



An introductory webinar on the topic of motorcycle taxis in the rural context of Sub-Saharan Africa and South Asia.

Questions and Answers Session. 6th of April 2017

Q1. Moderator: What do you think the role of motorcycle taxi associations can have in improving both rural access as well as safety?

Leo Ngowi: Associations have a big role to play for the safety and other consideration. It is very difficult to communicate and make connections with boda boda operators and individuals especially in villages but associations can meet with people. Associations can help with education, can organise group discussions, elaborate on what they know about road safety issues and other important issues. Associations can help with all that. And again associations can help with regulations and ensure that for the passengers it is easy to identify safe drivers.

Q2. Moderator: Is there scope to adapt your methodology to other countries and understand more about motorcycle taxis in rural areas, causes of crashes etc?

Felix Wilhelm Siebert: A very good question. So the methodology of the observation and video observation are very adaptable to other countries. Since you only need a video camera that you can built yourself, it can be used in any country. It is not only limited to helmet use but you can also look at the interaction of traffic. For example you can set up a camera at the boda boda shade, at the street crossing... this is all possible to observe. But observation can only be a part of research, you can observe people from the outside but you cannot look into their mind. For that I would like to couple a video based observation with a questionnaire. Here I wanted to mention Paolo Perego from the University of Milan who developed a boda boda questionnaire which goes in this direction. Together with him we want to make a questionnaire and video observation. We can ask people why they don't wear the helmet for example. There might be many reasons – helmet might be too expensive or the person doesn't believe that the helmet can save lives or just doesn't like it because it destroys the hair. There can be many reasons but you can only observe so much and then you need to question why people show this behaviour.

Q3. Moderator: We have heard how boda bodas can improve access to essential services like health. How can this work be scaled up for access to health services

Dr. Elizabeth Ekirapa-Kiracho:

In regards to scaling up – there are some things we need to pay attention too. One is increasing availability of the motorcycles and motorcycles are often a market driven commodity that is there for those who want to use them. So any initiatives to promote availability would need to make sure that we link these motorcycles with motorcycle ambulances or motorised bicycles. If patient is unconscious or bleeding, then boda boda will not be appropriate. You need more advanced methods of transportations.

Secondly - paying attention to affordability, inclusion of vulnerable person so everyone can be able to use motorcycle through methods such as vouchers. We can also use pre-payment through these financial small networks that exists and also insurance claims.

Safety is another matter you need to pay attention to and several people have talked about it today in regards to traffic laws and helmets. Also ensuring that people are safe from being robbed by the people transporting them. In Uganda safety at night is quite an issue.

Fourthly, recognition of the contribution that they make and institutionalisation of these different aspects so that things are done in orderly and planned manner.

And lastly – the community involvement. The community needs to be aware of their role in terms of planning for transport, planning to contribute and their role in encouraging rider to follow safety procedure such as helmet and obeying traffic and its laws and regulations that are in place. These are some of the things that you need to think about as we think of scaling up these health services.

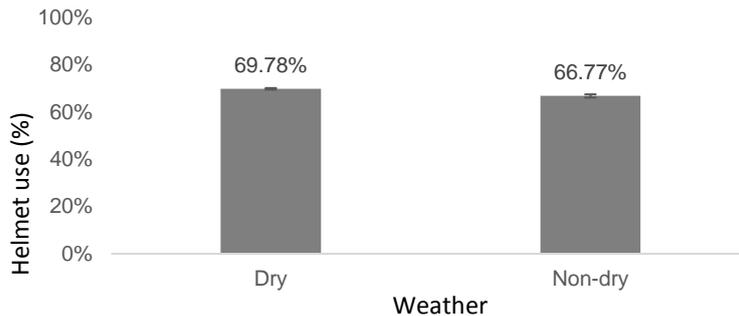
<p>Q4. Moderator: Felix, did you look at helmet use by gender, by sex. Are women less or more likely to use a helmet?</p>
<p>Felix Wilhelm Siebert: Great question. Initially, we didn't look at gender differences, we just recorded. We had so many codes already that we didn't look at gender specifically. But then we realised that gender might play a big role. So now we have started to recode the videos. So we just started doing so for one of the biggest city in Myanmar – Mandalay. So far we don't see differences in gender in helmet use. Helmet use in Myanmar is generally low however in Mandalay is really high. Police and enforcement might mean that we won't find the difference in helmet use for gender. But we are still coding this and I will update the fact sheet once we've done this.</p>
<p>Q5. Moderator for Kenya hub: Have you seen that the patterns of your customer base might be changing as a result of apps.</p>
<p>Mando Ride response: In terms of using the app – there is an increased group of customers who were not using motorcycles before. Now they get a sense of security, as they can monitor their journey in real time so we can see that there are more customers who are using boda boda who were not using previously.</p>
<p>Q6. Moderator: Several requests from Nepal and Bangladesh to see the motorcycle taxi curriculum.</p>
<p>The motorcycle taxi curriculum can be found here.</p>
<p>Q7. Nasiru Muhammad Baba, Transaid in Nigeria: What happens to sustainability, vouchers after project ends?</p>
<p>Dr. Elizabeth Ekirapa-Kiracho: With regards to sustainability for the first project – when the project and funding end, the vouchers also end. But then we work with local people to see if they are interested in saving money, keep the money within their group and so forth. They identify a transporter who can be able to transport patients and then the group pays. We are not issuing vouchers but in a sense there is an arrangement where transporter will be able to take passengers. The group can also decide to have transport vouchers prepaid by the community. So in terms of sustainability this would be one of the suggestions. The other option would be to have vouchers that are externally financed for those who can't pay, maybe for those extremely poor.</p>
<p>Q8. From Uganda Hub: How did you control boda bodas to avoid congestion in the city?</p>
<p>Leo Ngowi: There are mandated boundaries where bodas are not allowed to operate. In big cities, like Dar es Salaam, we don't allow bodas to park in the city centre. It is controlled through the regulation.</p>
<p>Q9. Boniface Mbuthia, Options Consulting, Kenya: How long did the study in Myanmar take?</p>
<p>Felix Wilhelm Siebert: The study took about six weeks in total, but not all of that time was spent for setting up the cameras for recording motorcycle traffic. Researching possible locations for observation sites, moving between observation sites, and coding the recorded videos took many days. Not all of this was done in Myanmar during the six weeks. The detailed dates of observation at the eight sites are listed on the last page of the fact sheet uploaded on the Transaid webpage.</p>
<p>Q10. How does Tanzania deal with customer who don't trust sharing helmets?</p>
<p>Leo Ngowi: We're trying to address this issue by preparing disposable inlays that can be put inside the helmet, over your head. Hopefully in the near future this innovation will help to change the current situation.</p>
<p>Q11. From Uganda Hub: How do you manage infighting between different boda bodas. It is a huge problem in Uganda.</p>
<p>Leo Ngowi: We have a strategy, we collaborate with local governments. Local governments in Tanzania are very vast and cover the wide area. Through local leaders in the community we ensure that these boda boda associations are approached. We approach them to ensure that information reaches the associations. So we try to have community leaders really involved.</p>

Q12. From Zambia Hub: Under what public partnership were all these projects implemented to ensure sustainability so this can be mainstreamed to government programmes.
Leo Ngowi: We are using a model that is widely acceptable. At the government we have the law and regulations. The government owns the land and the parking shades. Boda boda can park there, they pay their rent. This money is used to ensure that the government delivers services that the standards are met and the community gets what they need.
Q13. From Zambia Hub: transport for rural areas can't be overemphasised. But what is being done to ensure that there are less accidents in rural traffic.
Dr. Elizabeth Ekirapa-Kiracho: From the experience here in Uganda, I can talk about motorcycle ambulances. They are now using a side car so if you have a women sitting on this it is much more comfortable. She's able to lay down, she can be propped up, she has seat belts, there are also shock absorbers so on bad roads it is more comfortable. This is an improvement I've seen in terms of variety of motorcycle ambulances. But for boda boda themselves I'm not sure if there are any development to make them more comfortable.
Q14. Does the frequency in using boda boda by the women in Uganda vary between rainy and dry season?
Dr. Elizabeth Ekirapa-Kiracho: It is likely but we don't have information on this.
Q15. How safe is it for expectant mother to use boda boda and would boda be an alternative?
Dr. Elizabeth Ekirapa-Kiracho: In places where we work we didn't have many reports of accidents. We had focus group discussions and feedback from the community. There are no accidents reported but this was probably because it much less crowded in the rural areas compared to urban areas like Kampala. It was safe for them to use it. In terms of comfort of course it was not the most comfortable method. In some cases the alternative would be to walk maybe 7km away or they sit on the bicycle that is much less comfortable. The improved situation would be of course the motorcycle ambulance where there is seat. Of course motorised ambulances would be the best but we are not able to afford that. It is better than walking or using a bicycle.
Q16. Bari Shampa, Shifo.org, Sweden: Could we get the contact information for the presenters? I would like to collaborate with Boda Boda.
Please contact Transaid to facilitate introductions. Email us on info@transaid.org
Q17. Bello Abdurrazzaq, Transaid: What do you mean by motorcycle ambulance? Is it the same as motor vehicle ambulance?
Transaid: In the context of Dr Elizabeth's presentation motorcycle taxis (already operating) were being used for emergency transport. There are other products on the market that have been designed for off road patient referral. For example eRanger - click here to read more.
Q18. Andy Bullock, Mott MacDonald, UK: Any consideration of technology e.g. electric motorcycles/bicycles/scooters?
Felix Wilhelm Siebert: In this study we only coded helmet use for riders of motorized two-wheelers, we did not differentiate between electric and non-electric motorcycles and scooters. We also did not register helmet use of bicycle riders, but generally this would be possible with our method.
Q19. Sheila Ejalu, Consultant, Road Safety: What is the plan to train trainers for the boda curriculum in East Africa? Uganda in particular?
Transaid: EAC recently commissioned a piece of work looking at HGV and large passenger services vehicles but that motorcycle taxis were not in scope As far as we are aware there is no standardised approach.

Q20. Mikael Gartner, UNOPS, Denmark: Does helmet use change with weather conditions? Such as rain?

Felix Wilhelm Siebert: Good question! We actually coded weather conditions in regards to rain and we did not find any difference in helmet use when comparing driving in dry or wet conditions. For this analysis we did not differentiate between drivers and passengers:

While short-term weather did not lead to a difference in helmet use in our observations, we want to research the influence of weather on a broader scale in the future. As an example, the rainy season in Myanmar might influence helmet use when compared to the dry season.



Q21. Marko Hingi Tanzania Rural Health Movement, Tanzania: What communication techniques are you using to connect boda and pregnant women also are you aware with Beacon Software SMS Medical dispatch software?

Transaid:: There was no dedicated communication system, riders and communities were using mobile phones. We are aware of the Beacon Software SMS Medical dispatch software in Tanzania (please [click here](#) to find out more).

Hossain Maruf, Work for a Better Bangladesh Trust, Bangladesh

Contribution:

We have 1,778,044 registered motorcycles when the total motor registered motor vehicle number is 2,948,906 in Bangladesh and the number of motorcycles is increasing rapidly. But we don't have any baseline to prepare proper plan to ensure safe movement for passenger. Additionally we have local made vehicle call "Kariman" and "Nasiman" which are one of the causes of road crash in Bangladesh. Because here is no standard for those vehicle even existing laws not allow them. Also drivers do not who drive "Kariman" and "Nasiman" have trained. We have thousands of these kind of vehicles countrywide.

Q22. Jayalath Granie, Road Development Authority, Sri Lanka: Can motorcycle taxi carry a patient kept almost flat?

Transaid: The motorcycle taxis discussed during the webinar did not allow a patient to lie flat. There are other products available, for example with a sidecar. A specially designed trailer could also be attached to a motorcycle taxi to achieve this effect but it is worth noting that in some countries it is not legal to carry people in a trailer behind a vehicle.

Q23. Jayalath Granie, Road Development Authority, Sri Lanka: Is cost of conventional three wheelers expensive compared with motorcycle taxis?

Transaid: Our assumption would be that bajaji would cost significantly more. It would often be unsuitable for use in some rural locations where it would be too big for some tracks. It also is used for a slightly different market - carrying more people or goods than a boda boda, at least in Tanzania.

Q24. Bruno Kinyaga, CILT Tanzania: In most rural areas, riders don't process driving licences and the shortage of traffic officers in those areas led to traffic law enforcement be difficult. What are the best measures that should be taken to address the problem?

Leo Ngowi: There are number of issues facing rural people. No driving schools, police stations are far away, awareness on traffic laws and regulations are inadequate. What we are doing to address this challenge: we

have a collective campaign with traffic police moving together with mobile cars, to facilitate training and issuance of the licenses to drivers and moto taxi operators. The campaigns right now covers three regions. (Mbeya, Kigoma and Mtrara). We experience positive change.

Q25. From Tanzania Hub: How far is regulation reviewed? (what level exactly)?

Leo Ngowi: The areas where we are making a review of the regulation includes:

1. Reduction in number of attachments from 7 to 2 (this help to reduce processing time).
2. Reduction of bureaucratic procedures
3. Extend services to rural areas,
4. Encourage communities in forming and running transport associations
5. Introducing compounding of offences.

Q26. From Tanzania Hub: Does footwear like closed shoes and sandals have any impact on boda boda drivers?

Leo Ngowi: Yes closed shoes are a must while driving. Sandals are not allowed. However, boda boda riders use sandals most of time (penalty applies)

Q27. From Tanzania Hub: Do we know how the implementation of curriculum has reduced motorcycle crashes since its establishment in Tanzania (2016)

Leo Ngowi: No yet. We need to make assessment probably in May 2018

Q28. From Tanzania Hub: Are there possibilities to set standard fares charges for boda boda transport services rather than existing negotiating system?

Leo Ngowi: No. Negotiations is a must as the service is for hire

Q29. From Tanzania Hub: Is it a necessity to use local militia commonly known as ULINZI SHIRIKISHI on boda boda traffic matters while they don't have a sense of the traffic laws?

Leo Ngowi: Not necessary. The community are however involved in self-regulation.

Q30. From Tanzania Hub: Leo of SUMATRA says that they don't allow motorcycles and tricycles in the city of DAR. Is the ban to enter the central business district legal when it's evident that motorcycles are plenty in the city centre and operate even a few metres from the stairs of the central police and at the Kisutu RM's courts gates! What's your comment regarding this?

Leo Ngowi: Yes the ban is mandatory. What they are doing is a breach of law.

Q31. Fiona Marlow, MotoAid, Australia: How well do women take up the boda boda option for transport if in labour?

Transaid: One element of the projects that Transaid implemented has been a focus on adding elements to mother's preparedness plans (which mothers develop with community health workers and at antenatal care classes) first of all to ensure that money has been put aside for transport when its needed but secondly to correctly identify the signals to make sure that transportation occurs prior to labour. This was actually partly in response to a high number of women giving birth at night, and safety concerns about travelling, on the part of the boda boda riders, after dark, the thinking being that if the early signals are recognised, travel can take place before dark. Naturally, this isn't always possible and in a minority of cases, women have used the boda bodas whilst in the early stages of labour. Under these circumstances the boda bodas are not the ideal means of transport particularly from a comfort point of view but as has been mentioned time and again, they are often the only option available. In one instance in Mubende, Uganda, a woman being transported could not continue. The boda boda rider found a safe place for her and her companion to sit by the side of the road and went and found a health worker and brought her to the woman where she successfully assisted in delivering a baby girl.

Q32. Fiona Marlow, MotoAid, Australia: Is it possible to get any evidence that the use of M/C taxis increased attendance at antenatal care?

Transaid: As part of the Merck for Ugandan Mothers programme, the boda boda riders involved transported almost 4000 women to health centres in the final 7 months of the project. 51% of these women were transported in order to attend antenatal care classes. The project team had a huge problem in cross checking these numbers with actual antenatal care attendance at health centres. As a partner in this programme, Transaid was instructed not to work with government run health centres/hospitals. This is because the focus of the programme was in developing their own branded clinics which are privately run. However, 76% of women transported as part of this programme chose to go to a government run health centre or hospital. Without being able to work with these health facilities to capture data evidencing trends in antenatal care attendance, we were restricted to gathering qualitative data. We also had to consider the fact that although almost 4000 women used the emergency transport scheme to access health centres, this didn't necessarily mean that all 4000 of these women would not have done so if the emergency transport scheme was not in place. What we were able to demonstrate was up a 41.6% reduction in the cost of journeys for women and therefore a reduction in the transport related barrier to accessing healthcare.

Q33. Fiona Marlow, MotoAid, Australia: How to increase women being the boda boda driver?

Transaid: During the Merck for Ugandan Mothers programme, whilst we attempted to target female boda boda riders for involvement, only two out of our 330 riders were female. What we found when we started on this programme was that cultural beliefs are a huge barrier to women riding bicycles and motorcycles particularly in the southern and western districts where we were working. Whilst the proportions were still very low, there were more female riders in Uganda's northern districts. We have considered the issue that for the emergency transport scheme to function fully there needs to be a relationship of trust between rider and passenger and that the predominantly male group of riders that we ended up with was a potential threat to this relationship. One idea that we've looked at getting funding for is to partner with a business we know in Uganda called Tugende. 80% of boda boda riders do not own their own motorcycles in Uganda (they hire them). Tugende operates a scheme whereby riders can apply to be loaned a new motorcycle and then make payments from the money that they earn as motorcycle taxis until they own the bike outright. We have considered the idea of operating a scheme with Tugende in rural areas whereby women wanting to become motorcycle taxi riders would be targeted in this way. Unfortunately funding for a pilot of this hasn't been forthcoming so far but we hope to try something in the future.

Q34. Boniface Mbutia, Options Consultancy, Kenya: How does regulation and public awareness work together (SUMATRA)?

Leo Ngowi: The response is still low. An awareness campaign is on progress (TV, newspapers, radio, seminars etc). Unemployment problems prompt young people to employ themselves as boda boda without observing existing laws and regulations. Hopeful the regulation review might give answers to difficulty situations here.

Q35. Paolo Perego, Università Cattolica del Sacro Cuore di Milano, Italy: How do you think to train the boda boda trainers?

Leo Ngowi: This is a big question. Indeed we need to train trainer of trainers. Probably we may ask for assistance on this critical matter.

Q36. Krijn Peters, Swansea University, UK: Just wondering if it is not better to also focus on training other road users. I guess a lot of accidents of motorcycles are caused by cars, buses and trucks which do not have any respect for 'smaller' road users.

Leo Ngowi: Yes you are right. Road Safety education for all.

Felix Wilhelm Siebert: You are absolutely right – not all motorcycle accidents happen between two motorcycles. In this study we mainly focused on helmet use of motorcycle riders, since helmets protect the rider's head in the case of accidents, no matter the cause of the accident.

Q37. Krijn Peters, Swansea University, UK: Governments tend to tax and in some cases harass motorcycle taxis (via police). Are they the right partners to work on improving safety if it they offer so little and just tend to jeopardize MCTs?

Leo Ngowi: They are right partner as by law, Police Officers have to look after different issues. We normally discuss we them the best way to arrest motor taxis without causing harm to them. The situation is getting better.

Q38. Krijn Peters, Swansea University, UK: Is there a gender difference in wearing helmets: in West Africa I know that many female passengers would be reluctant to wear a helmet, especially after they spent half an hour on doing their hair (that is what our female respondents said)

Felix Wilhelm Siebert: We are in the process of recoding our helmet use data, adding gender as a variable.

Gina Porter, Durham University, UK: Contribution:

Helpage findings re issue of 'fungus in Tanzania- an issue for some older passengers on boda boda - also witchcraft concerns.

Q39. Tanzania Hub: You mentioned the authority has some difficulty in regulations - what difficulties?

Leo Ngowi: Low level of implementing MoU with local government. Interference from political leaders.

Q40. Tanzania Hub: How much does each boda boda shade cost?

Leo Ngowi: About 10 million Tanzanian Shillings (equivalent of 3,460 GBP)

Q41. Tanzania Hub: How many boda boda riders can use them at a time?

Leo Ngowi: Experience in Moshi Kilimanjaro, 30 boda bodas, but the association has over 2,000 members. The idea is not to have shade at every boda boda parking area. No. The idea is to have place where association leaders can meet with their member to discuss some issues, giving information to each other and the like.

Q42. Tanzania Hub: What initiatives has Tanzania made to make the trainings more practical for riders?

Transaid: Training is available at the NIT for large organised and funded training. It is also available at the Automobile Association of Tanzania and other providers however their standard might differ. There is the need for Training of Trainers (ToT) to ensure common standard for training.

Q43. Tanzania Hub: The presentation highlighted a number of initiatives undertaken by SUMATRA. No key outcomes/achievements were stated particularly in reduction in prevention of motorcycle related injuries...

Leo Ngowi: We will include an accident reduction strategy in the in the Authority's strategic plan in the next financial year budget.

Q44. Uganda Hub: What advice would you give to the people of Kampala... here we have over 54 boda boda associations and all these associations are not willing to work with each other, but rather they prefer working independently - hence boda associations fighting each other and competing for attention. These have made communication to the boda industry quite difficult and also has failed.

Leo Ngowi: I heard about new strategy In Uganda of all boda boda register in Police station. Probably it will work. On how association work more friendly we do not have the best suggestions, however, the government may be strong in maintaining peace and encourage associations to maintain peace and focus on the main transport issues. (safe, reliable and cost effective)

Q45. Tanzania Hub: You clearly stated there was more deaths registered as a result of the bodas in Myanmar - Do you know the ratio of deaths/victims to drivers and passengers? Do you also share the data of motorcycle uses with the community and could you share with us the outcome?

Felix Wilhelm Siebert: There is no official data about the distribution of deaths and injuries of motorcycle riders between drivers and passenger (that I know of). The WHO is currently trying to revive a hospital based surveillance system that would produce data to answer this question. We share all our data directly with the NGO Myanmar Organization for Road Safety (MORS). The data is used by MORS to target areas where helmet use is low and conduct traffic safety education campaigns in those areas. We also share our data with members of Myanmar’s National Road Safety Council and the Ministry of Health. You can find the fact sheet we produced to share this data on the Transaid webpage.

Q46. Tanzania Hub: Helmet compliance is dependent on enforcement in the first place and people culture afterwards. Do you have a different view on this?

Felix Wilhelm Siebert: I share your view that enforcement plays an important role in increasing helmet use, but I am hesitant to arrange measures for increasing helmet use in a strict order. In my opinion, a mix of traffic safety education and police enforcement is necessary to achieve sustainable helmet use that will hold in the absence of enforcement and permanent traffic safety education campaigns.

Q47. Tanzania Hub: Eastern region in Uganda is broad. Which specific districts are you referring to? As many of the districts rely on bicycles.

Dr. Elizabeth Ekirapa-Kiracho: Kibuku, Pallisa and Kamuli.

Q48. Zambia Hub: Have there been any changes since the intervention were made in Tanzania in regards to road crashes involving boda boda riders?

Leo Ngowi: Unfortunately I do not have figures. But there is a change.

Q49. Zambia Hub: Apart from regulating riders (who are seen to be a hazard to other motorist) what measures can be taken against other road users especially motorist who do pretend to be better road users.

Leo Ngowi: Education and awareness campaigns

Q50. Willilo Shedrack Wellin, STET International (T) Limited, Tanzania: Did you look at how the road planning contribute to road accidents for boda boda for both rural and urban areas? By the way do road planners plan for boda boda transport in our roads in Tanzania for instance? What initiatives as regulator you are doing to engage them?

Leo Ngowi: The planners are supposed to do that. However not much is done.

Q51. Willilo Shedrack Wellin, STET International (T) Limited, Tanzania: Indeed accidents have increased tremendously as number of boda boda increases across Africa and Asia. Are real benefits of boda boda outweighing costs especially accident costs especially in urban areas? Should regulators consider ban of boda boda in urban areas?

Based on my experience, accidents are not much in rural areas and usually when it happens it's mostly due to skidding and may not necessarily involve different mode say a car and a boda boda. This being the case, impact is relatively low compared to urban crashes where mostly involves different mode (boda boda Vs high lever mode). The difference is due to the fact that rural roads are mostly gravel with big camber for easy drainage which makes it difficult during overtaking as every mode rides at the middle of the road. How should rural road planners be engaged to plan for boda boda transport?

Felix Wilhelm Siebert: This is a complicated question, as it touches not only on road safety, but also on the topic of economics. First a thought on increasing motorization and traffic accidents: In my opinion, economic growth and the accompanying increase in motorized vehicle traffic does not need to be followed by an increase in road traffic injuries and fatalities.

The challenge I see is the suddenness of economic growth that is not matched with equally fast measures to increase traffic safety education, improve traffic infrastructure, tighten traffic laws, and enforcement of these laws. In case of Myanmar, most efforts to increase traffic safety only came underway as the number of traffic related injuries and fatalities had already increased considerably. A proactive approach to traffic safety might have allowed to reduce this increase. I do not see a natural connection between increased motorization of a country and the relative number of traffic accidents.

For your specific question about banning motorcycles in urban areas, I am not sure if this is a beneficial approach to improve road safety. In our observations, we found that helmet use in urban areas is much higher than in rural areas. Furthermore, in the example of Myanmar, people do not buy motorcycles because they prefer them to cars, they buy motorcycles because they are considerably cheaper than cars. Therefore, banning motorcycles in urban areas directly cuts into the mobility of inhabitants since they cannot just switch to cars as a means of transport. Furthermore, in Myanmar, there is often no local public transport that people can use to get around.

Q52. Michael Sebalu, SA logistics, Uganda: How was the training curriculum disseminated to the rural riders?

Leo Ngowi: It is done through Traffic Police training division. The curriculum is issued to driving schools who must use the approved curricula.

Q53. Michael Sebalu, SA logistics, Uganda: Do you have any results of reduction in crashes after training?

Leo Ngowi: Not now. I will check with Traffic Police

Q54. Carol Beauchemin, Thai Safe Rider, UK: I fully commend the introduction of rider training based on compliance thinking. Unfortunately, there is an issue with hyper compliance that is becoming a problem elsewhere. What of the new thinking that challenges the approach based on "safety II" thinking? Giving people the skills they need to avoid accidents in the real world. Rather than the assumption that following the rules automatically means accident

Helmet use graph demonstrates the limits of compliance thinking. If you only rely on enforcement to make people wear helmets then it will continue to fail. In a majority Buddhist country, helmets challenge core beliefs of people who believe in reincarnation and Karma. Safety cannot be enforced, only compliance! Rather than focus on enforcing PPE, what about better training on accident avoidance?

With respect, there has been work on why people do not wear helmets. But it misses the point due to its compliance focus. We also know why the majority of accidents happen and just following the rules does not directly stop accidents. We can target training at avoiding the need for helmets in the first place. But with the current focus on Helmet compliance, such initiatives are being overlooked.

Felix Wilhelm Siebert: These are very interesting thoughts on different approaches to traffic safety and on the possibilities and limitations of enforcement of traffic laws.

There is irrevocable evidence that wearing a helmet reduces the risk of head injuries in motorcycle accidents.

We conducted the study I presented in the webinar, because we wanted to know more about helmet use in Myanmar. Before our study there was no comprehensive estimation of helmet use in the country. Our study gives a first indication of helmet use in different regions of Myanmar.

Since our study was observational, we do not presume to know why motorcycle riders in Myanmar wear helmets or why they don't. We observed that helmet use differs widely between observation sites, and we want to research factors that help to explain these differences in the future. In this research, we do not limit



our focus to police enforcement of helmet use as the only factor, but it will certainly be a factor we will investigate.

For your argument of studies researching reasons for non-helmet use "missing the point": I would like to argue that riders in different countries might have different reasons to wear a helmet. In your question you presume religion as a possible influence on helmet use yourself, so I hope you can agree that there might be additional factors that influence helmet use.

There are different approaches to prevent traffic injuries and fatalities. Some approaches target traffic safety education and driver training to prevent accidents. Some aim to lessen the damage caused by accidents (as helmets do). Some target fast and high-quality post-crash care to lessen effects of accidents. In my opinion, all these approaches are valid approaches and need to be focused on, and while I personally research reasons for helmet use, I will never question the validity of other approaches to improve traffic safety.