads which are often not good and- in the rainy season- are particularly poor, so you normally don't have the same pedestrian problem that you would have on the main roads the reason being that they go much slower and you don't get the heavy congregation of pedestrians on the roads as you might get on the main roads. Because the main roads go through built-up areas and they don't have by-passes so the trucks tend to be travelling faster than they would be doing in the rural areas. So pedestrians face a greater challenge on the main tar routes than the rural routes. Another point is the fatigue issue- in the rural areas the drivers are not travelling such long distances where they have to keep up speed and get to a destination over a certain period of time, generally drivers are not in that same predicament as they would be on the main truck routes and, as they are travelling at a higher speed, the chances of serious accidents are much higher. So there we have a problem that the main truck roads face. Another point is the other road users- the transporters are told that they are responsible for causing the accident but this is not always the case. Yes they do cause accidents but a lot of the time it's the car-users that are chasing around and trying to overtake the trucks by jumping in front of them and causing the trucks to do things they wouldn't normally do. The stress-factor of the other road users around them can be quite difficult to cope with as opposed to the rural areas. I think the rural areas have a vehicle problem with coping with the rough roads, maintenance problems, being able to get there rather than how you get there.



- **Does FESARTA have any responsibility for driver training or road safety procedures?** FESARTA has a key role to play. I don't think FESARTA has done enough in terms of road safety. We have new indicators of road safety there is a new project on road safety but it seems to have stalled. FESARTA also works with North Star Alliance in setting up the wellness centres and more commonly now is the issue of truck stops along the corridors. It is important that this is done on a corridor basis rather than a country basis. Driver training also is very important, I've always supported Transaid and your efforts in Zambia and Tanzania and I then put you onto Mozambique because they wanted to get a training centre up and running. I also worked to suggest that Eastern and Southern Africa use the services of Transaid to assess the driver training at a regional perspective at regional standards. All of this needs to be pushed ahead and FESARTA needs to play a strong role in it.



**Date: 17th December 2013**

**Name of person interviewed: RAKOTOMALALA Harinjaka  
Ambohipo**

**Position: Branch Manager,**

**Name of the company/cooperative: COLIS EXPRESS (Limited Company) Madagascar**

**Name of interviewer: Solofo**

**Location of interview: Madagascar**

**Tim of interview: 8:40 to 9:30**

| QUESTIONS                              |   | REPONSES   |
|--|---|--|
| <b>Questions about the association</b> |   |  |
| <b>Q 1</b>                             | How many members are there in your association?   | COLIS EXPRESS was created in 2000<br>It has about 1500 agencies spread around Madagascar<br>The company has about 3000 employees   |
| <b>Q 2</b>                             | What are the positive points about your association as it is today?   | ✓ Our routing/timetable is very precise and the timings are respected<br>✓ We have nationwide coverage to towns that have many people  |
| <b>Q 3</b>                             | How could it be improved?   | We strive as much as possible, to operate in several localities  |
| <b>Q 4</b>                             | Do you have competitors, if yes what are the consequences for your associations? (are there advantages from this competition or does it create problems?) | There are many , to mention a few:<br>✓ La POSTE<br>✓ LE DHL<br>✓ MAD COURRIER<br>✓ CITY EXPRESS<br><u>Avantanges of competition</u><br>One is always looking for ways to improve the quality of service and the delivery between each other |
| <b>Joining an association</b>          |   |  |
| <b>Q 5</b>                             | What are the reasons why an operator would like to become a member of this association?<br><br>What are the advantages?                                   | Even if our prices are slightly higher compared to other operators, it's our respect for delivering on time which gives clients confidence in us.<br><br>We distribute all kinds of goods  |



|                     |  |   |
|---------------------|--|---|
| Q 6                 | What are the challenges for your members   | To operate in a professional manner   |
| Q 7                 | What opportunities are there?  | <p>All members of staff can benefit from promotions according to the efforts they put in</p> <p><b>Example : Njaka has already held a number of posts becoming branch manager</b></p>   |
| Q 8                 | How do you ensure that you meet the needs of your members ?                        | The company has several ways to motivate staff including promotion and internal competition   |
| <b>Rural access</b> |  |   |
| Q 9                 | What transport services do you offer to rural areas?                               | <p>The services are the same for the urban and the rural areas</p> <p>We transport all goods except perishable goods and money</p>  |
| Q 10                | How far outside of town do your vehicles go?                                       | <p>We serve:</p> <ol style="list-style-type: none"> <li>1) Former provincial capitals</li> <li>2) All Regions</li> <li>3) All Districts</li> <li>4) Some municipalities have relatively high populations</li> </ol> <p>For those who live in remote fokontanys, they will be informed (by phone) and come with to the agency or District Municipality to get their package.</p> |
| Q 11                | What are the positive aspects of transport services currently serving rural areas? |   |
| Q 12                | How can these services be improved?  |   |
| Q 13                | How could a transport operator association influence improvements?                 |   |



|                            |  |   |
|----------------------------|--|---|
| <b>Q 14</b>                | For what reasons would people in rural areas chose to not use transport provided by your association?                            | The cost of our service is a little higher compared to other operators  |
| <b>Q 15</b>                | Why would operators not want to serve rural areas?   | For the sake of profitability   |
| <b>Establishing routes</b> |  |   |
| <b>Q 16</b>                | How are your routes established and who makes these decisions?   | Before each location (branch) is opened, market studies are conducted and it is the marketing department that decides.  |
| <b>Q 17</b>                | How is the the operating frequency of a route is decided?  | The daily schedule must take into account routes, in other words there are deliveries on a daily basis.<br><br>There are already major routes that take into account the smaller branches   |
| <b>Q 18</b>                | Who decides when and where the driver should stop to pick up passengers/products. Can the driver make unplanned stops?           | It is always the recipients that influence the decision, but in general, the driver must not stop except at branches. Everything is programmed from one branch to another.  |
| <b>Road Safety</b>         |  |   |
| <b>Q 19</b>                | Do you think that it is safe for drivers who drive on rural roads?   | Obviously measures should be taken both in the day and the night<br><br>✓ Travel in tandem with or behind the taxi brousses (bush taxis – small minibuses that serve rural areas)<br>✓ Equip drivers with mobile phones (FLOT system) for emergency use |
| <b>Q 20</b>                | What dangers do drivers face on rural routes?<br><br>A quels dangers peuvent faire face les conducteurs sur ces routes rurales ? | The bandits who attack the bush taxis, the transporters<br><br>Note: <b>2/5</b>   |



|                                |   |   |
|--------------------------------|---|---|
|                                | <p>Give us your assessment of the safety levels (1 to 5)</p> <p>1: the least dangerous</p> <p>5: most dangerous</p>                                       |   |
| <b>Q 21</b>                    | <p>Are there safety measures in place to protect the drivers and others who use the route? If yes what are they? If no is there training for drivers?</p> | <p>✓ Don't drive at night</p> <p>✓ Travel in tandem with or behind the bus taxis</p> <p>✓ Provide the drivers with mobile phones in case of emergency</p> |
| <b>Transport of passengers</b> |   |   |
| <b>Q 22</b>                    | <p>Who is responsible for deciding the price of the journey? The operators themselves or the government ?</p>   |   |
| <b>Q 23</b>                    | <p>What factors are considered when setting the fares? Distance? Quality of the route?</p>  |   |
| <b>Q 24</b>                    | <p>What influence do transport operator associations have on these decisions ?</p>  |   |
| <b>Freight transport</b>       |   |   |
| <b>Q 25</b>                    | <p>Who is responsible for setting the rates?</p>  | <p>The financial management fixes the rates according to a rate scale?</p>  |
| <b>Q 26</b>                    | <p>What factors are considered when setting the rates?</p>  | <p>✓ Price of fuel</p> <p>✓ Distance to travel</p> <p>✓ Type of freight and goods</p>   |
| <b>Q 27</b>                    | <p>What goods do you transport?</p>   | <p>All types of goods except perishable goods</p>   |
| <b>Q 28</b>                    | <p>With which other organisations</p>   | <p>We work with several organisations and institutions, for</p>   |



|  |              |  |
|--|--------------|--|
|  | do you work? | <p>example :</p> <ul style="list-style-type: none"> <li>✓ PSI Madagascar</li> <li>✓ All the Ministries</li> <li>✓ National Nutrition Office (ONN)</li> <li>✓ Programme of Governance and Institutional Development (PGDI)</li> <li>✓ Catholic Relief Services (CRS)</li> <li>✓ Programme Alimentaire Mondial (PAM) – World food Programme</li> </ul> |
|--|--------------|--|

#### Other information

- ✓ This company is owned by a American-Malagasy couple
- ✓ Apart from cars and trucks the company has a small plane and works in partnership with a shipping company
- ✓ For shipments abroad the company partners with FEDEX

#### Interview FIFIMO Madagascar

Date: 13th December 2013

Name of person interviewed: ASSIGARALY Position: President of the Menabe regional cooperative union and President of the 'Fikambanana Fitaterana eto Morondava' (FIFIMO) Cooperative.

Name of the company/cooperative: FIFIMO

Name of interviewer: Dinaso

Location of interview: Madagascar

From: 11:30 to 12:40

| QUESTIONS                           |   | REPONSES  |
|-------------------------------------|---|---|
| <b>QUESTIONS ON THE ASSOCIATION</b> |   |   |
| <b>Q 1</b>                          | How many members are there in your association?                     | <p>FIFIMO has 252 members</p> <p>The regional cooperative union includes 4 cooperatives with around 500 members</p>   |
| <b>Q 2</b>                          | What are the positive points about your association as it is today? | <ul style="list-style-type: none"> <li>✓ The cooperative has been certified (official) since 1978</li> <li>✓ Even within the regional cooperative members can change lines.</li> <li>✓ The cooperative has a kiosk in all the zones it serves :<br/>Belo sur Tsiribihina, Aboalimena, Andimaka, Masoarivo,</li> </ul> |



|                               |   |  |
|-------------------------------|---|--|
|                               |   | <p>Ankalalibe, Bekopaka, Soatana, Tsimafana, Antsiraraka, Begidro, Berevo, Beroboka, Morondava, Bemanonga, Analaiva, Mahabo, Ankilizato, Malaimbandy, Ambatolahy, miandrivazo, ambatakazo, Manja, Toliary.</p> <ul style="list-style-type: none"> <li>✓ The cooperative uses different vehicle types according to the condition of the roads – 4x4s for the areas that are hard to access like Belo sur Tsiribihina, trucks and buses (modified) and vans</li> </ul>   |
| <b>Q 3</b>                    | How could it be improved?   | <ul style="list-style-type: none"> <li>✓ The state could subsidise 30% parts and reduce the burden on carriers namely license, technical inspection of the vehicle and insurance.</li> <li>✓ The state should control the police abuse on the road - for a trip you have to spend 30,000 to 60,000 Ariary. (nb exchange rate 3,300 Airary = 1 GBP)</li> </ul>  |
| <b>Q 4</b>                    | Do you have competitors, if yes what are the consequences for your associations? (are there advantages from this competition or does it create problems?) | <p>The cooperative doesn't really have competitors but there are national cooperatives that commit traffic violations and illegal traffic, namely.</p> <p>The traffic police allow this.</p> <p>Disadvantages of competition:<br/>The cooperative cannot function normally because of these illegal traffics which make them lose passengers.</p>  |
| <b>Joining an association</b> |   |  |
| <b>Q 5</b>                    | <p>What are the reasons why an operator would like to become a member of this association?</p> <p>What are the advantages?</p>                            | <ul style="list-style-type: none"> <li>✓ The President who heads the cooperative is professional because he received training on transport law already managed a professional transport office in Menabe.</li> <li>✓ Membership of the cooperative is low – 200000 – 400000 compared with others that charge 120000 Ariary</li> <li>✓ The cooperative may accept new members even if they are not 'entitled' or 'able to' but must settle this according to their means.</li> <li>✓ The cooperative may lend money to members for the repair or maintenance of their vehicles but this money is refundable according to the capacity of the borrower.</li> <li>✓ The cooperative has a kiosk in all the zones it serves :</li> </ul> |
| <b>Q 6</b>                    | What are the challenges for your members  | <ul style="list-style-type: none"> <li>✓ Having 3-5 general meetings per year. Establish a relaxing day per year with all members of the cooperative</li> <li>✓ Arranging a yearly get-together with all members</li> </ul>  |
| <b>Q 7</b>                    | What are the opportunities ?  | Members can change their mind without paying a penalty if the performance/service does not satisfy them  |



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| <b>Q 8</b>                 | How do you ensure that you meet the needs of your members ?   | <ul style="list-style-type: none"> <li>✓ Transporters who want to start a journey pay 1000 Ariary on leaving. This money is refundable through a payment scheme that is designed to help out members who have problems with breakdowns</li> <li>✓ The cooperative is demanding that the police force control illegal traffic</li> </ul>                             |
| <b>RURAL ACCESS</b>        |   |   |
| <b>Q 9</b>                 | What transport services do you offer to rural areas?  | <ul style="list-style-type: none"> <li>✓ Rural passengers often carry goods such as vegetables, (cassava, sweet potato, corn, beans, ...)</li> </ul>  |
| <b>Q 10</b>                | How far outside of town do your vehicles go?  | <p>Morondava-Mandabe : 150 km</p> <p>Morondava-Belo sur Tsiribihina : 100 km</p> <p>Belo sur Tsiribihina-Bekopaka : 100 km</p> <p>Belo sur Tsiribihina-Begidro : 100 km</p> <p>Belo sur Tsiribihina-Ankalalibe: 80 km</p> <p>Belo sur Tsiribihina-Andimaky: 80 km</p> <p>Belo sur Tsiribihina-Aboalimena: 65 km</p> <p>Belo sur Tsiribihina-Antsiraraka : 40 km</p> |
| <b>Q 11</b>                | What are the positive aspects of transport services currently serving rural areas?                    | <ul style="list-style-type: none"> <li>✓ There are less police in the rural areas which leads to less costs</li> <li>✓ As you drive on the road, tyre wear that would be 2 years on paved roads is instead just 4</li> </ul>  |
| <b>Q 12</b>                | How can these services be improved?   | <ul style="list-style-type: none"> <li>✓ If the state subsidised parts</li> <li>✓ The cooperative can support members by giving them money to repair their vehicle which they repay by a repayment facility.</li> </ul>   |
| <b>Q 13</b>                | How could a transport operator association influence improvements?                                    | If the members do not pay their dues, the president of the cooperative could make an announcement   |
| <b>Q 14</b>                | For what reasons would people in rural areas chose to not use transport provided by your association? | If the transporter is unknown to the community then rural travellers will not use their vehicles because of the rumours about human organ trafficking circulating in rural areas.   |
| <b>Q 15</b>                | Why would operators not want to serve rural areas?  | <ul style="list-style-type: none"> <li>✓ Insecurity</li> <li>✓ A lack of hotels which force drivers to sleep in their vehicles and cook with villagers</li> <li>✓ The bad state of roads</li> </ul>   |
| <b>Establishing routes</b> |   |   |



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| <b>Q 16</b>   | How are your routes established and who makes these decisions?   | You submit an application for approval, including the number of the vehicle to be used and the route you want to operate on to the Ministry and they will decide based on the requested route.  |
| <b>Q 17</b>   | How is the operating frequency of a route is decided?  | The transporter has a notebook and makes note when he leaves.<br><br>Only the route between Morondava and Mahabo can make several trips because it is not far.  |
| <b>Q 18</b>   | Who decides when and where the driver should stop to pick up passengers/products. Can the driver make unplanned stops?   | The teller sells/allocates tickets to passengers, ensuring when they board there is a list of the passengers and where they are going.<br>For the sake of travellers who can't get to the sales counter the cooperative makes plans so that vehicles departing from the 'motor park' should not be full and that drivers can pick up passengers halfway.  |
| <b>Road Safety – notes here most of these answers have focused on dangers of attack/robbery rather than crash</b> |  |   |
| <b>Q 19</b>   | Do you think that it is safe for drivers who drive on rural roads?   | Obviously, rural transport requires caution. The driver informs passengers in case of a barrier that may have been put up by bandits, that all travellers must leave the car, flee and leave luggage in the vehicle   |
| <b>Q 20</b>   | What dangers do drivers face on rural routes?<br><br>A quels dangers peuvent faire face les conducteurs sur ces routes rurales ?<br><br>Give us your assessment of the safety levels (1 to 5)<br><br>1: the least dangerous<br><br>5: most dangerous | Insecurity from armed bandits setting up roadblocks in the streets and attacking the passengers. Rating: 3.5 / 5 because the attacks have become more frequent. 15 days ago a driver died following an assault by thugs at Andimaky. On the 8 December 2013 the president of the cooperative himself was almost attacked by bandits in Lampokely halfway to Masoarivo but seeing a herd of zebu (cattle) ahead the attackers preferred to seize the zebu. |
| <b>Q 21</b>   | Are there safety measures in place to protect the drivers and others who use the route? If yes what are they? If no is there training for drivers?   | The cooperative provides the following information to drivers:<br><ul style="list-style-type: none"><li>✓ Do not stop if someone wants to travel halfway into the night.</li><li>✓ Stop at the entrance or exit of a village if necessary.</li></ul>  |



| Passenger transport |   |  |
|---------------------|---|--|
| Q 22                | Who is responsible for deciding the price of the journey? The operators themselves or the government? | The cooperative decides transport costs and in agreement with the suggestions from the Ministry. The Ministry sets the rate per km for paved roads.  |
| Q 23                | What factors are considered when setting the fares? Distance? Quality of the route?                   | The fares depend on the season, when it rains, the path which should take 2 hours requires 6-8 hours. Fuel consumption increases and the cost of transport also follows this rhythm. The state of the roads also influences higher transportation costs. |
| Q 24                | What influence do transport operator associations have on these decisions?                            | <ul style="list-style-type: none"> <li>✓ The cooperative does not really have any influence.</li> <li>✓ The cooperative negotiates with the Ministry of Transport increases in costs</li> </ul>  |
| Freight transport   |   |  |
| Q 25                | Who is responsible for setting the rates?   | It is stipulated in the regulations that a passenger is entitled to 15 kg of luggage. Above this weight, the rate will be discussed between the transporter and the passenger. The cost of a 50kg bag is 5000 Ariary                                     |
| Q 26                | What factors are considered when setting the rates?   | <ul style="list-style-type: none"> <li>✓ The weight of the bag</li> <li>✓ The space the bag will take up</li> </ul>  |
| Q 27                | What goods do you transport?  | Goods : <ul style="list-style-type: none"> <li>✓ Vegetables</li> <li>✓ Essential goods such as (petrol, sugar , biscuits beer...)</li> </ul>   |
| Q 28                | With which other organisations do you work?   | Ministry of Transport  |



## INTERVIEW

**Date: 16th December 2013**

**Name of person interviewed: ANDRIAKOTOARIJAONA Miranarivo**

**Position: National President**

**Name of the company/cooperative: KOFMAD Madagascar**

**Name of interviewer: Solofo**

**Location of interview: Madagascar**

**From: 15h to 16h30**

| QUESTIONS                              |   | REPONSES   |
|--|---|--|
| <b>Questions about the association</b> |   |  |
| <b>Q 1</b>                             | How many members are there in your association?   | The cooperative was created in 1962 and currently has 300 members  |
| <b>Q 2</b>                             | What are the positive points about your association as it is today?   | Our members always strive to satisfy our customers by: <ul style="list-style-type: none"> <li>• Ensuring a good welcome</li> <li>• renovating our vehicles</li> <li>• Seeking ways to improve our services</li> </ul>  |
| <b>Q 3</b>                             | How could it be improved?   | Providing a quality service that can: <ul style="list-style-type: none"> <li>• Facilitate the system of reservation (by phone)</li> <li>• Establish a relationship of trust between customers and drivers: Often customers do not travel with their goods, they simply assign drivers. There are even customers who entrust "large sum of money" to drivers.</li> <li>• Making different types of vehicles available: 14/28/40 seats and where customers can choose</li> </ul> |
| <b>Q 4</b>                             | Do you have competitors, if yes what are the consequences for your associations? (are there advantages from this competition or does it create problems?) | There are plenty of competing cooperatives. For example: there are 30 cooperatives serving Antananarivo - Majajanga. The competition is hard forcing each cooperative to improve services: welcome, price, ...<br>On the other hand, completion is always sometimes appreciated, some cooperatives even reduce the price to attract more customers (especially during the low season where travellers are rare).   |



| Joining an association |  |  |
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| Q 5                    | <p>What are the reasons why an operator would like to become a member of this association?</p> <p>What are the advantages?</p> | <p>The age of the cooperative means a level of maturity and experience.</p> <p>Our cooperative has already gained notoriety in certain areas: Mahajanga, Ambanja Diego</p> <p>Our status and internal regulations are very strict, members feel safe within our organization.</p> <p>Members join hands in case of problems: research or in the purchase of spare parts, ...</p> |
| Q 6                    | What are the challenges for your members   | Our challenge: "not to let our loyal customers escape"   |
| Q 7                    | What opportunities are there?  | <p>The fact that all members can 'criticize' it is important that there is not too much "letting things go"</p> <p>There are penalties for those who are disruptive and uncooperative.</p>   |
| Q 8                    | How do you ensure that you meet the needs of your members ?  | <p>By enforcing the internal rules of the cooperative for the benefit of members.</p> <p>Establish a monitoring system.</p>  |
| Rural Access           |  |  |
| Q 9                    | What transport services do you offer to rural areas?   | We transport passengers and their luggage. From time to time there are trusting clients who send goods without accompanying them   |
| Q 10                   | How far outside of town do your vehicles go?   | <p>We serve:</p> <ul style="list-style-type: none"> <li>• All provincial capitals (6) through the Regions, Districts and Municipalities.</li> <li>• Rural areas: only Ambohidratrimo Districts and Ankazobe and périphiries namely Fihaonana, Kiangara</li> </ul>  |
| Q 11                   | What are the positive aspects of transport services currently serving rural areas?   | <p>We do not reach the cut off Communes.</p> <p>We would like to serve more communities but it is very difficult to get the license from the Agency for Land Transport (ATT)</p> <p>However, we can serve some areas provided you have special</p>   |



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|                            |  | permission from the ATT for a very short duration and only occasionally.   |
| <b>Q 12</b>                | How can these services be improved?  | It is very difficult because without the approval of the ATT we can do nothing.  |
| <b>Q 13</b>                | How could a transport operator association influence improvements?   | Normally, all cooperatives must agree on the claims, but there are always disagreements between them.  |
| <b>Q 14</b>                | For what reasons would people in rural areas chose to not use transport provided by your association?                  | The fact that the amount and the weight of luggage is limited.   |
| <b>Q 15</b>                | Why would operators not want to serve rural areas?   | <ul style="list-style-type: none"> <li>• Bad state of the roads which makes them inaccessible</li> <li>• Insecurity</li> <li>• No license acquisition</li> </ul>   |
| <b>Establishing routes</b> |  |  |
| <b>Q 16</b>                | How are your routes established and who makes these decisions?   | The cooperatives propose routes they want to use but it is the ATT that reviews and allows the license agreements.   |
| <b>Q 17</b>                | How the operating frequency of a route is decided?   | The frequency of services depends on the season. During the high season (holidays), all seats are reserved, while in the rainy season (January to March), customers are rare.  |
| <b>Q 18</b>                | Who decides when and where the driver should stop to pick up passengers/products. Can the driver make unplanned stops? | There are specifications that dictate the conditions that the cooperatives should follow. In general, drivers can only stop in "moto parks" but there are also passengers who descend and get on halfway along routes (who live along national roads). |
| <b>Road Safety</b>         |  |  |
| <b>Q 19</b>                | Do you think that it is safe for drivers who drive on rural roads?   | Whether in urban or rural areas, there are risky areas everywhere or the 'red zones' where the bandits operate.  |
| <b>Q 20</b>                | What dangers do drivers face on rural  | The level of risk varies from one region to another, from one  |



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|                            | <p>routes?</p> <p>A quels dangers peuvent faire face les conducteurs sur ces routes rurales ?</p> <p>Give us your assessment of the safety levels (1 to 5)</p> <p>1: the least dangerous</p> <p>5: most dangerous</p> | <p>area to another.</p> <p>Currently, the national road (RN) 7 is considered a very dangerous zone: Tulear Antananarivo, Antananarivo Morondava. Rating: 3/5</p> <p>Antananarivo Diego: 2/5</p> <p>Recently, bush taxis have been victims of attacks by armed gangs.</p>                                     |
| <b>Q 21</b>                | <p>Are there safety measures in place to protect the drivers and others who use the route? If yes what are they? If no is there training for drivers?</p>   | <ul style="list-style-type: none"> <li>✓ Sometimes, the police escort the bus taxi: Antsirabe-Miandrivazo</li> <li>✓ Travel together: a dozen bush taxis leave together</li> <li>✓ Some vehicles have powerful antifog lamps (front and rear) to prevent attackers from getting close to the car.</li> </ul> |
| <b>Passenger transport</b> |   |  |
| <b>Q 22</b>                | <p>Who is responsible for deciding the price of the journey? The operators themselves or the government?</p>  | <p>In principle, there are rates already established between the operators and the Ministry, but currently it is the law of supply and demand that dictates the price. Example: officially, the rate for Antananarivo and Mahajanga is 32,000 Ar or the current rate of 25000 Ar is charged</p>              |
| <b>Q 23</b>                | <p>What factors are taken into account in the decision of a tariff? Distance? Qualities of roads? ...</p>   | <ul style="list-style-type: none"> <li>• Distance</li> <li>• Duration</li> <li>• Condition of the roads</li> </ul>   |
| <b>Q 24</b>                | <p>What factors are considered when setting the fares? Distance? Quality of the route?</p>  | <p>As there are many cooperatives competing with each other, it is very difficult to set a fixed rate.</p>   |
| <b>Freight transport</b>   |   |  |
| <b>Q 25</b>                | <p>Who is responsible for setting the rates?</p>  | <p>The driver, based on the number and weight of goods.</p>  |
| <b>Q 26</b>                | <p>What factors are considered when setting the rates?</p>  | <ul style="list-style-type: none"> <li>✓ The number/quantity</li> <li>✓ The volume (size)</li> <li>✓ Weight</li> </ul>   |
| <b>Q 27</b>                | <p>What goods do you transport?</p>   | <ul style="list-style-type: none"> <li>• The passenger's luggage</li> <li>• Goods: bundles of used clothing, vegetables, fruits, livestock, building materials, household electrical appliances, furniture, ...</li> </ul>   |



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| <b>Q 28</b> | With which other organisations do you work? | We do not have a contract with specific organizations. In case of lack of vehicles, some cooperatives work together. |
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#### Other information

- ✓ It is very difficult to obtain a new license from the Agency for Land Transport (ATT) because of favouritism, corruption, ...
- ✓ A special permit is valid for 15 days.



**BALOGUN ISMAIL ALIYU – National Union of Road Transport Workers (NURTW) Emergency Transport System (ETS) LEAD CONSULTANT, Nigeria**

**Location of interview: Nigeria**

**QUESTIONS FOR INTERVIEWING REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS**

**Questions about the association:**

- 1 Approximately how many members do you have in your association?**
  - a. Nationally – estimate range is between 60-80,000 members.
- 2 What is good about your association as it is now?**
  - b. There are 3 elements: Unity, the association is one of those that have never had any industrial dispute (no strike) because there is a lot of unity among members. Leadership; the leadership is elected democratically (from the community level, every strata up to LGA – STATE – NATION) the members choose leaders at the top therefore that leader is very much respected. Welfarepackage: All registered member benefit from it. Example: if a driver has a road crash and has to be taken to the hospital the union pays. If the security agency arrests a driver the LGA secretary would look after them. Retirement benefits, members contribute to a pension scheme and they receive retirement pension. Recently NURTW is collaborating with the national open university: whoever wants to improve their education can register at the Uni Development opportunities have been there for a long time at the NURTW.
- 3 How could it be improved?**
  - a) Unity could be improved if the national level would interact more with state level and state interact more with LGAs; b) Leadership, if the government continues to be isolated from interfering into the elected position (currently government tries to push forward their own candidates). If their candidate is not elected that secretariat could be isolated or avoided by

**Questions about membership:**

- 5. Why might an individual operator want to become part of this association? (What are the benefits?)**
  - a. Refer to question 2. Plus include identity and respect: NURTW is well known and respected.
- 6. What challenges do your members face?**
  - a. Untrained drivers are a big challenge. Another challenge is bad roads and lack of good network. Security agencies pose a big challenge not allowing drivers to pass at road blocks and asking for bribes at road blocks. Armed robbery and insecurity in general are also major challenges.
- 7. What opportunities do your members have?**
  - a. Capacity development (ETS); plus see point 2. The mass transit programme (ref. to question 4, government programme) if sustained would open more opportunities for drivers to get new vehicles to drive. Members benefit from opportunities in career progression.
- 8. How do you ensure that members comply with the requirements of the association?**
  - a. The employee policy handbook is enforced onto members. Each member has an identity card.
- 9. How do you exclude non-members from operating or the benefits of membership?** Through ID cards.



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| <p>the government. C) Welfare, the drivers at the bottom only receive crumbs; if you are at the top you have better access to welfare packages. Vehicles should be included on the welfare packages; 60% of commercial vehicles are really old and government vehicles are giving strict competition to NURTW vehicles.</p> <p><b>4 Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)</b></p> <p>c. Yes. The number 1 competitor is the government that owns mass transit vehicles (federal government, state and even LGAs owned). Their fares are lower because they are mass assisted.</p> <p>d. The good side is that is challenging the NURTW to strive for improvement.</p> <p>e. Disadvantage is that NURTW is losing market share by the day.</p>  |   |
| <p><b>Questions about rural access:</b></p> <p><b>10. What transport services do you offer to rural areas?</b><br/>Transport of goods, passengers, assisting elderly passengers and sick people who come to the motor-park but have no money to travel.</p> <p><b>11. How far outside of the urban centre do your vehicles travel?</b><br/>As far as needed; to remote areas in rural communities.</p> <p><b>12. What is good about the existing transport services to rural areas?</b><br/>Rural areas are agricultural; drivers make sure agricultural goods are carried back to urban areas and markets. They try hard never to make an “empty trip”.</p> <p><b>13. How could transport services to rural areas be improved?</b><br/>Through better maintenance of rural roads; availability of petrol stations in rural areas; through improved security services in rural areas.</p> <p><b>14. How could transport operator associations influence these improvements?</b></p> | <p><b>Questions about routing</b></p> <p><b>17. How are routes designed? (Who makes these decisions?)</b><br/>In rural areas they are designed by the LGA; some of the routes just come up naturally through community footpaths and they expand – communities pave the road.</p> <p><b>18. How is the frequency of a route decided?</b><br/>It is not. No budget, no time designation.</p> <p><b>19. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled stops?)</b><br/>The Union leadership decides; most times they make unscheduled stops based on passengers’ needs and also personal issues of the driver. No permission sought from other passengers.</p> |



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| <p>Lobbying the government, using their very strong position in the Nigerian labour congress (umbrella union of all workers in the country both private and public, where the NURTW is one of the most powerful). They could use this influence in the NLC (National Labour Council, as above) in their favour.</p> <p><b>15. Why might people choose not to use your association's public transport in rural areas?</b><br/>People have no confidence on the health of the vehicle. If a vehicle breaks down in the middle of the bush, passengers lose their money and have to find their own way to their destination.</p> <p><b>16. Why might operators not want to deliver transport services to rural areas?</b><br/>Lack of economic power in rural communities (they cannot afford the fare); scarcity of quality spare parts in rural areas if the vehicle breaks down there.</p> |  |
| <p><b>Questions about road safety:</b></p> <p><b>20. How safe do you think it is for drivers to operate on (rural) roads?</b><br/>It depends on the areas and the states when we think of armed robbery and terroristic attacks. Otherwise safety is poor when it comes to rural areas due to the poor conditions of the roads, people walking on pathways, sand etc.</p> <p><b>21. What dangers do drivers face when operating on (rural) roads?</b><br/>See above.</p> <p><b>22. What safety procedures are in place to protect drivers and other road users? (If they don't mention it, ask about driver training.)</b><br/>Road traffic signs, presence of federal road safety corps (occasionally), enforcement of seat belts by FRSC (as mentioned above).</p>   | <p><b>Questions for passenger transport services:</b></p> <p><b>23. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</b><br/>The operators (NURTW). It is a liberalised sector.</p> <p><b>24. What factors influence the setting of fares? (E.g. distance, quality of roads etc.)</b><br/>Demand for the service.</p> <p><b>25. What influence do transport associations have in the setting of fares?</b><br/>They are the one who decide.</p> |
| <p><b>Questions for freight transport services:</b></p> <p><b>26. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</b><br/>The operators.</p> <p><b>27. What factors influence the setting of rates? (E.g. distance, quality of roads</b></p>   |  |



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| <p>etc.)<br/>Weight and size.</p> <p><b>28. What goods do you transport? (A range of different goods/produce or only one specific product?)</b><br/>Mainly agricultural and personal effects.</p> <p><b>29. What other organisations do you regularly deal with?</b><br/>Big farm centres; industries; government, especially during political campaigns, transporting their goods; construction industries.</p> |  |
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**Kabiru Ado Yau – Deputy General Secretary NURTW**

**Location of interview: Nigeria**

#### **QUESTIONS FOR INTERVIEWING REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS**

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| <p><b>Questions about the association:</b></p> <p><b>1. Approximately how many members do you have in your association?</b><br/>Estimated 500,000 (to be on the safe side). NURTW is currently undertaking a biometric data project to archive all data from its members. Once the project is completed they will be able to have accurate data on number of members. NB: the biometric card can also be used as an ATM card.</p> <p><b>2. What is good about your association as it is now?</b><br/>The main objective of NURTW is to improve the economic welfare of its members. Therefore NURTW strives to provide its members with a range of opportunities for their economic welfare; for example:<br/>1) Everybody who is involved in the transport sector (even if employed by a different company, example Dangote Group) is automatically a member of NURTW. At the motor-park level, those working there, from drivers to conductors, applicants drivers etc are all member of NURTW. The impressive</p> | <p><b>Questions about membership:</b></p> <p><b>5. Why might an individual operator want to become part of this association? (What are the benefits?)</b><br/>Individuals cannot work on their own. Who would intervene on your behalf? Negotiating with authorities and other associations? It's only through the union that drivers have their rights protected.</p> <p><b>6. What challenges do your members face?</b><br/>Harassment from police, road safety, local government council, all asking for illicit money. Armed robbery is another problem which limits drivers freedom of driving when they prefer (no travelling by night). Costs of spare parts, and petroleum products is very high.<br/>One of the greatest challenge is informal employment. Most of the drivers are not on salary. Therefore they are not entitled to a pension, or any other no gratuity. They advocate with vehicle owners not to employ drivers</p> |
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| <p>reach of NURTW has allowed, over time, the association to reduce unemployment. In fact, if a member loses his job, they do not lose membership and actually NURTW would make any effort to find the member a job within the industry (for example, if the owner of a vehicle decides to remove the vehicle from the driver, NURTW will find a new role to that person – i.e. assistant driver – until they have found a new car to drive.</p> <p>2) The road accident health insurance scheme which covers both drivers and clients. In the event of an accident that involves people and/or properties, passengers are insured up to 1,000\$ (paid to their next of kin in case of death). Furthermore, the NURTW partners with a network of 3000 hospitals across the country for speedy treatment of victims and drivers up to N40,000 (for passengers) and N1.000.000 for drivers.</p> <p>3) In addition they also solicit for loans to vehicle members, as one of the ultimate hopes for a driver is to become owner of a vehicle. If they take a loan, the rate of interest is 5%, to be paid over 4 years.</p> <p>4) NURTW also has a cooperative arm – they produce engine oil to avoid buying adulterated one. It is produced with the NURTW name and resold to members for a cheaper price.</p> <p>5) Adult education scheme. On the 4<sup>th</sup> floor of the National Secretariat the Open University of Nigeria has opened a special study centre for NURTW (open to the public, admission is not restricted to members only). The union pays the tuition fee for those individuals who choose to study.</p> <p>6) Recently the union bought a 9 hectare of land in Abuja and its planning to build provision of infrastructure, including 250 houses for officials and members. The houses will be sold to members, who can pay them over a period of 10 years. Once the houses are built the NURTW will set up criteria for applicants. On this note is worth appreciating that most the buildings the NURTW uses are their own.</p> | <p>informally.</p> <ol style="list-style-type: none"> <li>7. <b>What opportunities do your members have?</b> Like number 2.</li> <li>8. <b>How do you ensure that members comply with the requirements of the association?</b> All members are registered identified at the local level before they can start loading their vehicle at the motor park. Maybe on the road they can get away.</li> <li>9. <b>How do you exclude non-members from operating or the benefits of membership?</b> Through ID cards.</li> </ol> |
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| <p>8) In Kaduna state they are building a hotel so to generate income.</p> <p><b>3. How could it be improved?</b><br/>They welcome more funding either from government or the international community so they can build on what they are already doing. Especially they welcome support to train people. Training is low cost and very sustainable.</p> <p><b>4. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)</b><br/>They have 2 main competitors although the NURTW knows that their members count for 80% of drivers across Nigeria. Their competitors are: Road transport employers (an association for senior officers), and NARTO (although NARTO mainly deals with trucks and petrol tanks). They enhance competition.</p>  |  |
| <p><b>Questions about rural access:</b></p> <p><b>10. What transport services do you offer to rural areas?</b><br/>The same of the city, passengers and goods.</p> <p><b>11. How far outside of the urban centre do your vehicles travel?</b></p> <p><b>12. What is good about the existing transport services to rural areas?</b></p> <p><b>13. How could transport services to rural areas be improved?</b><br/>1) By getting involved with the local government and state government to providing equipment to NURTW (such as tricycles, tractors and cars) or to give them out on loans, subsidising the cost. Gombe is an example.<br/>2) Improving access to rural areas – road construction</p> <p><b>14. How could transport operator associations influence these improvements?</b><br/>NURTW join hands with politicians, courtesy and advocacy visits. An example is the BRT (Bus Rapid Transport system) in Lagos whereby the road is demarcated and only buses travel there. The NURTW has taken a loan for mass transit transport buses.</p> <p><b>15. Why might people choose not to use official public transport in rural</b></p> | <p><b>Questions about routing</b></p> <p><b>17. How are routes designed? (Who makes these decisions?)</b></p> <p><b>18. How is the frequency of a route decided?</b></p> <p><b>19. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled stops?)</b></p> |



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| <p>areas?</p> <p>16. Why might operators not want to deliver transport services to rural areas?</p>   |  |
| <p>Questions about road safety:</p> <p>20. How safe do you think it is for drivers to operate on (rural) roads?</p> <p>If the road exist at times rural roads are even better than urban!</p> <p>21. What dangers do drivers face when operating on (rural) roads?</p> <p>22. What safety procedures are in place to protect drivers and other road users?.</p>   | <p>Questions for passenger transport services:</p> <p>23. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</p> <p>24. What factors influence the setting of fares? (E.g. distance, quality of roads etc.)</p> <p>25. What influence do transport associations have in the setting of fares?</p> |
| <p>Questions for freight transport services:</p> <p>26. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</p> <p>The NURTW does not have a freight transport service; NARTO does.</p> <p>27. What factors influence the setting of rates? (E.g. distance, quality of roads etc.)</p> <p>28. What goods do you transport? (A range of different goods/produce or only one specific product?)</p> <p>29. What other organisations do you regularly deal with?</p> |  |



**Danjuma Sabu – State secretary of the NURTW;**

**State Chairman of the NURTW – Gidado Mabani**

**Location of interview: Nigeria**

# **QUESTIONS FOR INTERVIEWING REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS**

## **Questions about the association:**

### **1. Approximately how many members do you have in your association?**

Gombe state – estimate 4,220.

### **2. What is good about your association as it is now?**

Drivers' empowerment: the NURTW has agreement with banks to take loans on behalf of their member to empower them.

Road accident health insurance scheme: this scheme covers for medical treatment of victims in the event of an accident (both passengers and drivers); the scheme is run in collaboration with Nigeria insurance.

Partnership with Lubcon Nigeria limited: a private company that supplies engine and spare parts at subsidised rates.

Supporting the pregnant women and children under 5: through the Emergency Transport Scheme

### **3. How could it be improved?**

The road accident health insurance scheme is not well known across Nigeria: there is a need to increase awareness and sensitisation to the access the scheme and to be safer on the road (ownership). This could be done through media, rallies at motor parks.

### **4. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)**

Yes, road transport employers association of Nigeria; NARTO – national association of road transport owner; plus government transport companies.

## **Questions about membership:**

### **5. Why might an individual operator want to become part of this association? (What are the benefits?)**

By law any person who engages in transportation of passengers by road has to become a member of a transport association.

### **6. What challenges do your members face?**

1) lack of education, low literacy. 2) lack of good vehicles

### **7. What opportunities do your members have?**

Sometimes they get loans from government or banks.

### **8. How do you ensure that members comply with the requirements of the association?**

Before becoming a member they have to complete a membership form and then obtain an ID card. Then they have to sign to be loyal and obey all rules and regulations of NURTW. Registration is free.

### **9. How do you exclude non-members from operating or the benefits of membership?**

Patrol outside motor park in collaboration with police (frequently). Very many drivers are found illegal. The NURTW would invite them to join NURTW as the registration is free of charge.



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| <p>They all offer the same services (transport of passengers).<br/>Competition.</p>  |  |
| <p><b>Questions about rural access:</b></p> <p><b>10. What transport services do you offer to rural areas?</b><br/>Goods during market days and transport of passengers.</p> <p><b>11. How far outside of the urban centre do your vehicles travel?</b><br/>As far as is needed.</p> <p><b>12. What is good about the existing transport services to rural areas?</b><br/>It assists the rural people accessing markets.</p> <p><b>13. How could transport services to rural areas be improved?</b><br/>Rehabilitating road networks. Nowadays Gombe has a good governor who has done a lot of work on roads construction; however, not all states have a good governor.</p> <p><b>14. How could transport operator associations influence these improvements?</b><br/>By providing motorable vehicles (offering the supply).</p> <p><b>15. Why might people choose not to use official public transport in rural areas?</b><br/>They choose our competitors.</p> <p><b>16. Why might operators not want to deliver transport services to rural areas?</b><br/>1) Nature of road, 2) the possibility of getting passengers is lower.</p> | <p><b>Questions about routing</b></p> <p>17. How are routes designed? (Who makes these decisions?)<br/>The government for the roads.</p> <p>18. How is the frequency of a route decided?<br/>It depends on the passengers and on the distance as well (i.e. if a car travels quite far the driver will have to sleep there and resume travel the day after).</p> <p>19. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled stops?)<br/>The Union branch where the drivers is registered. He may make unscheduled stops.</p> |
| <p><b>Questions about road safety:</b></p> <p><b>20. How safe do you think it is for drivers to operate on (rural) roads?</b><br/>Very safe within Gombe state. Quality of the road may make rural roads unsafe.</p> <p><b>21. What dangers do drivers face when operating on (rural) roads?</b><br/>At times they may be attacked.</p>  | <p><b>Questions for passenger transport services:</b></p> <p><b>23. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</b><br/>The officials of the Union at the state level and local level.</p> <p><b>24. What factors influence the setting of fares? (E.g. distance, quality of roads etc.)</b></p>   |



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| <p><b>22. What safety procedures are in place to protect drivers and other road users?</b></p> <p>They offer training at motor parks, rallies, meetings and they use the media sometimes to discuss safe driving.</p>  | <p>The condition of the road and the distance.</p> <p><b>25. What influence do transport associations have in the setting of fares?</b></p> <p>Full influence.</p> |
| <p><b>Questions for freight transport services:</b></p> <p><b>26. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</b></p> <p>Still the officials (like above).</p> <p><b>27. What factors influence the setting of rates? (E.g. distance, quality of roads etc.)</b></p> <p>Quality of roads and distance.</p> <p><b>28. What goods do you transport? (A range of different goods/produce or only one specific product?)</b></p> <p>All goods with exception of petroleum products.</p> <p><b>29. What other organisations do you regularly deal with?</b></p> <p>Railway association.</p> |  |



## **Interviews in Tanzania – focusing on BoadBoda Associations**

Interview carried out at Kiwangwa **Ward and TALAWANDA VILLAGE in Bagamoyo District** The interview was held on Wednesday Dec.4,2013 by Transaid with the assistance of an AMEND officer Mr Simon Kalolo (Senior Programme assistant) covering three informal groups of Motorcycle riders in the villages of Kiwangwa and Talawanda.

(The formal Questionnaire was not used as most of the questions were almost not relevant. A summary report has been prepared instead as follows)

Kiwangwa is a built up area along the Bagamoyo- Msata Road 40 km from Bagamoyo town while Talawanda is a village 60km from Bagamoyo,(60 km North of Dar es Salaam along the coast of Indian ocean)

### **1.0 First group:**

#### **1.1 Location: Kiwangwa town –Msata bus stand.**

A group united by only a place where they park their motor cycles as a base where customers can easily locate them. They seem not to have any kind of formal leadership.

#### **1.2 Entry**

Entry into the informal group is free. They are only united when one of them encounters a problem like theft of a motor cycle. They would all join efforts to chase the thief together. Whenever one of them is involved in a crash or hospitalised. Usually they serve their passengers at random without necessarily queuing.

#### **1.3 Road safety measures**

(a) The interviewees responded that only the drivers sometimes put on the helmet but passengers do not like wearing them. They said they observe safe speed. However from in-depth discussions it disclosed that there had been cases of fatal crashes due to high speed and that along the AFCAP stretch they ride at up to 80km per hour.

(b) Most of them have not received formal training in road safety; thus majority of them do not have formal computerised licences.

#### **1.4 Forming Formal Group/association**

There was real interest in the idea of forming an association

### **2.0 Second Group**

The group are not yet registered. However they seem to be more organised than the first group. Their group is known as CHOTAMBALA Boda boda. The group made first attempt to register members where 35 of them were registered. When they improved by introducing some registration fee of Tshs 2,000/= effective from August 30, 2013 only 15 motor cycle riders complied. The objective is to use this money to pay for members when they encounter difficulties for instance medical expenses in case of accidents or any other types of emergencies.

The CHOTAMBALA Boda boda group has elected leadership. The Chairperson is Mr Fikiri Omar Uliza (+255 716 031475); the Executive Secretary is Mr Omar Mohamed Mwande (+255 652 785 098/766 785 098) and Treasurer Nickson Alfred (+255 653 724 875).

When they were asked on how they attract others to join their group they responded that they keep on sensitising them to join in addition to giving them assistance whenever they encounter difficulties using the group's resources.

On road traffic safety they responded that they will consider organising training programmes for group members.



### 3.0 Third group

The group is located about 50km from Bagamoyo town and 20km from Kiwangwa. The group is based at Talawanda village where the Village chairperson organised the Motor cycle riders into a meeting. He gave some statistics that there are 209 Motor cycles in the village. However most of the riders do not own licences, do not have traffic safety education neither do they own safety gears

From discussions the following challenges were identified:

- (a) Riders do not own licenses
- (b) Riders do not possess safety gears for instance boots, helmet etc
- (c) Riders do buy Motor cycles and put them on the roads for hire or reward before they attain they attain fully training and get licensed. This was echoed by riders.
- (d) They are not yet registered as a formal association. However they have reached an advanced stage of forming an association. The village government is supporting the move and promised to work with them very closely.
- (e) Riders are seeing the need for getting safety training which they admitted not having.
- (f) The rural network except for the 20km AFCAP pilot road is poor.
- (g) They cannot access credit facilities as individuals but hope this will be possible when they register their association.
- (h) They plan to hold a meeting on 08<sup>th</sup> December 2013 to deliberate on registering their association with very strong support from their Village government leaders.



**Interview with SUMATRA Road Regulation Manager Mr Leo John Ngowi held in SUMATRA offices along Ali Hassan**

**Rd, Dar es Salaam, Tanzania on December 5, 2013. The interview was administered by Transaid**

**QUESTIONS FOR REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS (please provide the required information immediately under each question)**

**Questions about the association:**

**1. Approximately how many members do you have in your association?**

Not relevant. SUMATRA is a regulator of Road, Rail and Marine.

**2. What is good about your *Organisation* as it is now?**

- (a) Since August 2013 we allow vehicles with 7-14 seats capacity to operate in rural areas for short distance trips. However we encourage large capacity vehicles, which have relatively lower operating costs.
- (b) Make rules and regulations to control quality of transport service in the regulated transport service.
- (c) We protect users and providers of the services
- (d) We ensure that the entire community especially the common members of the society get affordable good public transport service
- (e) We educate the public on their obligations and their corresponding rights, using various types of media.

**3. What are the challenges your organisation faces?**

- (a) Getting the assistance of politicians
- (b) The institutional set-up- we need to be consulted when constructing the roads
- (c) Changing policy – no integration between SUMATRA and local government – there needs to be better communication
- (d) Increase in road accidents in the industry and low investment in rural areas- not safe in rural areas
- (e) No regulation for motorcycles
- (f) Stopped motorcycles from operating in urban areas but they organised a riot

**4. How could it be improved?**

**Questions about rural access:**

**6. How could transport services to rural areas be improved?**

- (a) Government should encourage investment in rural areas
- (b) People should not feel pressured to move to the city
- (c) Improve rural road infrastructure.
- (d) Make fare affordable to rural members of community.

**7. How could transport operator associations influence these improvements?**

- (a) They are the voice of the operators as a unit they are influential as an association.
- (b) They can share and transmit their knowledge with other stakeholders to improve the service.
- (c) They can communicate with the Government. It makes it easier for the Government to issue licenses.

**8. Why might people choose not to use official public transport in rural areas?**

Where the fares charged are relatively high against low income members of the rural communities. They can walk and save money.

**9. Why might operators not want to deliver transport services to rural areas?**

- (a) Bad roads
- (b) Relatively high operating costs- high rate of wear and tear on vehicles because of bad roads
- (c) Avoid risk of recovering the respective investment



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| <p>(a) Ensure Regulator is not interfered</p> <p>(b) Make regulator under the respective parent Ministry with some autonomy.</p> <p>(c) Have proper Institutional coordination to avoid duplication and or vacuum of some roles between institutions in the sector that may create inefficiency in managing the sector.</p> <p>(d) Stop unproductive interference from politicians</p> <p><b>5. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)</b></p> <p><i>Not relevant.</i></p>              |   |
| <p><b>Questions about routing</b></p> <p><b>10. How are routes designed? (Who makes these decisions?)</b></p> <p>Routes are designed through demand and supply. We ask operators to tell us what they need. SUMATRA makes the final survey and approves it after it has been proposed by an operator and officially applied for.</p> <p><b>11. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled stops?)</b></p> <p>SUMATRA follows stops as designed by the respective road authority for Highways, Regional and District roads.</p> | <p><b>Questions about road safety:</b></p> <p><b>12. How safe do you think it is for drivers to operate on (rural) roads?</b></p> <p>It is safe- there is less traffic.</p> <p><b>13. What dangers do drivers face when operating on (rural) roads?</b></p> <p>Slippery during rainy season, vehicles get stuck on bad roads and anything can happen to them.</p> <p><b>14. What safety procedures are in place to protect drivers and other road users? (If they don't mention it, ask about driver training.)</b></p> <p>Proposal is ready to replace the current regulation where now it is proposed to include the driver in the Insurance cover. The owner must ensure the driver so that they are covered. We are introducing regulation for trucks and driver training, same for passenger service vehicles, but it will take a year and a half to be implemented.</p> |



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| <p><b>Questions for passenger transport services:</b></p> <p><b>15. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</b></p> <p>SUMATRA through its Directorate of Economic Regulations sets the fares. They conduct industrial surveys as a basis for the exercise. Review is usually made when prices of inputs fall below 5% and when the operating profits increase by more than 25%.</p> <p><b>16. What factors influence the setting of fares? (E.g. distance, quality of roads etc.)</b></p> <ul style="list-style-type: none"> <li>(a) Investment involved</li> <li>(b) Inflation</li> <li>(c) Operating costs</li> <li>(d) Average occupancy ratio/Load factor</li> <li>(e) Road surface condition</li> </ul> <p><b>17. What influence do transport associations have in the setting of fares?</b></p> <p>They are consulted in the process together with other stakeholders for instance consumers. In case of rise in prices of operating inputs it is the Associations that apply to Regulator for review of tariffs upwards.</p> | <p><b>Questions for freight transport services:</b></p> <p><b>1. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</b></p> <p>Sumatra does it on behalf of the government. However for freight it only provides indicative rates.</p> <p><b>2. What factors influence the setting of rates? (E.g. distance, quality of roads etc.)</b></p> <p>Refer Q.24.</p> <p><b>3. What goods do you transport? (A range of different goods/produce or only one specific product?)</b></p> <p>Not relevant.</p> |
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Interview of the Chairperson of Sumatra Consumers Consultative Commission (CCC) Mr Oscar Kikoyo & the Commission Education Officer Mr Nicholaus Kinyariri at their office ( Water Front Bldg -7<sup>th</sup> Floor), Dar es Salaam, Tanzania on Dec 02,2013 **from 14:55 to 16:15 Hrs conducted by Transaid**

**QUESTIONS FOR REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS (please provide the required information immediately under each question)**

*(Note that some questions were not asked as they seemed not relevant)*

The Consumer Council is for goods and services in surface and marine transport subsector. The interest of consumers in transport. CCC advise the government and departments on matters for consumers. Informing consumers on roles and expectations. CCC makes presentations to educate consumers on their rights and obligations. CCC establishes regional committees at regional level, nearby to people. There are 25 regions and aim to target rural people.

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| <p><b>Questions about the association:</b></p> <p><b>1. What is good about your Commission as it is now?</b></p> <p>The policy in Tanzania has changed drastically throughout history. Now we have a market economy where private sector provides goods and consumers need an established body to represent consumer rights. It is a core regulation system and we speak on behalf of the consumers. The Commission has four main roles</p> <ul style="list-style-type: none"> <li>(a) Advise consumers (users) of regulated service in the sub sectors of transport (road, rail and maritime) on their basic rights</li> <li>(b) Create awareness to consumers on their responsibilities and rights.</li> <li>(c) Represent the consumer's interests</li> <li>(d) Establish Regional consumer committees down to grass root levels (so far 7 have been established out of 25 regions).</li> </ul> <p><b>2. How could it be improved?</b></p> <p>The legal framework is ok but the performance reaches a lot of hurdles. Consumers don't have the boldness to complain. We need to change gossiping to complaining. To get their opinions is difficult and we end up collecting a 'specialised' opinion which includes the majority's opinion. The country is so big we need to establish regional consumer committees. We</p> | <p><b>Questions about rural access:</b></p> <p><b>4. What is good about the existing transport services to rural areas?</b></p> <p>Rural transport service is not yet good despite substantial work being done by the government within recent years to improve the infrastructure. However there are some remarkable improvements. For instance travel time has been reduced remarkably from say 12 days to only one day now moving from Dar to Mtwara in the southern part of the country bordering Mozambique .It takes a day only going to Bukoba (in the North-western part of Tanzania) from Dar compared to the past where we used to pass through Nairobi (Kenya) and Kampala (Uganda) taking 4 days. Most rural areas are now accessible (though still not tarmac roads) and allowing motorcycles has helped accessibility even though it is not safe. Even bicycles can now be used with ease in rural areas compared to the situation in the past.</p> <p><b>5. How could transport services to rural areas be improved?</b></p> <p>Could be improved by;</p> <ul style="list-style-type: none"> <li>(a) Improving revenues for local governments- they are underfunded</li> <li>(b) Improving absorption capacity</li> <li>(c) Improving the rural infrastructure</li> </ul> |
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| <p>act under budget constraints. CCC has been a success so far but we do face a number of challenges.</p> <p><b>Challenges include;</b></p> <ul style="list-style-type: none"> <li>(a) Consumers not ready to present their complaints formally to the commission</li> <li>(b) The country covers relative large geographical area difficult to cover</li> <li>(c) Budgetary constraints limiting level of commission activities.</li> <li>(d) Non compliance by operators of the operating rules and regulations especially because consumers are not bold enough to complain openly</li> <li>(e) Inadequate qualified staff to educate consumers</li> </ul> <p><b>Solution:</b></p> <ul style="list-style-type: none"> <li>(f) Improvements can be made through education and that is why we employed a qualified consumer's education officer who has been employed since July 2013</li> <li>(g) Establishment of Students' consumer clubs</li> <li>(h) Website which is connected to Facebook and Twitter</li> <li>(i) 5 year work plan to lobby with government on respective issues related to meeting the commission objectives- infrastructural improvement especially in rural areas and eliminating social exclusion for people with disabilities.</li> <li>(j) To empower people generally -holding press conferences geared at educating the public including other media types like radio and television</li> <li>(k) To make transport affordable through regulatory system. Make request to SUMATRA to amend fares. Fares were cut down by 15% because of our work. We get data from the market to help with the setting of fares.</li> <li>(l) Interaction with consumers on day to day operations, regional offices must be involved in all matters pertaining to transport in respective regions and take part in festivals and events to use as an opportunity to educate consumers.</li> <li>(m) We did a mass media communication on TV where we asked people to give their views using Facebook, Twitter and Text message. We had 5000</li> </ul> | <p><b>6. How could transport operator associations influence these improvements?</b></p> <p>Operator Association influence is big because they are the ones who provide the vehicles. The government therefore should provide adequate funds for improving and maintaining the infrastructure and provide incentives to those operating in rural areas. If the government does not invest \$1 then operators pay an extra \$5.</p> |
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| <p>complaints through text message which helped to shape our education strategy.</p> <p><b>3. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)</b></p> <p>We have complementers not competitors! Those who complement our efforts include NGOs, which deal with a variety of our consumers' interests. They include AMEND, CHAKUA, National Committee for Persons disabilities on Road Safety (T)-NCPDRS; and many others who frequently come to our office for advice and collaboration. We organised a World Remembrance Day for Road Crash issues with AMEND. We also worked with the CTS campaign for traveller's safety in Arusha.</p> |  |
| <p><b>Questions about routing</b></p> <p><b>7. How are routes designed? (Who makes these decisions?)</b></p> <p>It is the responsibility of Local government to make the routes. When this role is not done operators propose them and in the process we also come in to in the interest of consumers. If consumers make a complaint about a route then we can make requests to local governments.</p>  | <p><b>Questions about road safety:</b></p> <p><b>8. How safe do you think it is for drivers to operate on (rural) roads?</b></p> <p>It is not safe. The infrastructure is not good. Passengers are not bold enough to influence compliance of safety rules and regulations by drivers who, over-speed, overload the used, old and un-serviced vehicles. He further elaborated that a study commissioned by SUMATRA IN 2007 on causes of Road traffic accidents revealed that 76.4% of accidents were caused by Human error out of which 54.5% was due to inappropriate driving while 20.1% was caused by careless cyclists and pedestrians. Sometimes drivers are not qualified or trained which is particularly dangerous in the rainy season.</p> <p><b>9. What dangers do drivers face when operating on (rural) roads?</b></p> <p>Refer to previous question. Infrastructure is poor, drivers drink and drive, they over speed and violate many of the Road Traffic laws. There are poor vehicles operating in rural areas – too small. Hopeless roads makes for hopeless vehicles.</p> <p><b>10. What safety procedures are in place to protect drivers and other road users? (If they don't mention it, ask about driver training.)</b></p> <p>Road Traffic Act 1970. The police are posted all over the country including rural areas to enforce the law. Police mobile numbers are now made public</p> |



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|  | for full time accessibility to those who would wish to get assistance or report cases of violation of the laws by operators.   |
| <p><b>Questions for passenger transport services:</b></p> <p><b>11. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</b></p> <p>It is the Regulator who sets the fares by following procedures laid down as per SUMATRA Act and respective rules and Regulations. The consumers generally are involved in the process and even the Council is involved. The laws provide that when operating input prices rise beyond 25% the operator can apply to the Regulator for increase in fares. The application has to be accompanied by evidence. It is copied to the Commission for response. On the other hand where the input prices fall below 5% consumers through the commission can also apply to the regulator for fare review downwards. The Commission on behalf of Consumers negotiates the rates /fares after which the Regulator determines the fare. Any party who is not satisfied with the fares set can make a submission (appeal) to the Fair Competition Tribunal. It has happened about three times where the commission was not satisfied. One such case involving the Tanzania Ports Authority (TPA) can be accessed from the commission website (<a href="http://www.sumatracc.go.tz">www.sumatracc.go.tz</a>)</p> | <p><b>Questions for freight transport services:</b></p> <p><b>12. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</b></p> <p>Operators are responsible for setting fares and rates.</p> <p><b>13. What other organisations do you regularly deal with?</b></p> <p>Apart from NGO's mentioned earlier we work with transport operators association on issues of common interest where we join hands to achieve shared objectives. However there are issues where we differ especially for those involving fares. There are no regular meetings with Operator associations except when we conduct Consumer sensitisation campaigns in the regions. In such occasions all key players and stakeholders of the regulated transport services are invited to attend and respond to issues that may be raised, which fall under their respective areas of jurisdiction.</p> <p><b>A comment regarding motor cycle and tricycle mode of transport for hire or reward was made by the interviewee that this mode of transport is not safe, he said- They cause havoc and the laws that allow them to operate are vague. It is the duty of SUMATRA to regulate them. When asked 'how best can we help consumers using boda bodas?' He replied- 'They are very dangerous. I wish we could change the law to keep boda bodas at private level. I would not recommend this form of transport- it cannot be made safer.'</b></p> |



**QUESTIONS FOR REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS (please provide the required information immediately under each question)**

**Tanzanian Bus Owners Association (TABOA) – Enea Mrutu**

**Location of interview: Dar es Salaam, Tanzania**

**Questions about the association:**

- 1. Approximately how many members do you have in your association?**  
400+ members
- 2. What is good about your association as it is now?**  
We are growing all the time as people across the regions are starting to see the benefits.
- 3. How could it be improved?**
  - a) We plan to tackle vehicle manufacturers to rectify most of the technical faults found in most of the vehicles that our members buy.
  - b) Convince the government to waver taxes which stand at 40% of the value of the vehicle and stop PSV vehicles having to go through weigh bridges.
  - c) **To persuade the government to harmonise the conflicting vehicle weight issue.** For instance the manufacturer states vehicles can hold 21,00KG and 18,000KG. Government are allowing operators to bring in vehicles that are too heavy for the road construction, so then operators are open to the weigh bridge penalties. Any vehicle weighing above 18,000Kg penalties. Need to check with ministry of works for exact price..
- 4. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)**  
We are the only association vehicle for PSV.

**Questions about membership:**

- 5. Why might an individual operator want to become part of this association? (What are the benefits?)**
  - a) Membership costs 20,000TZ plus a payment of 1000TZ per bus per 1 operating day (this is paid at the entrance gate each day)
  - b) Members receive a reduction of 5% in insurance, negotiated by the association with insurers.
  - c) Operators used to be charged 3000TZ at certain stops (up to ten) along routes.
  - d) You used to pay at gates whether you picked a passenger or not, since TABOA started this have been renegotiated to only making a payment if you actually **pick** or **drop** a customer. We have reduced police check points from 16 to 4. This has improved productivity of our member's fleet.
- 6. What challenges do your members face?**
  - a) Anyone who has money can buy a vehicle and start taking routes resulting into capacity wastage. Only during December does this high demand work.
  - b) Operators are not professional. There is no governing body of PSV vehicles.
  - c) Association should be involved in the issuing of licences so they can be involved in assuring there is sufficient need for certain routes.
  - d) Some operators buy cheap defective vehicles and charge low fares, this makes it difficult to operate genuinely.
- 7. What opportunities do your members have?** Included in question 5.



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|   | <p><b>8. How do you ensure that members comply with the requirements of the association?</b><br/>         We have supervisors who look after the behaviour of members and also non-members.<br/>         When a member goes against ethics or morals of the association, first they get a warning , then a warning letter then we report to SUMATRA for stern action.</p> <p><b>9. How do you exclude non-members from operating or the benefits of membership?</b><br/>         Identify membership by an introduction letter and an identity card.<br/>         You have to produce your card to enjoy the 5% reduction in insurance rates.<br/>         But yes they feel the benefits the association has made elsewhere.</p>   |
| <p><b>Questions about rural access:</b></p> <p><b>10. What transport services do you offer to rural areas?</b><br/>         N/a</p> <p><b>11. How far outside of the urban centre do your vehicles travel?</b><br/>         N/a</p> <p><b>12. What is good about the existing transport services to rural areas?</b></p> <p><b>13. How could transport services to rural areas be improved?</b></p> <p>Fares are very high but it is a factor influenced by fuel costs, there's in no subsidies' from the government. In fact fuel is in the villages is priced higher. Fake spare parts contaminate the market. Roads are rough and they are not maintained, this also adds to the cost of fuel and vehicle wear and tear. Vehicles operate in uncoordinated time-tables, not well scheduled.</p> <p>a) Subsidised fuel<br/>         b) Proper maintenance of road network</p> | <p><b>Questions about routing</b></p> <p><b>17. How are routes designed? (Who makes these decisions?)</b><br/>         Individual operator determines his own route then he applies for a licence for that route.</p> <p><b>18. How is the frequency of a route decided?</b><br/>         Individual choice</p> <p><b>19. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled stops?)</b></p> <p>Major stops are decided by the government who build the laybys (bustop). In the case of district roads it's the local government.<br/>         Yes they will make unscheduled stops especially in the rural area.<br/>         In the rural areas they are even unscheduled stops that have local known names.</p> |



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| <p>c) Better control of the spare part market<br/>d) Routes which are based on demand</p> <p><b>14. How could transport operator associations influence these improvements?</b><br/>By joining an association</p> <p><b>15. Why might people choose not to use official public transport in rural areas?</b><br/>Boda boda are cheaper</p> <p><b>16. Why might operators not want to deliver transport services to rural areas?</b><br/>Badly maintained roads, high operating costs</p>  |  |
| <p><b>Questions about road safety:</b></p> <p><b>20. How safe do you think it is for drivers to operate on (rural) roads?</b><br/>Poor supervision of SUMATRA and police concerning speed and observing of the timetable. Drivers know if you are stopped by police they can just give a bribe.</p> <p><b>21. What dangers do drivers face when operating on (rural) roads?</b><br/>Road infrastructure and conditions. Sometimes when it rains it becomes impossible to pass/access certain areas. Most vehicles are operating on the rural roads are the older vehicles of an operators fleet.</p> <p><b>22. What safety procedures are in place to protect drivers and other road users? (If they don't mention it, ask about driver training.)</b></p> <p>Driver training and the licensing system, one can obtain an original licence by bribing the government.</p> | <p><b>Questions for passenger transport services:</b></p> <p><b>23. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</b><br/>The fares are set by SUMATRA but before they are declared the SUMATRA CCC and operators sit down to discuss.<br/>Fares in most cases will not reflect actual operating costs this is because CHAKUA (Swahili for association to speak on behalf of passengers) travelling students and journalists all push SUMATRA to side with them on lower fare rates.</p> <p><b>24. What factors influence the setting of fares? (E.g. distance, quality of roads etc.)</b><br/>SUMATRA CCC and operating costs.<br/>Operating costs are based on tyres, fuel, spare part, road condition, vehicle prices.</p> <p><b>25. What influence do transport associations have in the setting of fares?</b><br/>They are given an opportunity to go to the regulators are have a sit down</p> |



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## QUESTIONS FOR INTERVIEWING REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS

Dr Omar Kizango- Chief Operations Officer of TATOA interviewed on Thursday 5<sup>th</sup> December at 11:00 in Dar es Salaam, Tanzania by Transaid

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| <p><b>Questions about the association:</b></p> <p><b>1. Approximately how many members do you have in your association?</b><br/>1000 (+)</p> <p><b>2. What is good about your association as it is now?</b><br/>It acts as a mouthpiece for truck owners to voice issues they cannot handle individually. It is a centre for- not necessarily problems- but to improve the efficiencies of fleet management, statutes, policies etc. Especially because the country used to be socialist so with the change from the economic sector being under the state to being privatised there needed to be changes and things needed to be streamlined. We aim to bring about a system where people can voice issues.</p> <p><b>3. How could it be improved?</b><br/>Our members mostly rely on the secretariat here. Even in areas that are considered the truck-owners responsibility they still seek guidance from the board. We need capacity building- improved office, improved communications (for members in and outside of Tanzania). We need better communication through ICT people. For example, if there is a problem in</p> | <p><b>Questions about membership:</b></p> <p><b>5. Why might an individual operator want to become part of this association? (What are the benefits?)</b><br/>To get a license from the Tanzania Revenue Authority (TRA) to ferry transit goods, one has to be a member of the Association.</p> <p><b>6. What challenges do your members face?</b><br/>There are several challenges – parking (especially at the port of Dar). They have designated routes which means they cannot go off that route so if they are coming in with cargo and there are several trucks waiting and there is no parking and they cannot leave the main road (because of the \$10,000 penalty) they go against the road traffic regulations and there are hefty penalties. The President is chairing a meeting of the private sector to recommend feasible action. The Zambia border has 400 trucks daily however the border post is only built to accommodate 20, which means that many spend 10 days waiting at the gate. We need centres that offer facilities for parking, maintenance, financial transactions and hotel accommodation. The nearest stop centre should be used as an inland port. Members</p> |
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| <p>Zambia, they communicate with us then we have to pass it back to the Zambian authorities. We can improve this through modern technologies. We need to establish regional centres, we have members all over the country and we'd need one or two people to manage the offices. Then we could solve issues when they take place, we just need financial abilities. The nominal fees paid by members (which cannot increase) don't cover the high running cost. We have uncoordinated costs- we need one body to address costs to chop expenses. This limits membership. There is a USAID action plan for the association but they could not finance its establishment. Truck owners own properties because of inheritance and they are not fleet management/business trained. We should adapt to new technologies- meetings, information dissemination, brochures, publications but we need finance. We need capacity building for drivers and traffic managers – transport institutions are not recognised (they need more modern training technologies). We need long distance professional driving schools through institutions – encourage people to undergo training before they can become a member. Build a database to keep track of members- avoid attendance of drivers doing wrong-doings. They need to learn about the law, freight management and administrative issues.</p> <p><b>4. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)</b></p> <p>We have no competitors. Membership is voluntary. However there are lots of truck owners not registered as members. The reason why truck owners would register is because they do transit and need our sphere of influence and contacts in case of an issue. However some people who have different types of trucks or if they only have one truck, are put off registering as members. There is no segregation between individual and registered transport companies.</p> | <p>transporting copper should have specific compartments (they need an initial storage place). Facilities are important to serve as back-up – under PPP the government can offer land still in hold where members can invest in facilities. Strategic to local communities. Parking- need it to be orderly and not so expensive. Weigh bridges- there are so many. Business can only be good if trucking frequency is high- they make costs high. They're often not accurate- annoying and time consuming. They keep insisting on weighing trucks even if they're empty. The people handling weigh bridge stations have bad attitudes. There needs to be an electronic cargo trucking system – allows control room to see truck with all particulars taken care of. Need to combine with police patrols – no need for weigh bridges. Trucks outbound come back with 30% of cargo. 7.2 metric tonnes. Double if it goes twice a month. They are not using their potential. They are wasting time and losing money. Operational problems. Wasting time – losing money. Problems with Zambia- putting levies on Tanzanian trucks and no Zambian trucks can cross to Tanzania.</p> <p><b>7. What opportunities do your members have?</b></p> <p>The potential is big. Cargo handling in parts of Sub Saharan Africa – South Africa is still handling more cargo by far than the other African ports. South Africa control 72%, Mombasa 6%, then Mozambique then Tanzania on 4.8%. Opportunities are there. Zambia is 100% dependent on international imports and exports. We need railway network to be improved 4 times to manage cargo requirements.</p> <p><b>8. How do you ensure that members comply with the requirements of the association?</b></p> <p>No real requirements. Pay your membership fees and abide by the code of conduct. If one violates these and found guilty we also exclude him from membership.</p> <p><b>9. How do you exclude non-members from operating or the benefits of membership?</b></p> |
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|  | <p>We don't exclude but he cannot be licensed for transit goods unless he is a member. It's through the registration number. We are trying to establish a 'smart card'. We also issue certificates of membership.</p>   |
| <p><b>Questions about rural access:</b></p> <p><b>10. What transport services do you offer to rural areas?</b><br/>Dry cargo, bulk, wet etc.</p> <p><b>11. How far outside of the urban centre do your vehicles travel?</b><br/>However far they need to travel</p> <p><b>12. What is good about the existing transport services to rural areas?</b><br/>Privately-owned, much more active than public services, keeps business active.</p> <p><b>13. How could transport services to rural areas be improved?</b><br/>Modern technologies, know regulations, increase awareness (even of environment and HIV/AIDs) Awareness campaigns.</p> <p><b>14. How could transport operator associations influence these improvements?</b><br/>Newsletters. It could act as an information mouthpiece if there is enough capacity to develop it. Becoming a member of FESARTA.</p> <p><b>15. Why might people choose not to use your association's public transport in rural areas?</b><br/>There is no choice with long routes- have to take the designated route.</p> <p><b>16. Why might operators not want to deliver transport services to rural areas?</b></p> | <p><b>Questions about routing</b></p> <p><b>17. How are routes designed? (Who makes these decisions?)</b><br/>No choice for transit goods, except the concept that the shortest route in terms of time will be adopted.</p> <p><b>18. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled stops?)</b><br/>Depends on the type of road- need laybys.</p> |



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| Road construction programmes   |  |
| <p><b>Questions about road safety:</b></p> <p><b>19. How safe do you think it is for drivers to operate on (rural) roads?</b><br/>Not safe as roads do not have any provision to take a truck off the road in case of emergency. Most truck owners exhaust their drivers which causes accidents.</p> <p><b>20. What dangers do drivers face when operating on (rural) roads?</b><br/><b>What safety procedures are in place to protect drivers and other road users? (If they don't mention it, ask about driver training.)</b><br/>Road Safety requires specific attention. Needs to begin with the owners.<br/>Road Safety week contributed to this.</p> | <p><b>Questions for freight transport services:</b></p> <p><b>21. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</b><br/>Operators set rate</p> <p><b>22. What goods do you transport? (A range of different goods/produce or only one specific product?)</b><br/>A whole range of goods but not arms. Sulphur, fertiliser, food products, manganese etc.</p> <p><b>23. What other organisations do you regularly deal with?</b><br/>Logistics sector, Port Authority, Revenue Authority, TZ Road, TZ freight forwarders association, TZ world marketing companies.</p> |



**Interview with a newly registered Motor cycle Association (UWAPITE) IN Temeke –Dar es Salaam TANZANIA held at TEMEKE, Tanzania on Tuesday December 03, 2013.**  
**The interview was administered by Transaid**

- Participants-
  - Regional transport officer
  - Executive Secretary
  - Secretary of district
  - Chairman of UWAPITE
  - Treasurer
  - Technical advisor/consultant

## **QUESTIONS FOR REPRESENTATIVES OF TRANSPORT OPERATOR ASSOCIATIONS**

### **Introduction to UWAPITE-**

UWAPITE began in 2011 but became officially registered in 2012. The reason it was set up was because most members did not know the traffic rules. Members came together from different zones and elected a management committee. People are members as well as managers. Now we have problems starting with members taking the law into their own hands. So we collaborate with the regional traffic officer to be good citizens. Operators were asked to be licensed and trained and wear helmets. They must take the passenger to their destination. Bajajis are colour-coded and owned by the district. The Japanese embassy promised to erect a training centre. All members are provided with reflector jackets with a phone number and registration number printed on. There is a parking area centre of operator's origin. There are 2500 members but only 300 of them are allowed to obtain loans to purchase bicycles and the organisation is acting as security.

#### **Questions about the association:**

**1. Approximately how many members do you have in your association?**

About 2,500

**2. What is good about your association as it is now?**

- (a) It has brought together Motor cycle (Boda boda) riders and three wheeled Motor cycle riders
- (b) Opportunity to attain knowledge on Traffic Laws, rules and regulations necessary to comply to avoid crashes
- (c) It has been possible to Collaborate with different institutions in supporting training of members in road safety. They include but not limited to Automobile Association of Tanzania, Vocational Education Training Authority schools and APEC trainers.

#### **Questions about membership:**

**5. Why might an individual operator want to become part of this association? (What are the benefits?)**

- (a) Unity is strength. United in an association we could do many things to improve our services including getting training.
- (b) Know our rights
- (c) Access social benefits/welfare (informal and formal) for instance soft loans from banks and other financial institutions; assistance from fellow members in case of difficulties such as sickness, theft of property, accidents etc.

**6. What challenges do your members face?**

See Q.3

**7. What opportunities do your members have?**



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| <p>(d) Due to insecurity of the mode of travel members have received training from the Police force on self defence and how they could be vigilant against hooligans and unfaithful customers. They now work together with the police due to improved relationship through the association.</p> <p>(e)Members now know most of their obligations and rights. For instance what procedures to be followed to claim compensation from Insurers in case of accidents.</p> <p>(f)Some members (about 300) have accessed loans from financial institutions under the association's cover.</p> <p><b>3. How could it be improved?</b></p> <p>(a)Riders to be provided and wear Reflecting jackets with all necessary identification marks with all necessary details to be maintained in a Data base.</p> <p>(b)Make use of communication equipment for instance radio calls to ease communication between members and their leaders and with the police force especially during emergencies.</p> <p>(c)Support to strengthen their management and fund for establishing their office (for equipment and furniture).</p> <p><b>4. Do you have any competitors? If so, what does this mean for your association? (Are there any benefits of competition/ what problems does it create?)</b></p> <p>We are the only registered association in the country (not confirmed). Unlicensed driver don't pose a challenge but are running a risk. The association, which was registered in December 2012, is sensitising non members to join the association to get training.</p> | <p>See Q.2 &amp; 5</p> <p><b>8. How do you ensure that members comply with the requirements of the association?</b></p> <p>We don't punish or take the law into our own hands. We make sure they observe the rules. If an accident happens we take measures promptly. There are no cases of members violating the rules so far because all members know their rights and responsibilities and receive frequent training.</p> <p><b>9. How do you exclude non-members from operating or the benefits of membership?</b></p> <p>We have Identity cards which identify all our members without which a member would not receive any service from the association. These cards carry all details of respective member and signature of the Chairperson of the association.</p> |
| <p><b>Questions about rural access:</b></p> <p><b>10. What transport services do you offer to rural areas?</b></p> <p>Both freight and passenger but limited to 50kg and mostly trips within 50km. At times we go farther than that but only occasionally.</p> <p><b>11. How far outside of the urban centre do your vehicles travel?</b></p> <p>On average within 50km and only occasionally beyond that</p> <p><b>12. What is good about the existing transport services to rural areas?</b></p> <p>It is a source of employment, they make areas accessible- our services are</p>  | <p><b>Questions about routing</b></p> <p><b>17. How are routes designed? (Who makes these decisions?)</b></p> <p>It depends on the type of roads to take. Mostly the passenger decides the destination and the operator decides the safest route.</p> <p><b>18. How is the frequency of a route decided?</b></p> <p>Existing demand for the service.</p> <p><b>19. Who decides when/where the driver should stop to pick up passengers/goods? (Does the driver ever make unscheduled</b></p>   |



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| <p>available every where any time of the day- better than waiting for a bus.</p> <p><b>13. How could transport services to rural areas be improved?</b><br/>They face a lot of challenges. The roads are often impassable and cause breakdowns. There are cases of robbery in rural areas. People in rural areas are unaware of traffic rules. We need to educate people in rural areas so they know traffic rules to avoid accidents and get united so others can follow suit. Improve roads to make them passable in all seasons.</p> <p>(a)Professional training of riders<br/>(b)Encourage non members to join the association.<br/>(c)Use of intelligent Transport systems like the car tracking systems.</p> <p><b>14. Why might boda bodas be better for accessing rural areas?</b><br/>They make is easier because infrastructure is very poor. A motorbike can manoeuvre easily through traffic and the cost of travel is cheaper.</p> <p><b>15. Why might people choose not to use official public transport in rural areas?</b><br/>For Motor cycles this could be due to:</p> <p>(a)Careless driving<br/>(b)Incompetent drivers<br/>(c)Too young motor cyclists<br/>(d) Too little compensation level due to low premiums set by the Insurers.</p> <p><b>16. Why might operators not want to deliver transport services to rural areas?</b></p> <p>(a) Demand for service is higher in urban compared to Rural- monetary circulation is bigger<br/>(b) Infrastructure is poor in villages compared to urban.<br/>(c) Purchasing power of passengers is higher in urban compared to rural.</p> | <p><b>stops?)</b><br/>No specific stops. The passenger decides but during the night they take extra precautions.</p>   |
| <p><b>Questions about road safety:</b></p> <p><b>20. How safe do you think it is for drivers to operate on (rural) roads?</b><br/>Depending on the time of the day and the route, the rider is not safe especially where the passenger is not known to the rider.</p> <p><b>21. What dangers do drivers face when operating on (rural) roads?</b></p> <p>(a) Robbery cases especially at night.<br/>(b) There are chances of not getting paid deliberately by arrogant</p>  | <p><b>Questions for passenger transport services:</b></p> <p><b>23. Who is responsible for setting the fare for a journey? (E.g. the operators themselves, the government etc.)</b><br/>Negotiable between rider and passenger.</p> <p><b>24. What factors influence the setting of fares? (E.g. distance, quality of roads etc.)</b><br/>(a) Distance of the trip</p> |



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| <p>passengers or by drunken passengers.</p> <p>(c) Risk of accidents from un-attended roads</p> <p><b>22. What safety procedures are in place to protect drivers and other road users? (If they don't mention it, ask about driver training.)</b></p> <p>Before taking a passenger they inform each other (especially if suspicious) through mobile phones/radios. Existing good relationship with the police it has been easier to apprehend cases of theft or other dangers.</p>  | <p>(b) Condition of the road</p> <p>(c) Time of the day where night trips are charged relatively higher compared to day trips which carry less risk to riders.</p> <p><b>25. What influence do transport associations have in the setting of fares?</b></p> <p>Plans are underway to set indicative prices (fare and freight) for all known destinations to be known to passengers and be observed by all riders.</p> |
| <p><b>Questions for freight transport services:</b></p> <p><b>26. Who is responsible for setting the rate for a journey? (E.g. the operators themselves, the government etc.)</b></p> <p>Negotiate between operator and passenger</p> <p><b>27. What factors influence the setting of rates? (E.g. distance, quality of roads etc.)</b></p> <p>Less than 5kg it is free, more than 5kg and they negotiate.</p> <p><b>28. What goods do you transport? (A range of different goods/produce or only one specific product?)</b></p> <p>Groceries mainly – items purchased from market.</p> |   |

There was a request for;

- (a) Feed back of the research findings
- (b) Support of the association to train their leaders to strengthen their association.



**Interview with The Police Force Traffic Division (ASP. Kamuhanda –Statistics, and INSP. Notka – SMART) held at Traffic Headquarters' offices along Sokoine drive, Dar es Salaam, Tanzania on December 10, 2013. The interview was administered by Transaid**

Due to nature of their role as enforcers of the Traffic Laws, rules and regulations, the QUESTIONNAIRE sequence was not followed.

- **How do you interact with Transport Associations?**

Mostly at meetings some of which are organised by the National Road safety Council which meets quarterly. However only bus owners are represented and truck operators are not. There are meetings organised by the regulator –SUMATRA where all stake holders are invited.

Issues that are usually addressed include:

- a. Road traffic crashes, there causes and possible remedies
- b. Insurance issues
- c. Obligations and rights of both the operators and consumers of transport services

These meetings are incredibly important for tackling issues of road safety.

- **What would you expect from transport operator associations?**

- a. Associations are not fully participating at reducing road traffic accidents. They should therefore educate their drivers on Road traffic education. Increase public awareness and they should train their drivers.
- b. Police force lack appropriate and adequate equipment to enforce effectively the traffic laws. Associations could come forward by sponsoring to provide the equipment.
- c. Associations should sponsor their drivers for training in Road safety.
- d. Observe the limit to driving hours to avoid driving under fatigue.
- e. They need to educate local people and increase public awareness.

- **What challenges do the traffic police face?**

- a. We lack equipment and patrol vehicles. If an association came with equipment to assist the police it would be helpful. Traffic officers need sponsorship for training.
- b. If a journey exceeds 8 hours there are supposed to be 2 drivers – this is difficult to enforce. – There is a need for associations to self-regulate



- c. Safety issues are perceived as a police matter but associations have a role. At the moment they are not fully participating to join up efforts.

- **Issues of Rural Access (do traffic police have efforts/programmes/plans in rural areas?)-**

- a. There is the Boda boda problem in rural areas: - *'We are experiencing Boda Boda problem'*
  - (a) They lack education on safety – *'Each village has more than 10 Boda Bodas – how did they learn to drive and behave on the road?'*
  - (b) It is difficult for the Law enforcers to reach the Rural due to limited resources
  - (c) In rural areas – due to poverty – it is difficult for riders to pay for training
  - (d) Many in the villages do not have licences- *'someone learns in the morning and drives in the afternoon.'* – or helmets or any high visibility clothing
  - (e) There are no Driving Schools in rural areas – they have to travel far to get training and they need to be able to fund this. So people drive without training. Driving Schools need to reach rural communities – they are too money-driven so only operate in urban areas.
  - (f) There are 600,000 plus motorcycles here. They make up 50% of the country's overall fleet.
  - (g) Lack of sponsors for training in Road traffic safety.
  - (h) Lack of the awareness for sharing the responsibility of road safety (**STARTS WITH ME, YOU AND ALL OF US!**)
  - (i) It is a good idea to bring people together to raise funds. Need to involve the police but it is not solely their duty. We need an outside body to initiate and sensitise- it will be better received if driven by civil society. We need to be able to pay facilitators to go to the villages and get training.
  - (j) Dangerous motorcycle drivers are more likely to die than be arrested. It is impossible to stop all dangerous motorcyclists. We arrest them and then release them and they do not change their behaviour. If we make too many arrests then the government intervenes and becomes suspicious of us for being 'too strict'.



- (k) We need police officers based in the rural villages- *'Motorcycles never stop on the roads – even if you stop 50 riders there will be 50 new unlicensed riders the next day'*.

The force is placing a traffic police of the rank of Inspector down to Ward level to reach the people and bring in awareness of road safety.



**Uganda- Ugandan Bus Drivers Allied Association (UBDAA)- Kiwanuka Hannington**

**Location of Interview: UK (Over Skype)**

**1. How many members do you have in your association?**

We have a total of 523 registered members as drivers and over 300 widows and orphans to road accidents whose husbands/ Bus drivers died due to road accidents.

**2. What support does the association provide the widows/orphans?**

We help them with finances. We advise them to go to the courts of law- which they cannot afford- and there is often bribery there.

**3. What is good about your association?**

Awareness creation/training in aspects of Road safety, Enforcing Standards & Regulations, Implementation of Road safety laws, Business development services for the transport (Buses & Coaches) sector, Projects management (planning, Implementation, Evaluation). Bus Driver Accreditation and Personal development services for drivers

**4. Can you tell me more about the training you provide to your drivers?**

Other companies can lend us buses to do our training sessions in and they train out on the road. We asked the government- 'how are our drivers supposed to train if we have no driving school?'. In July 2011, some business guys came with an idea and they registered a driving school in the Ministry of Transport which allowed them to train bus drivers but, what is funny is that they mainly train them on the green. They take them only 5km on the highway but when we complained that we are not satisfied with this, we argued that one week training is not enough, you need at least one month, but because they see it as business (they are money-minded) and they are training drivers within 5 days so drivers are not competent to drive passengers.

**5. Why might a driver choose to join your association?**

We provide a voice for the drivers' complaints. We pay for our drivers driving tests.

**6. What opportunities do your members have?**

We collaborate with the government and authorities so they get more support. We talk on talk shows, we debate, and we try to use all medias. If you go on YouTube and you look up UBDAA you can see us complaining, learning, teaching, advising.

**7. What challenges do your drivers face?**

They have to deal with untrained drivers who are not part of our association. They have to gauge their responses and how they are going to behave on the road. Also, we are crippled financially and, for the drivers to train, they have to pay for themselves.

**8. How could it be improved?**

Finding sponsorship for Media Talk shows ( Local & National Radios, & TV Stations), or Helping UBDAA start up its own Radio and TV station through which media awareness/ training can be done because currently UBDAA finds it very costly to pay for this media awareness as just an hour of a Talk show of media awareness on TV cost \$5000. Which is too much yet if we had our own media we could do the Road safety training and awareness for free. Through Bus drivers Accreditation, We need a sponsor to help us or purchase for at least 2 buses through which we can train, enforce and equip bus drivers with different bus laws and road safety. If we can be able to partner with other Bus companies in the UK that can invest in Bus transport in Uganda through UBDAA or supply Buses to UBDAA, we could be able to set models of operation through which other current Bus owners and their drivers could follow

**9. Do you have any competitors?**



Yes we have one competitor called **United (\*Uganda?) Bus Drivers Association**

**10. What organisations do you work with?**

We work with a number of organizations though none of them funds our efforts as they too are looking for funding-

- Min. Of Works & Transport - Commissioner of Transport
- Uganda Police Forces
- National Road Safety Council
- Electronic Media (FM Radios and TV Stations of Vision groups)
- Transport Licensing Board.
- Director -Uganda Driving Standards Agency

**11. Could you tell me more about how you work with the police and other regulatory authorities?**

Before we started communications with the police they hated bus drivers and thought we intended to make accidents and shed blood. Now they know that is not our intention. We have had discussions with the police to work out 'what causes road accidents?' and we found that there are so many causes. We have to work hand-in-hand with authorities so they know the causes. Members of the association have been going out with police to the checkpoints because we raised the theme 'what is the reason for a causer to cause accidents?'. There was a very big seminar with the Minister of Transport, the police, the bus owners and the drivers. We complained that we are making a return journey after driving 300km (which makes drivers fatigued) and there is no enforcement to stop this. The government put checkpoints on all highways and the driver registers himself in the police books and he continues. If he makes a return journey after driving 300km the police have to arrest him. Now we work with the police hand-in-hand and it is a law that there must be two qualified drivers on long distance cross-border journeys.

**12. Do your drivers operate in rural areas?**

Yes our drivers operate in rural areas and cross borders as well.

**13. What is good about the transport services provided to rural areas?**

Transport Service is of benefit to the people in the rural areas in that mobility and transport of Goods and services is always going on. To the investors or bus owners and drivers, it creates them employment and profit making room as they charge highly because they are few.

**14. How could transport services to rural areas be improved?**

If we can be able to partner with other Bus companies in the UK that can invest in Bus transport in Uganda through UBDAA or supply Buses to UBDAA, we could be able to set models of operation through which other current Bus owners and their drivers could follow. Currently a few buses go deep in the rural areas yet there mini buses (14 seats) that majorly operate there and over load people and putting their lives at risk.

**15. How are routes designed?**

The bus owner or company applies for a route and the issue of routes are done and designed by the Government Transport Licencing Board (TLB). And it set rules of if it's not beyond 300KM you make a return journey and if it's not beyond you don't make it

**16. How are fares set?**

Fares are set by the company or bus owners and the fares keep changing or rising all the time especially during the rush hours. Like 500km tour costs over \$15 and the bus carries 65 persons.

**17. How safe is it for drivers on rural roads?**



Drivers are not safe at all because many of them drive untrained but security wise they are safe.

**18. What dangers do drivers face on rural roads?**

When it rains, some drivers sleep in the rural areas because the roads in some areas are slippery. Some roads are narrow causing drivers to drive so slowly which makes them get so tired but this can be solved by using two drivers.

**Interview with Robert Mtonga- CEO of Truckers Association of Zambia (TAZ)**

**Location of interview: UK (over Skype)**

**Tuesday 19<sup>th</sup> November 2013 at 10:00 GMT – duration 55 minutes**

**Background of Interviewee:** Worked with the Road Transport & Safety Agency (RTSA) since 2006; latterly as Deputy Director; with responsibility for the licensing and registration of both drivers and vehicles. Left in 2012 and became an independent consultant. Became TAZ CEO two months ago with a 2 year contract.

**THE ASSOCIATION:**

1. Approximately how many members do you have in your association?
  - a. We have a topsy-turvy membership! A while ago it was just over 50 but now it is about 24. It is all about getting people to understand the benefits of becoming a member. We are hoping to start a programme to increase membership- we are targeting 144 operators and hoping to provide them with incentives to become a member.
2. What is good about your association as it is now?
  - a. We run activities with the Road Transport Agency, the Road Development Agency and the Zambian Development Agency. We are building interaction with the World Bank office in Zambia. This interaction with stakeholders is promising better things to members. There is also the National Road Tolling Programme- we are constantly exploring other alternatives that could be employed and engaging with new ideas.
3. How could it be improved?
  - a. By showing the relevance of the association to the members. We need to build communication with members; members need to know what they are doing. We need a website with member access to promote the association, an e-newsletter, a social network platform- we need to entice other stakeholders.
4. Do you have any competitors? What does this mean for your association?
  - a. FEDHAUL and Copperbelt Open Truckers Associations. However, they are both willing to come on-board with TAZ. We have been working with the Ministry of Justice to become a statutory body – introduce international treaties and protocols and own certification (driver training, vehicle testing centres).

**MEMBERSHIP:**

5. Why might an operator want to become part of your association?



- a. It provides a platform for dealing with individual matters- the association can represent them to the government. It helps to market the industry as a relevant industry to national development. It can help them through capacity building – driver recruitment and training; business development; collaboration amongst operators and outside the industry.
6. What challenges do your members face?
  - a. Many challenges! One is driver recruitment- there is a small pool of drivers because drivers get recruited by other companies. Another is the procurement of vehicles- we often have to use used vehicles from the US or Europe- the vehicles they have disposed of that do not meet their standards. We have no standard of vehicle that we cannot use and they are often bad quality. There are also issues surrounding access to markets- operators often cannot access the big contracts to the big markets- they miss out on mining contracts to international companies and are limited to being subcontractors. International trips stop trade within Zambia and they undercut the price- foreign vehicles are doing business entirely within Zambia (this is the drivers rather than the operators doing this) – they undercut local transporters and there is weak enforcement to stop this. Another challenge for operators is that drivers sometimes misbehave so operators need to provide drivers with opportunities that allow them to reform. Many drivers are inexperienced and new to the industry and it results in increased road crashes. There are also issues of training, the sorts of drivers you get, lack of opportunities for local recruitment and vehicle maintenance – that is lack of availability of quality garages – and best practices at a regional or global level.
7. How do you ensure that members comply with the requirements of the association?
  - a. We are in the process of reviewing the current constitution. We are introducing the code of conduct and fleet management system for drivers, operators and vehicles. We want to create a culture amongst members that makes them want to comply with the requirements of the association.
8. How do you exclude non-members from operating or the benefits of membership?
  - a. During interaction with the government- we want information to only be available to members. We do not want to create a culture of exclusion or restriction- we want to be outward-looking and focus on the benefits of membership and what we can do to make those non-members want to become members.

#### **RURAL ACCESS:**

9. What transport services do you offer to rural areas?
  - a. Some members have contracts to move agricultural commodities in rural areas like the Food Reserve Agency. However, rural areas are mostly serviced by unlicensed operators, which are TAZ's biggest competitors and come with a lot of risks. There are the risks of transporting humans and the effect they have on the roads themselves. The roads are gravel and often poorly maintained, especially in the rainy season. The Government has introduced the LINK 8000 programme to link Zambia



by building roads. However, this will take a long time- the procurement stage takes a long time and so does construction. There is also the road tolling, which will mean more money will be available to the government for road building and this will hopefully reduce the time taken to build roads. It is important to think about how we maintain rural roads- unlicensed drivers damage rural roads by speeding and misbehaving. We need to work with the government to ensure unlicensed drivers join the association.

10. What is good about the existing transport services to rural areas?
  - a. They are not the best. There are lots of crashes of light trucks carrying passengers and goods. The cost of transportation is high and the wear and tear is higher than on tarred roads. There is no standard type of transport in rural areas, no specification for a vehicle's roadworthiness or the suitability of a vehicle for cargo. There is no regulation for where people can sit and where cargo goes- they mix both humans and animals which creates health risks to both.
11. How could these problems be improved by transport operator associations?
  - a. Operators need to change their level of expectation. High cost of vehicle maintenance means operators don't spend money training which they see as having no visible benefits. They do not want to spend money or invest money when they cannot see the direct benefit to them. We need to change attitudes with awareness programmes. People who use the services- the customers- are constrained by the price they get for their goods in market and everyone wants to make a super profit. They are often living all year on the money earned during the main growing season. For example, a maize farmer might sell in April but have no economic activity for the rest of the year so they do not want to pay for transport services. There are competing needs and no external funding or support to help with this.
12. Why might people choose not to use your association's public transport in rural areas (and use unlicensed transport instead)?
  - a. There is a shortage of well qualified drivers because they have better jobs from urban operators so are unwilling to work in rural areas. In rural areas the retirement government officials move back to the village with Canter truck and the son/nephew drives it. Also, unlicensed transport services are cheaper.

#### **ROUTING:**

13. How are routes designed? Who makes decisions regarding routing?
  - a. There is no specific law restricting operators to a particular route for trucks. It is an open arrangement. From a bus operator's point of view, there is more intention to have a specific route but- even then- I'm not sure if they do. It is the operator who makes the decision. Sometimes people buy a truck to make money (they are the operator) and then employ a driver to drive it.

#### **ROAD SAFETY:**

14. How safe do you think it is for drivers to operate on (rural) roads?



- a. High risk. That is why we want to introduce the fleet management programme because how do you monitor the behaviour of a driver? They need continuous training.
- 15. What dangers do drivers face when operating on rural roads?
  - a. Plenty of dangers. High risk of theft- especially those transporting copper. The drivers work long hours continuously which leads to dangerous driving. There needs to be harmonisation between operators and workers unions. The road infrastructure- an increased number of vehicles mean congestion and queues of trucks limit overtaking opportunities. There is a lack of road markings and the make-up of the road structure is poor- there are many potholes. Drivers' movements are restricted to certain parts of the day and vehicles are often overloaded. Driver behaviour is a big problem- when a driver leaves your yard they are their own masters. Sometimes they drink and this becomes difficult to control. Drivers often have no proper certification.
- 16. What safety procedures are in place to protect drivers and other road users?
  - a. Currently there are legal requirements to have vehicles certified and fit for purpose. There are certain requirements that vehicles need to meet. We are having meetings with the Road Health & Safety Agency to make speeds regulated though a computerised mechanism.

**FREIGHT TRANSPORT SERVICES:**

- 17. Who is responsible for setting the rate of a journey?
  - a. Individual operators. It is a free market economy. Although it sometimes creates a risk if an operator fails to agree on a rate they can lose out on business.
- 18. What factors influence the setting of rates?
  - a. Price of fuel, costs of permits/licenses, maintenance, tyres, spare parts etc.
- 19. What goods do you transport?
  - a. A whole spectrum of cargo- copper, sugar, millie meal, liquids (sulphuric acid but not fuel) etc.
- 20. What other organisations do you regularly deal with?
  - a. Road Transport Regulation of Safety (RTSA) and other government institutions. The Road Development Agency (RDA)- managing axle loads; Zambia Weights and measures – weighbridges and pumps; The Zambian Environmental Authority, Zambia Revenue Authority; Police, border authorities); banks, marketing companies, insurance companies, suppliers of parts, fuel etc.

**Other comments:** Building advocacy capacity – this is critical and requests support



## **7. APPENDIX H: TANZANIA STAKEHOLDER WORKSHOP REPORT**

### **The Africa Community Access Programme [AFCAP] THE ROLE OF TRANSPORT OPERATOR ASSOCIATIONS IN SHAPING TRANSPORT SERVICES IN RURAL AREAS OF AFRICA WORKSHOP Workshop Report**

#### **Table of Contents**

|  |  |
|--|--|
| 1.0 – Acknowledgements                           |  |
| 2.0 Abbreviations–                               |  |
| 3.0 Introduction and objectives:                 |  |
| 3.1 About AFCAP                                  |  |
| 3.2 Background                                   |  |
| 3.3 Workshop Aims and Objectives                 |  |
| 3.4 Structure of the workshop                    |  |
| 4.0 – Workshop Results:                          |  |
| 4.1 Rural Access Issues                          |  |
| 4.2 Group 1                                      |  |
| 4.3 Group 2                                      |  |
| 4.4 Group 3                                      |  |
| 4.5 Group 4                                      |  |
| 4.6 Overall road map                             |  |
| 5.0 – Conclusion:                                |  |
| 5.1 Overall conclusions                          |  |
| 5.2 Next Steps                                   |  |
| 6.0 Appendices and Workshop Documents            |  |
| 6.1 Workshop Invitation                          |  |
| 6.2 Workshop Attendance List                     |  |
| 6.3 Registration Sheet                           |  |
| 6.4 ‘Introduction to the study’ presentation     |  |
| 6.5 ‘Group Discussion themes’ presentation       |  |
| 6.6 Photographs of original brainstorming sheets |  |
| 6.7 Feedback form template                       |  |
| 6.8 Feedback from feedback form                  |  |



## **Acknowledgements**

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## **Acronyms and Abbreviations**

|          |  |
|----------|--|
| AFCAP    | Africa Community Access Programme  |
| CCC      | Consumers Consultative Commission  |
| ETS      | Emergency Transport Scheme   |
| MOHA     | Ministry of Home Affairs   |
| MoT      | Ministry of Transport  |
| MoW      | Ministry of Works  |
| NGO      | Non-Government Organisation  |
| NIT      | National Institute of Transport  |
| PMO-RALG | Prime Minister's Office – Regional Administration and Local Government           |
| Q&A      | Question and Answer  |
| RFB      | Roads Fund Board   |
| RF       | Road Fund  |
| SUMATRA  | Surface and Marine Transport Regulatory Authority                                |
| TABOA    | Tanzania Bus Owners Association  |
| TANROADS | Tanzania National Roads Agency   |
| TASAF    | Tanzania Social Action Fund  |
| TATOA    | Tanzania Truck Owners Association  |
| TFG      | Tanzania Forum Group   |
| TZ       | Tanzania   |
| UWAPITE  | Umoja Waendesha Pikipiki Temeke (Union of motorcycle drivers in Temeke District) |

## **Introduction and Objectives**

### **About AFCAP**



This project was funded by the Africa Community Access Programme (AFCAP) which promotes safe and sustainable access to markets, healthcare, education, employment and social and political networks for rural communities in Africa.

Launched in June 2008 and managed by Crown Agents, the five year-long, UK government (DFID) funded project, supports research and knowledge sharing between participating countries to enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources.

AFCAP focuses on:

- Supporting programmes that enhance rural communities access to services and economic opportunities.
- Integration of both infrastructure and transport services, motorised and non-motorised.
- Ensuring linkages between transport, access and achievement of the MDGs.

The programme is currently active in Ethiopia, Kenya, Ghana, Malawi, Mozambique, Tanzania, Zambia, South Africa, Democratic Republic of Congo and South Sudan and is developing relationships with a number of other countries and regional organisations across Africa.

For further information visit <https://www.afcap.org>

## **Background and Introduction**

Transport services are essential to allow men, women and children to access vital services such as healthcare, markets and education. Transport operator associations are a key feature of urban, inter-urban and rural transport services in Africa. However, the role they have in shaping Transport Services in Africa's rural areas is under-researched.

Transaid is an international development charity based in the UK that works to identify, champion, implement and share local transport solutions to improve access to basic services for people in Africa. Transaid were awarded a contract by Crown Agents to conduct research into the role of transport operator associations in shaping transport services in rural Africa between October 2013 and January 2014.

This study addresses this knowledge gap by exploring the role of both public and private transport operator associations in influencing issues such as routing, scheduling and fare setting. The research also explores the role that associations play on shaping rural access as well as the influence they have regarding road safety issues and interaction with police, authorities and other relevant actors.



This study involves both desk and field research. The desk research includes a comprehensive literature review of all the existing published and grey literature on the subject. This literature review will determine how much literature already exists and also the key findings of past studies on this topic. By collating and disseminating this literature we hope to contribute towards bridging this knowledge gap.

The field research element of this study involves in-country interviews with representatives from transport operator associations and relevant transport stakeholders from a range of different African countries. The purpose of these interviews is to determine how transport operator associations function, how they influence issues such as routing and fares and how they think transport services to rural areas can be improved. The field research used Tanzania as a critical case study because it has active and influential transport associations and it is also a country where Transaid have strong relationships with the transport industry through their work with the National Institute of Transport (NIT). A workshop was conducted on 12<sup>th</sup> December 2013 in Dar es Salaam that brought together relevant transport stakeholders within Tanzania. These participants included representatives of transport operator associations, the Ministry of Transport (MoT), The Ministry of Works (MoW), The Traffic Police and academic transport lecturers. The aim of the workshop was to explore the issue of rural access and discuss potential solutions with a particular focus on the role of transport operator associations.

The overall aim of this study is to achieve an enhanced understanding of the role of transport operator associations. This enhanced understanding will then allow for meaningful analysis of the potential for working with such associations to find solutions for enhancing and mainstreaming transport services in rural areas.



## Workshop Aims and Objectives

- Bring together relevant transport stakeholders, thereby allowing room for discussion and strengthening relationships within the industry
- Inform participants about AFCAP and Transaid- who they are and what they are doing
- Share information about the study, its aims and what has been done so far
- Gain the participants perspectives on the main transport issues affecting people in rural areas
- Share their knowledge about transport operator associations and how transport decisions are made (e.g. routing, fare setting etc.)
- Discuss the following themes in small 'break out' groups-
  - 'How can we improve rural services and what are the opportunities?'
    - Share the participants views on how rural transport services could be improved
    - Share the participants knowledge on who is responsible for implementing these improvements and how much influence transport operator associations have
  - Rural road safety
    - Share the participants views on how associations, consumers, regulators, enforcers and communication and technologies can impact on issues of road safety in rural areas
  - How do we improve interactions between associations and government?
    - Gain the participants knowledge on how Government and associations work together and how they can work to complement each other
  - Boda Bodas in the rural areas
    - Discuss the issue of Boda Bodas with regards to rural access and road safety
    - Gain the participants perspectives on the challenges of Boda Bodas and if/how associations can be encouraged / strengthened.
- Produce a collaborative road map with solutions for improving rural access and how transport operator associations can shape these improvements



## Structure of workshop

|                      |  |
|----------------------|--|
| <b>09.00 – 09.30</b> | <b>Introductions</b> <ul style="list-style-type: none"> <li>• Every member of the workshop to give a short introduction to themselves and their role</li> </ul>  |
| <b>09.30 – 10.15</b> | <b>Introduction to research</b> <ul style="list-style-type: none"> <li>• Workshop facilitators to present on AFCAP, Transaid and the overall research project, including the activities so far</li> </ul>  |
| <b>10.15 – 10.45</b> | <b>Tea Break</b>   |
| <b>10.45 – 11.00</b> | <b>Ice breaker game</b> <ul style="list-style-type: none"> <li>• Throw and catch. When you catch you have to say the name of a mode of transport used in Tanzania</li> </ul> <b>Introduction to group 'break out' sessions</b> <ul style="list-style-type: none"> <li>• Introduce discussion themes and divide participants into groups</li> </ul> |
| <b>11.00 – 12.15</b> | <b>Group 'break out' sessions</b> <ul style="list-style-type: none"> <li>• Group discussions on given themes</li> </ul>  |
| <b>12.15 – 13.15</b> | <b>Lunch</b>   |
| <b>13.15 – 14.30</b> | <b>Presentation of group work + Q&amp;As</b> <ul style="list-style-type: none"> <li>• One member of the group to present to the room the discussion</li> <li>• Open the room to questions for the person presenting</li> </ul>   |
| <b>14.30 – 15.45</b> | <b>Develop roadmap from group presentations</b> <ul style="list-style-type: none"> <li>• Each group to choose 4 main activities that could improve rural access from their discussions and specify who is the lead organisation responsible for implementing this and its level of priority.</li> </ul>  |
| <b>15.45 – 16.00</b> | <b>Conclusions / way forward / feedback forms</b> <ul style="list-style-type: none"> <li>• Short wrap-up conclusion of the workshop</li> <li>• Participants to fill out feedback forms</li> </ul>  |



## **Workshop Results**

A brainstorming session was conducted where participants discussed the main access issues in rural areas. This was an open discussion that included reasons why operators may not want deliver transport services to rural areas, why accessibility is poor in rural areas, why people in rural areas may not want to use transport services, why the Government does not want to focus on rural areas and what a lack of transport services means for rural communities.

### **The main issues surrounding rural access that were discussed:**

- Bad roads
- Low income
- Long distances
- Lack of credit facilities
- Affordability
- Informal associations – lack of coordination
- High transport costs
- Low demand for transport → less available service
- Weather
- Accessibility from remote areas
- Lack of awareness and regulation of road safety – lack of training centres
- Lack of education and sense of community with road safety
- Lack of rural representation and voice
- Lack of government commitment to rural issues
- Lack of working projects in rural areas
- Lack of focus on rural issues
- Political achievement placed above needs of the people
- Lack of licenses constrains available routes
- No roads at all – poor connectivity
- No adequate law enforcers – lack of police presence
- Lack of investment in rural areas and lack of demand for investment
- Safety issues – especially in the night – for operators and passengers
- Lack of sustainable transport structures and maintenance plans
- Social exclusion for certain community members (e.g. pregnant women, disabled and elderly people)

### **Other issues raised-**

- Mandatory for motorcycles to be in associations
- New act means in 2 years this will be enforced – following Rwanda experiences



### **Group 1 Improving Rural Service**

#### **Group 1 explored the following questions:**

- How can we improve rural services and what are the opportunities?
- Who influences the design of rural routes?
- How do we timetable of routes?
- How are the fares set?
- What impacts operator costs?
- Could fares be affordable?

#### **Points raised:**

- Engage community leaders (including religious leaders) in rural areas to develop plans/strategies → strengthen 'voice' demand for services and feeder roads
- Involve society as a whole to use whatever small resources they may have towards rural access improvements – community responsibility and households assigned parts of the roads has worked in the past so it is possible to explore for improved transport services
- Local Community influences design of very rural routes – they often simply start to 'build' them themselves – TANROADS come in only as available resources allow
- How does government reach out to rural areas? (TASAF experiences) – need to connect the government plans with community plans through associations – this is how the approach can be joined up and strengthen and associations can play a key role
- Start associations in rural areas. Forming and strengthening associations – register of associations
- Encourage and train associations
- Engage and plan with associations on critical issues
- Task government to plan early → road network that meets needs of people and use household surveys to understand what the transport needs real are for these communities. TZ bureau of stats have household survey info
- Participatory Approach – engage community from the bottom up- need dialogue with community and establish their needs
- Set fares for Boda Boda and taxis (SUMATRA do not do this at the moment but in future it needs to be addressed, associations could play an important role in this)
- Integrate government plans with associations/community plans and strategies e.g. Milk – government encourage people to drink more milk → production → transport (bring in transport)
- Organising people into associations – helping to shape direction
- Timetable frequency
- Government provide incentives and motivations to provide transport services in rural and hard to reach areas (win-win)
- Fares – SUMATRA – tasked with setting fares. Motorcycles to be included in 5 years (+)
- Fare setting – dialogue with range of stakeholders including transport association



- Consumer education-
  - Rights
  - Fares
  - Road safety
- Expensive to operate in rural roads – wear and tear → negotiate with ministry of finance → exemption for rural services → market access → (trade) e.g. Arusha and Singida → encouraged transporters to invest – give routes to 'own' (exclusive)
- Purchase/Import taxes – only has license to operate



### **Road Map for Action**

| <b>No.</b> | <b>Activity</b>  | <b>Lead organisation/responsible parties</b>  | <b>Priority (low/med/high)</b> |
|------------|--|---|--------------------------------|
| <b>1</b>   | Form and strengthen associations   | Government – facilitate/register/guidelines for operation only<br>Associations – to take the lead | High                           |
| <b>2</b>   | Audit on enlisting transport services and gaps in the rural area. This could be an extension of this workshop to include more rural participation or a more detailed survey (possibly household/Focus Group Discussions) of rural access issues and how associations can play a key role. This will help generate the evidence about where and how associations should be formed   | Government<br>Local Community<br>NGO  | High                           |
| <b>3</b>   | Provide official forum for transport operator associations to feedback on rural roads → for collaboration and win-win solutions  | NGO<br>Government Associations  | High                           |
| <b>4</b>   | SUMATRA / Stakeholder meetings – promote dialogue by end of 2013 – SUMATRA intend to hold a meeting at the end of 2013 as a forum to remind stakeholders about laws/fares and maintenance/overloading etc., but it is also a forum for feedback and to bring stakeholders like associations into the dialogue.<br><br>Tanzanian Truck Operators Association (TATOA) is currently part of the annual committee for road safety week - the national road safety council should also look to invite representatives from Tanzanian Bus Operators Association (TABOA) and Boda Boda associations | SUMATRA<br>Stakeholders   | High                           |



## **Group 2- Rural Road Safety**

**Group 2 discussed- 'What could be done by the following to improve road safety?':**

- Associations
  - Consumers
  - Regulators
  - Enforcers
  - Communication and Technologies
- 
- **What could be done by associations to improve rural road safety?**
    - Development first through facilitation of existing Boda Boda association. UWAPITE have been receiving calls from other regions requesting support to formalise an association. By enabling associations like UWAPITE to travel to other regions relationships can be built and knowledge shared. This could be enabled through Government funding.
    - Education through the associations
    - Workshops- Holding a workshop in regions inviting local government, consumers, drivers and traffic police. Whilst traffic police can share road safety knowledge local community can discuss issues such as 'bad roads' and safe travel at night
  - **The role of consumer groups-**
    - Public education on consumer's obligations and rights from The Consumers Consultative Commission (CCC)
    - Education to service providers (associations)
    - Education of self-regulation
  - **The role of regulators-**
    - Signing of Memorandum of Understanding between regulators and Local Government authorities
    - Licensing through local government. Currently drivers are driving unlicensed vehicles due to distance to governing bodies. How can we bring local government to the rural drivers so they can register their vehicles?
    - Enforcement and collaboration with police
  - **The role of enforcers-**
    - Post police/law enforcers at Ward level
    - Adopt community policing though appointing traffic type wardens from the region. These would attend training from the traffic police and be assigned a responsibility area or road.
    - Education to associations- signs, flyers etc.
  - **Communication through associations-**
    - Reflector jackets displaying the following details-
      - Name of association
      - 'How is my driving?'



- Driver number- This would be assigned during registration with association. Keeping driver privacy and safety.
- Association telephone number. Consumer or law enforcer could call with driver number to report any issues/accidents
- Association members are given a useable jacket
- Creates social collectiveness
- Association receives calls from the public about driving
- Improved safety for consumer and driver



### Road Map for Action

| No. | Activity   | Lead organisation/responsible parties  | Priority (low/med/high) |
|-----|--|--|-------------------------|
| 1   | Implementation of high visibility jackets (reflector jackets) – this suggestion was made by the Boda Boda associations themselves and attracted considerable support from other stakeholders | Owners<br>Government<br>NGO's<br>Drivers- small nominal amount to join association and support the cost of the jacket would ensure driver ownership. | High                    |
| 2   | Conduct workshops in rural areas with different stakeholders   | All stakeholders<br>Local government   | High                    |
| 3   | Supervision of licensing / supervision of newly licensed vehicles  | Local Government<br>Regulators<br>Police   | High                    |
| 4   | Raise public awareness on road safety issues in rural areas  | Police<br>Associations   | High                    |



**Group 3- How do we improve interactions between transport operator associations and the government?**

**Group 3 discussed interactions between associations and government.**

- **Which issues require improved regulation?**
  - Associations of other transport stakeholders should be involved fully in the law of regulations preparation (e.g. weighbridge regulations)' **Associations and other transport stakeholders should be involved fully in the process of preparing and reviewing laws and regulations for instance those related to Weighbridge regulations.**
  - The 30% share of funds to PMO-RALG from RFB need to be improved **The 30% share of Road Fund (RF) apportioned to the Prime Minister's Office Regional Administration and Local Government (PMO-RALG) need to be improved to cater for more and better rural road infrastructure.**
  - Importation of buses has to consider taxes relief for rural areas **Regulations related to Importation taxes of buses need to be reviewed in favour of those used to provide services in the rural areas**
- **Areas with too much interference-**
  - Arrange taxes to bus owners. **Too many types of operating taxes along the bus routes imposed by local governments, which make operations to rural areas unattractive.**
  - Traffic law enforcement
  - Regulator operations e.g. permit to operate NOAH. **Regulator operations sometimes are suspended or overruled, for instance permit to operate station wagons popularly known as NOAH.**
  - **Road infrastructure development plans (diversion of funds).Development plans for Rural Road infrastructure are sometimes not implemented in full.**
- **Government support to associations-**
  - Provide and maintain good rural roads **to attract genuine operators associations to consider positively serving the rural areas.**
  - Implementation of various agreements between the Government and Association
  - Support formation of associations in rural areas
  - Support availability of training facilities in rural areas
- **Association support to government-**
  - Members of associations to comply with traffic laws, rules and regulations
  - Promote anti-corruption practise of members, **which affects compliance of operators to traffic rules and regulations.**



### **Road Map for Action**

| <b>No.</b> | <b>Activity</b>  | <b>Lead organisation/responsible parties</b>            | <b>Priority (low/med/high)</b> |
|------------|--|---|--------------------------------|
| <b>1</b>   | Review the 30% of the road fund allocated to rural roads   | Ministry of Works and PMO RALG and Ministry of Finance  | High                           |
| <b>2</b>   | Enforce traffic law and regulations and involve all stakeholders   | Ministry of Home Affairs (MOHA)                         | Medium                         |
| <b>3</b>   | Consider tax relief on importation of buses for rural areas and incentives for operating on certain routes | Ministry of Finance (MoF)                               | High                           |
| <b>4</b>   | Promote and strengthen transport associations  | Ministry of Transport (MoT) and associations themselves | High                           |



#### **Group 4 – Boda Bodas in the rural areas**

**Group 4 discussed the issue of Boda Bodas in the rural areas and what it would mean for them to form associations.**

- **What are the challenges?**
  - Expensive fare compared to buses especially in rural areas (plus people in rural areas have a lower income) so they are often unaffordable
  - Safety- passengers are aware that Boda Bodas (motorcycle taxis) are less safe than other modes of transport
  - Security- risk of theft for passengers and operator
  - Most drivers have no licenses in rural areas
  - They often drive at a high speed
  - They often have had no education or training
  - Capacity- they cannot carry a large load to market
  - Uncomfortable travel- especially for sick people or pregnant women
  - Drivers are often perceived to be reckless
  - They are often considered to carry too many passengers (more than one)
  - People complain that they are unsafe – operators feel attacked by everybody
  - Issues with sharing helmets and hygiene
  - Communication between the owner of the Boda Boda and the driver
  - Insurance – there needs to be clear laws on who/what insurance covers
- **What are the benefits of strengthening, formalising and developing associations?**
  - Being together they can address issues
  - They could organise training through associations
  - Associations reassure passengers of security – they feel that there are more regulations in place
  - In case of incident the association can be easily located
  - The association can enforce safety by-laws
  - Associations can enforce laws and regulations within themselves
  - Associations allow for the potential to give back to the community (like in Transaid's Emergency Transport Scheme project in Nigeria where the taxi union provides an informal ambulance service to pregnant women wishing travel to a health centre)
  - Associations can address the problem of high fares – they can enforce price control, especially in rural areas based on distance – SUMATRA will be addressing this issue within the next 5 years so opportunity to collaborate on this issue
  - Associations can organise training sessions with other organisations (e.g. NIT)
- **How can associations and government improve safety?**
  - There needs to be good coordination and communication between government and associations
  - Government can initiate public awareness campaigns and educate passengers on their obligations and rights when using Boda Bodas
  - Government can enforce training



- Government should work with the owners of the motorcycles to ensure that they don't allow untrained/unsafe drivers on the road
- Law should highly focus on the owners of the motorcycle because they have the influence
- **How can regulation be enforced?**
  - If drivers break the safety rules then they should be thrown out of the association, driving license confiscated and prevented from operating completely
  - Further, there are already laws in place that state that Boda Bodas cannot operate unless they are part of an association. These laws need to be better enforced.
  - There needs to be law enforcers in rural areas
  - Needs to be a clear distinction between commercial and personal Boda Bodas (e.g. white number plate for commercial vehicle and yellow number plate for personal vehicles) This law should already be in place but it needs to be better enforced
  - Incentives for drivers to keep to regulation-
    - TABOA give a 5% discount on insurance for their members
    - Members who follow the rules could buy spare parts at a discounted rate
    - When buying a vehicle, it should be made clear whether it is for passenger or personal use and each should be given different rates
    - TATOA are planning to establish 'Zonal Stop Shops' for members
    - Need to make sure government encourages these incentives
- **Other discussion points-**
  - There may be disadvantages to Boda Boda operators forming associations-
    - Bringing them together could make them stronger and they have a reputation for being dangerous untrustworthy people
    - It could introduce 'mob justice'- there has been examples of when one driver has his motorcycle stolen they all group together and raid villages and harass people
    - Whenever someone has an accident they don't care whose fault it is and blame anyone else involved except for the Boda Boda driver
    - Other drivers fear Boda Boda drivers – will bringing them together increase this fear?
    - *A representative from UWAPITE Motorcycle Association responded to these comments saying that these are all risks that associations are targeting. Members who break the rules of the association will be disciplined or deregistered.*
  - Perceived causes of accidents-
    - Human error
    - Driving under the influence of alcohol
    - Animals crossing the road in rural areas
    - High speeds
    - Infrastructure (need better roads for Boda Bodas)



**Road Map for Action – Bodabodas**

| No. | Activity  | Lead organisation/responsible parties                      | Priority (low/med/high) |
|-----|---|--|-------------------------|
| 1   | Improving the roads – making the connection better between rural and urban areas                        | Local Government/TANROADS                                  | High                    |
| 2   | Form separate associations for drivers and owners   | Local Government   | High                    |
| 3   | Set rules for associations to follow and for their members to follow (especially regarding road safety) | Local Government and then associations for self-regulation | High                    |
| 4   | Regular training sessions in local setting (bringing in professional trainers to train rural drivers)   | Local Government   | High                    |
| 5   | Introduce a clear way of identifying personal and commercial vehicles when they first register          | Local Government and Associations                          | High                    |



### **Overall Road Map for Action**

| <b>No.</b> | <b>Activity</b>   | <b>Lead organisation/responsible parties</b>  | <b>Priority (low/med/high)</b> |
|------------|---|---|--------------------------------|
| <b>1</b>   | Set rules for associations to follow and for their members to follow (especially regarding road safety)     | Local Government  | High                           |
| <b>2</b>   | Regular training sessions in local setting (bringing in professional urban trainers to train rural drivers) | Local Government  | High                           |
| <b>3</b>   | Introduce a clear way of identifying personal and commercial vehicles when they first register              | Local Government and Associations   | High                           |
| <b>4</b>   | Form and strengthen associations  | Government – facilitate/register<br><br>There are guidelines but the informal associations should also be proactive about forming associations and offered mentoring support from the larger associations/SUMATRA<br><br>Can fact sheets be developed about how to do this? | High                           |
| <b>5</b>   | Audit on enlisting services and gaps  | Government<br>Local Community<br>NGO  | High                           |



|    |  |  |        |
|----|--|--|--------|
| 7  | Provide forum for transport operator associations to feedback on rural roads → for collaboration and win-win solutions | NGO<br>Government<br>Associations                      | High   |
| 7  | SUMATRA / Stakeholder meetings – promote dialogue end of 2013 – remind laws/fares and maintenance/overloading          | SUMATRA<br>Stakeholders                                | High   |
| 8  | Implementation of high visibility jackets (reflector jackets)  | Owners<br>Government<br>NGO's<br>Drivers- small amount | High   |
| 9  | Conduct workshops in rural areas with different stakeholders   | All stakeholders<br>Local government                   | High   |
| 10 | Supervision of licensing / supervision of newly licensed vehicles  | Local Government<br>Regulators<br>Police               | High   |
| 11 | Public awareness   | PoliceAssociations                                     | High   |
| 12 | Review the 30% of the road fund allocated to rural roads   | Ministry of Works and PMO RALG                         | High   |
| 13 | Enforce traffic law and regulations and involve all stakeholders   | Ministry of Home Affairs (MOHA)                        | Medium |



|           |  |                             |      |
|-----------|--|-----------------------------|------|
| <b>14</b> | Consider tax relief on importation of buses for rural areas                      | Ministry of Finance (MoF)   | High |
| <b>15</b> | Promote and strengthen transport associations                                    | Ministry of Transport (MoT) | High |
| <b>16</b> | Improving the roads – making the connection better between rural and urban areas | Local Government            | High |
| <b>17</b> | Form separate associations for drivers and owners                                | Local Government            | High |



## **Conclusion**

### **Overall conclusions:**

- Transport operator associations can play a very critical role
- There is a need to strengthen and support new transport operator associations to be established
- Associations can help transporters self-regulate – ideas around road safety (e.g. helmets, reflector jackets, training etc.)
- Consumers need to be aware of their rights. There is a need for improved public awareness.
- Need to bring associations into key events (e.g. road safety events)
- The voice of community needs to be encouraged
- Transport operator associations provide their members with a 'safety net' in the event of an accident or emergency
- Transport operator associations provide their members with a platform on which they can raise issues and allow dialogue with authorities and regulators

### **Next Steps:**

- Distribution of this workshop report to the participants for further comment/feedback especially on the road map and next steps
- A final report of the overall project will be compiled at the end of the month which will include this workshop report and will be presented to AFCAP and once approved made available to all those who participated in interviews and the workshop
- Case study made available and disseminated widely
- Various methods are available for AFCAP to address the topics and they will decide on which one works best.



## **Workshop Appendices**

### **Workshop Invitation**

#### **INVITATION TO A WORKSHOP THAT WILL EXPLORE THE ROLE OF TRANSPORT ASSOCIATIONS IN SHAPING TRANSPORT SERVICES TO RURAL AREAS OF TANZANIA**

We are pleased to announce that Transaid has recently been commissioned by the UK's Department for International Development (DFID) under The Africa Community Access Programme (AFCAP) managed by Crown Agents to undertake a piece of vital research that investigates the role of transport operator associations in shaping passenger and freight transport services in rural areas of Africa. Transaid will be working in Dar es Salaam to investigate transport associations in Tanzania and the role that they play in Tanzania's rural transport services.

Transport operator associations are a key feature of urban, inter-urban and rural transport services. Transport services are essential to allow people to access vital services such as healthcare, markets and education, as well as employment. However, the role that they play in shaping transport services in rural areas is under-researched. This study addresses this knowledge gap by exploring the role of both public and private transport associations in influencing issues such as routing, scheduling and fare setting. The research explores the role that associations have in shaping rural access as well as the influence that they have regarding road safety issues and interaction with police, authorities and other relevant actors. An enhanced understanding of the role of transport associations will allow meaningful analysis of the potential for working with such associations to find solutions for enhancing and mainstreaming transport services in rural areas.

I am therefore writing to invite you to our workshop where we would like to introduce you to this research as well as gain your input to map collaborative solutions for rural transport. This workshop will bring conclusions together and develop a road map using the knowledge and expertise of key stakeholders such as yourself. With this approach we hope that we can collaboratively identify sustainable solutions to improve rural access that can then be taken up by the key decisions makers.

This project can succeed only through your personal support and our collective commitment to improve the livelihoods of those living in rural areas. To this end, I really hope you will join us and help us to bridge this knowledge gap and, ultimately, improve rural transport services.

Please find below the agenda for the day and details of the venue. I would be grateful if you could confirm your attendance by email to Programmes Assistant Hollie Brader at [hollie@transaid.org](mailto:hollie@transaid.org) or by telephone to Project Officer Becky Smith on +255 767 496 011.

Yours sincerely,

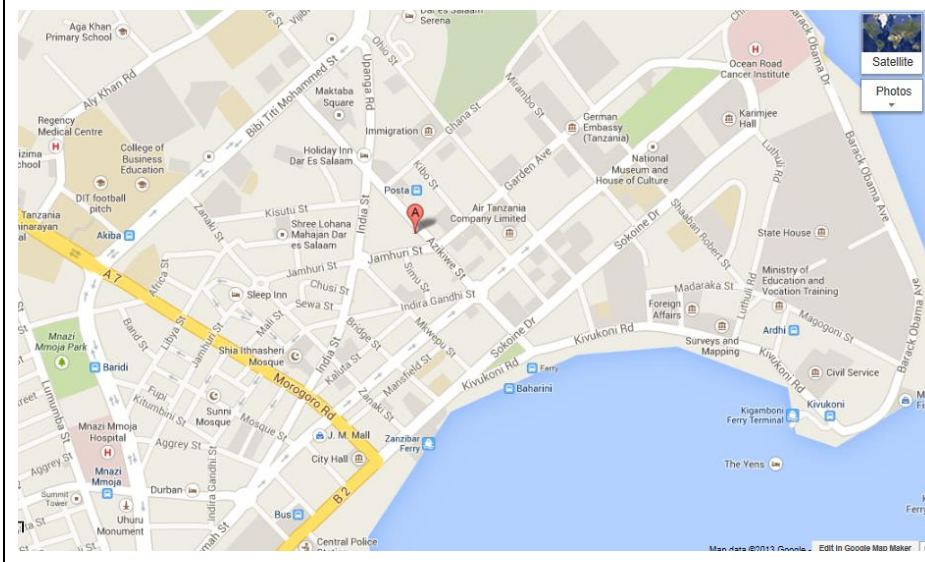
Caroline Barber – Head of Programmes

Transaid



**Workshop- The Role of Transport Associations In Shaping Transport Services To Rural Areas Of Tanzania**

|                  |  |
|------------------|--|
| <b>Date:</b>     | 12/12/2013   |
| <b>Time:</b>     | 8.30 – 16.00   |
| <b>Location:</b> | JB Belmont Hotel and Conference Centre<br>Maktaba Street (Opposite new post office)<br>Dar es Salaam<br>Tanzania |





**AGENDA:**

|               |  |
|---------------|--|
| 09.00 – 09.30 | Introductions                            |
| 09.30 – 10.15 | Introduction to research/project         |
| 10.15 – 10.45 | Tea break                                |
| 10.45 – 11.00 | Introduction to group sessions           |
| 11.00 – 12.15 | Group work                               |
| 12.15 – 13.15 | Lunch                                    |
| 13.15 – 14.30 | Presentation of group work + Q&As        |
| 14.30 – 15.45 | Develop roadmap from group presentations |
| 15.45 – 16.00 | Conclusions and way forward              |



|    | Participant Name           | Organisation/Association  | Job Title                  | Contact Email              | Contact Number |
|----|----------------------------|---------------------------|----------------------------|----------------------------|----------------|
| 1  | Simon Kalolo               | AMEND                     | Senior Programme Assistant | skalolo@amend.org          | 0718079550     |
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| 3  | Eneah Mrutu                | TABOA                     | Secretary General          | secretary.taboa@yahoo.com  | 0767696185     |
| 4  | Charles Rugarabamu         | NIT                       | Lecturer                   | cmpruga@yahoo.com          | 0754302802     |
| 5  | Elizabeth Chingalame       | NIT                       | Lecturer                   | echingalame@yahoo.com      | 0754396643     |
| 6  | Dr Simon Lushakuzi         | NIT                       | Lecturer                   | slushauuzi@gmail.com       | 0754373518     |
| 7  | Nelly Mtaki                | TFG                       | Secretary                  | nellymtaki@yahoo.com       | 0754370314     |
| 8  | Francis Maganga            | MOW                       | Engineer                   | francymaganga@yahoo.com    | 0754557266     |
| 9  | Tom Bishop                 | AMEND                     | Africa Director            | tbishop@amend.org          | 0715461322     |
| 10 | Ramadhan Sawaka            | CILT Tanzania             | Secretary General          | sg@ciltt.org               | 0713613579     |
| 11 | Inspector Notker P. Kilewa | Traffic Police HQ         | Inspector                  | notkerkalewa@yahoo.com     | 07134403721    |
| 12 | Prashant Shukla            | TATA Africa Holdings Ltd. | Head of Business           | prashant.shukla@tata.co.tz | 0684223404     |
| 13 | Emmanuel Rutagengwa        | Central Corridor TTFA     | Transport Economist        | rutagem@gmail.com          | 0759198553     |
| 14 | Dawah L.M Mushi            | Ardhi University          | Lecturer                   | magembe@aru.ac.tz          | 0786272766     |
| 15 | Oscar Kikoyo               | SUMATRA CCC               | Executive Secretary        | kikoyo@sumatraccc.go.tz    | 0787642442     |
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|    |                  |                   |             |                       |            |
|----|------------------|-------------------|-------------|-----------------------|------------|
| 18 | Shinja Shaffi    | MOT               | TO          | capt.shinja@yahoo.com | 0765074595 |
| 19 | Prackson Rugazia | RTO TEMEKE Police | ASP         | rugazia@yahoo.com     | 0757722713 |
| 20 | Saidi Chenza     | UWAPITE           | Mwenge Kiti | N/A                   | 0713433319 |
| 21 | Mshamu Nasoro    | UWAPITE           | Boda Boda   | N/A                   | 0657529200 |
| 22 | Saidi Chenga     | UWAPITE           | Boda Boda   | N/A                   | 0713433719 |

## Workshop Facilitators

|   |                 |   |  |               |
|---|-----------------|---|--|---------------|
| 1 | Eli Mgonja      | Transaid Consultant                                   | <a href="mailto:elimgonja@yahoo.com">elimgonja@yahoo.com</a>   | +442073878136 |
| 2 | Caroline Barber | Head of Programmes Transaid                           | <a href="mailto:barberc@transaid.org">barberc@transaid.org</a> | +442073878136 |
| 3 | Rebecca Smith   | Programmes Officer - Tanzania                         | N/A  | N/A           |
| 4 | Hollie Brader   | Programmes Assistant and Knowledge Management Officer | <a href="mailto:hollie@transaid.org">hollie@transaid.org</a>   | +442073878136 |







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