



The Introduction of Motorbikes into Ministry of Health Zambezia Province, Mozambique

Project Location: Zambezia Province, Mozambique

Project Start Date: 6th February 2001

Project Duration: 1 month

Introduction:

The Zambezi motorbike pilot project was a collaboration between the Ministry of Health (MOH) Mozambique, Save the Children Fund (SCF), UNICEF and Ministry of Health Ghana. Transaid was the main coordinator of the project. A report was produced as a result of the Training of Trainers and Rider Training carried out by a team of Master Trainers from Ministry of Health Ghana. The MOH Mozambique Motorbike Management Project was a response to recommendations made by two consultants from Transaid who carried out preliminary work on the establishment of the project. The training took place in Murrumbala in the Zambezia Province from the 6th to 26th February 2001.

The aims of the project were-

- To train six pre-selected health workers from the Zambezia Province as local trainers
- To supervise the local trainers in training 15 health staff as riders
- To instigate a 'Zero Breakdown System' into the MOH motorbike project
- To introduce a motorbike management system
- To give relevant recommendations which would enhance the progress and eventual success of the project

Methodology:

The two Master Trainers from the MOH Ghana arrived in Mozambique on the 1st February 2001 and continued to Zambezia Province on the 4th February.

The trainers had an initial meeting with the health programme officer from SCF, which culminated in updating the training programme. The trainers briefed the SCF coordinator on the reviewed programme and other administrative issues.

The trainers conversed with the District Director of Health and the District Political Administrator, with whom they thoroughly discussed the training programme.

During the first week, 6 health workers were trained as riders and were taken through the rudiments of general riding. Week 2 was devoted to the Training of Trainers and Rider Training. This segment of training was planned and implemented by the local trainers under the supervision of the instructors.

The Rider Training for the Trainers (RTOT) began with the establishment of the code of ethics for both riders and trainers. A practical pretext was conducted to assess their knowledge, skills and attitude in riding. The group were then broken into smaller groups according to their experience and competencies. The participants were taken through all the rudiments of general riding, defensive riding and planned preventative maintenance.

The following skills were stressed:

- General riding-
 - Balancing
 - Riding through hazards
 - Rider concentration, road regulation, safety measures
- Defensive riding-
 - Accident prevention
 - Overtaking procedures
 - Road discipline
 - Use of lights
 - Observation and reactions
 - Road positioning
 - Signally
 - Courtesy on the road
- Planned Preventative Maintenance-
 - Daily checks
 - Weekly checks
 - Case reporting

Two mechanics (who had already been trained as trainers) were taken through the modular maintenance system. This was to ensure Zero Breakdown of the motorbikes.

The District Health Director from the MOH and the project officer from the SCF were given brief training in fleet management. This was to ensure that they were equipped with the knowledge and skills to enable them to appreciate the problems of riders and mechanics, monitor their activities and provide necessary moral and logistic support to enable them to carry out their assigned roles and responsibilities.

The main methods of teaching were oral instructions, group discussion, reading, trainer led demonstrations by trainees and individual instructions. Teaching instructions were given in English and translated into Portuguese for the participants. The training was divided into three main parts; General Riding, Defensive Riding and Planned Preventative Maintenance.

The Master Trainers, accompanied by the District Director and the Project Officer, made extensive visits to the periphery of the district. This gave them first hand information regarding the nature of the roads. The content of the training was consequently modified to meet the local situations and challenges on the field.

19 AG 100 Yamaha motorbikes were presented to the Master Trainers. On inspection it was detected that 10 out of the 19 bikes

had been used and had already travelled 150-200km. Preventative measures were immediately implemented to prevent any deterioration and major servicing was immediately carried out on all the bikes. All the cables were lubricated, bolts and nuts were fastened and other moveable parts were lubricated. These measures were to bring the bikes in line with the Zero Breakdown System.

Outcomes:

At the end of the programme all participants responded to a post programme evaluation. They unanimously appreciated the importance of the training and claimed it would facilitate their work as service providers. They, among other things, acknowledged that they had learned new skills. They, however, felt that the training days were rather short and they would need more days to rehearse the numerous skills they have learnt.

The training for the local trainers ended with a test. The test was designed to bring all the basic techniques into play and riders are to express appropriate skills knowledge and attitude to accomplish the given task. At the end of the test all 6 participants came out successfully.

Therefore, all 6 local trainers and 13 riders were successfully trained. Although the programme was generally successful, the section on management training was deemed too short. It is recommended that a longer period of time dedicated to management training would be beneficial. When the initial report was written it was hoped that special emphasis would be put on fleet management during the two officer's proposed study tour later in the year.

Conclusion:

Overall the project was a great success. The participants showed a high sense of commitment and sincerity. Transaid were also given administrative, material and moral support. This supported enabled Transaid to carry out the set goal within the limited timeframe. The original report had hope and conviction that, because of the enthusiasm and zeal put in by all the stakeholders, the Mozambique motorbike project would be highly successful in a long term capacity.

To further enhance the programme and ensure its success, the following recommendations were made-

- Transport officers should be appointed in every district to monitor the use of the bikes by ensuring that log sheets are well used, collated and analysed
- Periodic in-service/refresher training for all riders and mechanics
- Secondary riders must be trained for each motorbike
- Strong management support for both mechanics and riders to ensure prompt maintenance and response to other complaints from mechanics and riders
- The master trainers from Ghana should visit Mozambique to appraise the programme and address any problems that might have developed after the bikes had been used for a year

Tools Utilised: Report on the introduction of motorbikes into Ministry of Health Zambezia Province of the Republic of Mozambique, Motorcycles for Health Project- Zambezia

Partners: Ministry of Health Mozambique, Save the Children Fund, UNICEF and Ministry of Health Ghana

About Transaid:

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

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

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

Contact:

Transaid
137 Euston Road, London NW1 2AA
United Kingdom

t: +44 (0)20 7387 8136
f: +44 (0)20 7387 2669
e: info@transaid.org
www.transaid.org

Transaid Worldwide Services Ltd is registered in England as a company limited by guarantee. Registered no 3511363. Registered charity no 1072105. Patron HRH The Princess Royal.