



ReCAP
Research for Community Access Partnership



An introductory Webinar: Motorcycle Taxis in the Rural Context in Sub-Saharan Africa and South Asia

Final Report



Transaid

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The views in this document are those of the authors and they do not necessarily reflect the views of the Research for Community Access Partnership (ReCAP), or Cardno Emerging Markets (UK) Ltd for whom the document was prepared

Cover Photo: Photograph of a motorcycle taxi in rural Uganda. Edward O'Connor

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Abstract

On 6th of April 2017 Transaid facilitated an introductory webinar on the topic of Motorcycle Taxis in the rural context of Sub-Saharan Africa and South Asia. This was a Research for Community Access Partnership event and made possible with funding from the Department for International Development.

This 90-minute long webinar brought together African and Asian transport research practitioners, regulators, NGOs and other interested parties from 24 countries. Expert speakers included Mr. Leo Ngowi from the Surface and Marine Transport Regulatory Authority in Tanzania (SUMATRA), Dr. Elizabeth Ekirapa-Kiracho from Makerere University in Uganda and Mr. Felix Wilhelm Siebert from the Technical University of Berlin. Discussion was moderated by Caroline Barber from Transaid and covered: the role of motorcycle taxis in enabling people in rural Uganda access health care, regulations that are being implemented to manage motorcycle taxis in Tanzania, research on helmet use in Myanmar and innovations and technology which are changing the way people access motorcycle taxis.

150 people registered and 59 joined the live broadcast. Transaid also set up ‘link-up hubs’ in Kenya, Tanzania, Uganda and Zambia for 36 country stakeholders to listen to the presentations together. Post event feedback stressed the need for more discussion platforms like this one and it was described as a great learning experience. Participants however would appreciate more time for debate and Q&A.

Key words

Motorcycle taxi, boda boda, helmet, training curriculum, regulation, road safety, maternal health, phone application

RESEACH FOR COMMUNITY ACCESS PARTNERSHIP (ReCAP) *Safe and sustainable transport for rural communities*

ReCAP is a research programme, funded by UK Aid, with the aim of promoting safe and sustainable transport for rural communities in Africa and Asia. ReCAP comprises the Africa Community Access Partnership (AfCAP) and the Asia Community Access Partnership (AsCAP). These partnerships support knowledge sharing between participating countries in order to enhance the uptake of low cost, proven solutions for rural access that maximise the use of local resources. The ReCAP programme is managed by Cardno Emerging Markets (UK) Ltd.

See www.research4cap.org

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We are also grateful to ReCAP and DFID whose funding has made this webinar possible.

Acronyms, Units and Currencies

\$USD	United States Dollar (US\$ 1.00 ≈ provide conversion to local currencies)
ADB	Asian Development Bank
ADTM	Advanced Diploma in Transport Management
AfCAP	Africa Community Access Partnership
APP	Application (Computer Program)
AsCAP	Asia Community Access Partnership
AAT	Automobile Association of Tanzania
DfID	Department for International Development
EAC	East Africa Community
GBP	Great British Pound
GMT	Greenwich Mean Time
GPS	Global positioning system
IFRTD	International Forum for Rural Transport and Development
KM	Knowledge Management
LED	Light Emitting Diode
MANEST	Maternal and Newborn Study
MANIFEST	Maternal and Neonatal Implementation for Equitable Systems
MORS	Myanmar Organization for Road Safety
NACTE	National Council for Technical Education
NGO	Non-Governmental Organisation
NIT	National Institute of Transport
PhD	Philosophiae Doctor (doctor of philosophy)
Q&A	Question and Answer
ReCAP	Research for Community Access Partnership
RICS	Royal Institute of Chartered Surveyors
SUMATRA	Surface and Marine Transport Regulatory Authority – Tanzania
ToT	Training of Trainers
UK	United Kingdom (of Great Britain and Northern Ireland)
UKAid	United Kingdom Aid (Department for International Development, UK)
WHO	World Health Organisation

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1 Executive summary

The Research for Community Access Partnership (ReCAP) is a six-year programme of applied research and knowledge dissemination funded by a grant from the UK Government through the Department for International Development (DfID). The overall aim is to promote safe and sustainable rural access in Africa and Asia through research and knowledge sharing between participating countries and the wider community. ReCAP's Capacity Building and Knowledge Management (KM) strategies focus on building the research capacity of entities in focus countries and on disseminating relevant knowledge, experience and evidence through low-threshold virtual and physical tools and events. The KM strategy in particular addresses the need for relevant online seminars and courses for the widespread dissemination of research expertise and evidence on rural roads and transport services related research in Africa and Asia.

Transaid was appointed to organise and facilitate, on behalf of ReCAP, an introductory webinar on the topic of motorcycle taxis in the rural context of Sub-Saharan Africa and South Asia. This online event allowed participants to follow presentations transmitted over the internet (both audio and visual) and interact with presenters and other participants through live Question & Answer sessions. A webinar provides a pragmatic, low-cost and low-threshold way to share knowledge widely and aligns with both ReCAP and Transaid's approach of disseminating relevant knowledge and reaching out to practitioners in Sub-Saharan Africa and South Asia to promoting transport related knowledge.

Motorcycle taxis have a prominent place in the provision of transport services in both a rural and urban context. In many countries motorcycles and motorcycle taxis are the most common vehicles and may account for 75% of passenger and freight transport on Low Volume Rural Roads. Now is the ideal time to be investigating how motorcycle taxis can be a positive enabler for social change as well as recognising and trying to mitigate against safety concerns. The use of motorcycle taxis in rural Sub-Saharan Africa and South Asia has rapidly increased in recent years. In areas where reliable transport has traditionally been difficult to access, motorcycle taxis offer a flexible, accessible, and door-to-door service. Being able to use motorcycle taxis in such a way is a positive development for many sub-Saharan and South Asian communities, however, with this increased ease of access and increased number of vehicles comes safety concerns. Motorcycles are widely recognised to be a potential threat to both the rider and passenger's safety, and as the number of motorcycle taxis rises, questions around safety and regulation have been asked.

This 90-minute long webinar, organised on the 6th of April at 9.00AM GMT, brought together African and Asian transport researchers, regulators and practitioners from across the globe. Expert speakers included Mr. Leo Ngowi from the Surface and Marine Transport Regulatory Authority in Tanzania (SUMATRA), Dr. Elizabeth Ekirapa Kiracho from Makerere University in Uganda and Mr. Felix Wilhelm Siebert from the Technical University of Berlin. Discussion was moderated by Caroline Barber from Transaid and subjects covered: the role that motorcycle taxis fulfil in enabling people in rural Uganda access health care services, regulations that are being implemented to administer motorcycle taxis in Tanzania, research on helmet use in Myanmar as well as innovations and technology which are changing the way people access motorcycle taxis.

150 people registered and 59, representing 24 countries, participated on the day. Transaid has also organised 'link-up hubs' in Kenya, Tanzania, Uganda and Zambia for 36 country experts to listen to the presentations together and continue the discussion after the webinar. The interactive nature of the event allowed participants to ask questions and receive responses from the presenters during the live webinar, to enhance their learning experience. Transaid received a large number of questions and comments during the webinar. However, due to time limitation and the number of

questions posed not all of them were answered during the live event. Those questions were then passed to presenters and some to Transaid experts whose responses were later submitted to the respective individuals by email.

Questions and comments mainly concerned the presentations delivered, and included general comments on the topic of motorcycle taxis. The most common recurring themes included: challenges of regulating and enforcing law for the motorcycle taxi industry; low utilisation of helmets and other safety gear; training; use of motorcycle taxis for access to health services and the role of innovation and technology. Participants received responses concerning road safety and training; technology; crash data; access to services and professionalisation of the motorcycle taxi sector. Participants were also asked to contribute ideas for future research.

Post event feedback stressed the need and appetite amongst the participants for attending more discussion platforms like this webinar, however, participants would appreciate more time for debate and questions and answers (Q&A) session. The event was described as a great learning experience and one that should initiate a series of webinars of this kind to allow more topics concerning transport for rural communities to be covered.

The recorded edition of the webinar as well as presentations in English and French are available online and have been shared with all registrants including those who missed the event.

2 Background and Objectives

ReCAP's Capacity Building and Knowledge Management strategies focus on building the research capacity of entities in focus countries and on disseminating relevant knowledge, experience and evidence through low-threshold virtual and physical tools and events. Therefore, there is a need for relevant online seminars and courses for the widespread dissemination of research expertise and evidence on rural roads and transport services related research in Africa and Asia.

In many countries motorcycles and motorcycle taxis are the most common vehicles and may account for 75% of passenger and freight transport on Low Volume Rural Roads. Now is the ideal time to be discussing how motorcycle taxis can be a positive enabler for social change as well as recognising and trying to mitigate against safety concerns. The use of motorcycle taxis in rural Sub-Saharan Africa and South Asia has rapidly increased in recent years. In areas where reliable transport has traditionally been difficult to access, motorcycle taxis offer a flexible, accessible, and door-to-door service. Being able to use motorcycle taxis in such a way is a positive development for many sub-Saharan and South Asian communities, however, with this increased ease of access and number of vehicles comes safety concerns. Motorcycles are widely recognised to be a potential threat to the rider, passenger and other road users' safety, and as the number of motorcycle taxis rises, questions around safety and regulation have been asked.

Due to a strong technical grasp of these issues as well as an understanding of institutional and regulatory contexts, Transaid was well placed to organise and facilitate an introductory webinar on the topic of Motorcycle Taxis in the Rural Context in Sub-Saharan Africa and South Asia. The motorcycle taxi webinar aimed to convey key insights into the use of motorcycle taxis, their benefits and the challenges associated with them. A panel of carefully selected experts was appointed to explore key issues.

Contractually, the webinar was to attract a minimum of 30 participants for the live broadcast and bring African and Asian transport research practitioners within research institutes and universities, contributing to their knowledge on the topic of motorcycle taxis as well as practitioners and regulators. The webinar was timed in such a manner as to overlap the relevant time zones for the target audiences in Sub-Saharan Africa and South Asia.

The Terms of Reference required that the webinar had to be interactive, allowing participants to ask questions and get responses from the presenters during the live broadcast, to enhance their learning experience and increase knowledge among participants. The recorded edition of the webinar would be available as an open access resource on the ReCAP and Transaid websites.

3 Methodology

To fulfil the objectives of this assignment Transaid focused on the following during the planning phase of the webinar:

Presenters and key topics

Tasks included creating a comprehensive programme for the webinar; identifying and then supporting the presenters. It was important to find experts who would represent different geographical areas from ReCAP's focus countries and who would offer three different perspectives to the discussion. The speakers were confirmed after consultation with ReCAP. During conversations held in advance of appointing the speakers, it emerged that technology and innovations were becoming an important part of the motorcycle taxi discourse and therefore this angle was also included in the final programme.

Target Audience

Whilst the importance of communication channels and social media was recognised and appreciated, the main strategy in attracting a relevant audience focused on profiling the most relevant participants in ReCAP focus countries. Time was invested in building a comprehensive list of the African and Asian transport research practitioners within research institutes and universities as well as other key stakeholders and contacting them directly and through the communication campaign. It was also recognised that many of the key stakeholders were not familiar with the webinar software and therefore Transaid offered to support and help familiarise them with the webinar functions.

Communications and Marketing

A comprehensive communications and marketing plan was created to cover the following elements: a landing page on Transaid's website with relevant webinar information and registration form, e-communication (through ReCAP and Transaid e-newsletters) and social media. Initially, it was also planned to include advertisements in a number of relevant newspapers in key countries but due to high cost and unclear return rates it was decided against. Instead a feature describing the profile of the event was translated into French and Swahili and shared with colleagues in Cameroon, Madagascar, DRC, Tanzania and Kenya. It was also held on Transaid's and on websites of International Forum for Rural Transport Development (IRFTD) in Kenya and Amend in Tanzania. Additionally, four 'link-up hubs' were coordinated in Kenya, Tanzania, Uganda and Zambia. Practically, they allowed people to meet and dial in to listen to the presentations together and continue peer debate after the webinar finished. Each of the hubs had a lead facilitator responsible for coordination of the event, capturing discussion and feedback. Refreshments were provided at the hubs as well as a modest transport allowance.

Software

The GoToWebinar software used for the event allowed interaction including asking questions, and making comments. Participants were able to view the power point presentations in real time during the webinar. The webinar software allowed Transaid to track registrations and see the profile of the registrants as well as communicate with them pre- and post-event. It enabled Transaid to share a post webinar survey and access statistics related to attentiveness of participants during the webinar. It also enabled to record the online session and make it available for future viewing (please see Appendix A).

4 Webinar Programme

Subject: Introductory Webinar on the topic of Motorcycle Taxis in the Rural Context in Sub-Saharan Africa and South Asia. (Please see Appendix B for biographies of the speakers and Appendix C for a Webinar Full Programme)		
Time: April 6, 2017 at 00.00-10.30 GMT		
Welcome and Introduction (5 minutes)	Caroline Barber, Transaid Moderator	Introduction to ReCAP and previous work on motorcycle taxis and a brief overview on the importance of motorcycle taxis in rural areas.
Presentation 1: Motorcycle Taxis and Tanzania (12 minutes)	Leo Ngowi, Manager Road Licensing and Monitoring, SUMATRA	Perspective of the regulator from a country that has dealt with an influx of motorcycle taxis.
Presentation 2: Helmet Use – Myanmar motorcycle riders (8 minutes)	Felix Wilhelm Siebert, Technical University of Berlin	Findings from the research on motorcycle traffic and helmet use conducted by presenter in collaboration with the Myanmar Organization for Road Safety, the Myanmar Traffic Police Force, the Technical University of Berlin, and the Leuphana University Lueneburg.
Presentation 3: Improving access to transport services with Boda Boda. Lessons from Eastern Uganda. (14 minutes)	Dr Elizabeth Ekirapa-Kiracho, Makerere University	Findings from three maternal health programs in Uganda aimed at increasing access to institutional deliveries by improving access to transport services, financial access and quality of maternal health services.
Questions for Speakers (18 minutes)	Moderator led	<p>Question for Leo Ngowi: what do you think the role of Motorcycle taxi associations can have in improving both rural access as well as safety?</p> <p>Question for Felix Wilhelm Siebert: Is there scope to adapt your methodology to other countries and understand more about motorcycle taxis in rural areas, causes of crashes?</p> <p>Question for dr. Elizabeth Ekirapa-Kiracho: How can this work be scaled up for wider access to health services in the country and what is required?</p>
Hand over to Kenya Link-Up Hub	Grace Muhia	An introduction to innovations and mobile apps solutions for motorcycle taxis sector in Kenya.
Live Q&A with Audience (25 minutes)	Moderator Led	A selection of questions passed to presenters for live answers. Questions were also answered in writing by three Transaid's colleagues.
Future Research Discussion	Moderator Led	Participants share ideas for future research on the topic of motorcycle taxis.
Closing remarks	Moderator	
Discussion in link-up hubs	Kenya, Tanzania, Uganda and Zambia	The hubs continued the discussion after the webinar has closed. This was an opportunity to gather context specific information and also to collect ideas on future research.

Table 1. Webinar Programme

5 Webinar Summary (including Question and Answer highlights)

The webinar commenced with a welcome from Caroline Barber, head of programmes at Transaid, who moderated the session. The introduction provided a brief overview of the multiple applications of motorcycle taxis in countries across the world and recognised that motorcycle taxis present both challenges and opportunities. The moderator then handed over to first speaker, Mr. Leo Ngowi, Manager Road Licensing and Monitoring in SUMATRA in Tanzania.

Mr. Ngowi started with an overview of motorcycle taxis in Tanzania. He explained that they were authorised as public transport in 2009, described their role in rural and urban areas, particularly where no other transport is available. Data presented by Mr Ngowi demonstrates that there is a continued increase in numbers of vehicles being registered and used as a mean of transport. This however has road safety implications with increased numbers of road crashes and growing numbers of untrained and unlicensed riders. Mr. Ngowi explained various initiatives that SUMATRA has been involved in and how challenging it is for the government to regulate the informal industry. He highlighted efforts that have been made and shared information about the development of a standardised curriculum for motorcycles and three wheelers, which was funded by Africa Community Access Partnership (AFCAP). SUMATRA's work with various stakeholders, including motorcycle associations and passengers, showed that there is a desire for training but it needs to be available and affordable. The curriculum has now been translated into Swahili and SUMATRA is focusing on championing its wider adoption. There are also other projects that have been undertaken by the authority in cooperation with motorcycle taxi associations, for example the construction of parking shades for motorcycle taxis riders in ten different regions of Tanzania, and consequently creating a meeting place for riders. Mr. Ngowi also talked about the national helmet campaign and its results. Mr. Ngowi concluded by sharing advice on how to approach the motorcycle taxi phenomenon. The key suggestions related to remembering that these riders fill an important gap in the market, and their sector should not be overregulated. He stressed that any changes in regulations should be prepared in consultation with the key stakeholders, the need for quality training and introduction of laws around helmet use as well as strategies for reaching rural areas.

The second presentation was dedicated to describing research on motorcycle traffic and helmet use in Myanmar conducted by Felix Wilhelm Siebert from the Technical University of Berlin and his partners from Myanmar Organization for Road Safety (MORS), the Myanmar Traffic Police Force and the Leuphana University Lueneburg. In Myanmar, in last few years there had been a visible increase in use of motorcycles and related fatalities, yet the country lacked robust data. Mr. Siebert explained their methodology, which used a cost effective solution, a video based observation study, and shared a short sequence captured during the observation. He explained that researchers assigned a code to each of the sequences showing helmet use, position on the motorcycle, number of passengers, time of day, and compared differences between rural and urban use from 1,020 motorcycles. The data shows that helmet use drops drastically for every additional passenger on the motorcycle and that the first passenger only wears the helmet in 50% of cases and varies depending on the location and time of the day. Mr Siebert also gave a brief instruction on how to build a waterproof traffic observation camera from a Raspberry pi mini-computer and a power-bank, explaining that it could be achieved with as little as USD60.

The final presentation was given by Dr Ekirapa-Kiracho from the Makerere University School of Public Health in Uganda. Dr Ekirapa-Kiracho shared her experiences on how motorcycle taxis are improving access to transport services in rural Uganda with a particular focus on maternal health. She began by setting out the context for access to services in rural Uganda, where on average 72% women live within 5 km of a health facility, however some women live further. The majority of

households experience problems around affordability and availability of the transport, which very often result in delays in receiving appropriate health care. Dr. Ekirapa-Kiracho shared results from three different projects - Safe Deliveries, MANEST (Maternal and Newborn Study) and MANIFEST (The Maternal and Neonatal Implementation for Equitable Systems) - aimed at building engagement between the communities and transporters in providing transport services. She described transport initiatives and various ways in which stakeholders were sensitised, which included transport vouchers and prepayment systems for entire groups, and thus saving funds for transport services. Dr. Ekirapa-Kiracho shared findings around challenges which the projects encountered as well as lessons learned. She concluded by stressing that involvement of motorcycle taxis in health programmes will only be effective if there is enough attention paid to the safety of this form of transport (safety clothing as well as responsible safe riding) whilst riders should also fully accept their social responsibility and avoid exploiting vulnerable clients. She advised that motorcycle riders should cooperate with health providers whilst communities should contribute to transport costs so as to provide an incentive for the riders.

The moderator posed questions to all three presenters, asking for further details related to their respective presentations. After that, the Kenyan hub was brought into the discussion to describe innovations and developments in terms of new technologies that are currently taking place in the country. Grace Muhia, a facilitator of the hub and transport researcher, introduced Mr. Kelvin Maina from Mondo Ride who presented an app that they use to connect riders with passengers and benefits of this solution. Mrs Muhia then described another innovation available in country. Two brothers, Joseph and Charles Muchene have designed a “smart jacket” for motorcycle taxi riders with a built-in GPS tracking device and LED-light source bars on the back of the jacket which lights up when riders want to indicate that they are turning. This is used instead of a hand signal, which helps to maintain motorist’s stability.

Live Q&A ranks as the most widely used interactive tool in the webinar experience. It is an excellent way to directly engage with the audience and address their questions, comments, and interests in real time. This proved to be the case during the motorcycle taxi Q&A session. Questions posed concerned the presentations, commented on them and included general comments regarding the topic of motorcycle taxis. Three people from the Transaid team were in charge of managing incoming questions – responding instantly or selecting for presenters. A large number of incoming questions meant that not all of them were passed on for presenters to comment in real time. It is clear that there is an appetite for further discussion on this subject and 90 minutes long session was not enough to debate on all emerging matters. However, the webinar was an introductory webinar to start a discussion and to engage on this topic and in this regard has been successful. All the respective questions for the presenters have been answered following the webinar and shared with those who posed them. A full version of Q&A including additional answers can be found in Appendix E.

6 The role of the ‘link-up hubs’

Four ‘link-up hubs’, located in four of the ReCAP partner countries, were coordinated on the day to enable local transport experts to meet and listen to the presentations together. The hubs played a dual role – allowing those not very familiar with the webinar technology to take part and creating a space for attending professionals to meet, network and continue the discussion off line. Discussion that followed the webinar focused on different subjects in each of the hubs and presented below is an overview of the emerging discussion points in the four respective locations.

6.1 Kenya

A hub was held in Nairobi in the Ashaki Hotel on Kindaruma Road. Ten people were in attendance representing Mondo Ride, Mantle Africa, My Ride, Exquisite Designs, two urban planners and the International Forum for Rural Transport and Development (Full list of attendees available in Appendix D). Discussion included the following topics:

6.1.1 Innovations

During the discussion it was agreed that innovations applied to the motorcycle taxi industry will have a positive impact on the image of this sector and allow to perceive it as more professional. It was also noted that all of the attendees were between 25-30 years of age and the young generation are highly involved and interested in driving innovations forward in Kenya.

6.1.2 Gambling

It was commented that many of the riders in Kenya engage in gambling, spending as much as 1,200 Kenyan Shilling (USD 120) a week. It was opined that riders are willing to spend their income on gambling rather than attend training on safety issues, or buy safety gear. It should be noted that gambling is a wider social issue and the authors of this report are not implying that there is a direct link between gambling and motorcycle riding.

6.1.3 Safety

Companies that use applications like Mondo require their riders to demonstrate “good conduct”, to have a licence and to ensure they wear protective clothing. Riders need to be educated in regard to safety issues, how to manage their income or how to invest.

6.1.4 Training

It was clear that there is still a need to create opportunities for training and build the capacity of the industry. It was highlighted that many riders suffer from post-accident trauma after an accident which renders their ability to ride again and leads to losing income.

6.2 Tanzania

The Tanzanian link-up hub was held at the National Institute of Transport in Dar es Salaam. Ten people attended representing a variety of local stakeholders including AMEND, Traffic Police and Tanzania National Institute for Medical Research (Full list of attendees available in Appendix D). There was a keen interest in all matters presented through presentations. The majority of the attendees were interested in knowing more about the traffic jackets in Kenya as well as the research and methodology conducted in Myanmar.

All attendees in Tanzania acknowledged that the presentations were a ‘stimulating discourse’ and appreciated their opportunity to attend via the hub as it presented an opportunity for dialogue and generated exciting future research questions. The hub was hailed as a great networking opportunity, with some of the attendees meeting for the first time in person. There were questions as to what would happen next as the webinar itself is termed ‘an introductory webinar’ and this is a general reflection of interest and its positive reception. Discussion included the following matters:

6.2.1 Different application of motorcycle taxis

It was noted that motorcycle taxis are a feasible and affordable mode of transport and that they are practical, cost effective and easy to maintain. There is undeniable support for motorcycle taxis as a force for positive social change, for instance, with some attendees advocating for them to be used for maternal health purposes in rural areas and some, as a general driver for ‘social and economic development’.

6.2.2 Innovations

The safety jacket from Kenya, and research conducted in Myanmar were the main interest points, owing perhaps to the affordability of the technology and its relevance in terms of mitigating against road safety issues.

6.2.3 Legislation and law enforcement

Questions were raised in regard to the effectiveness of legislative measures taken by regulators and whether law enforcement was adequately equipped to deal with enforcing the laws. There were road safety concerns about methods used by traffic police to stop riders. Some of the methods used by the police were considered dangerous and reportedly include the use of ‘long sticks’ to knock down riders, in some instances even with passengers on board.

6.2.4 Use for maternal health in a rural context

The main discussion points were raised on the issue of motorcycle taxi as a force for a good development especially from a maternal health perspective. One of the attendees was eager to share their experience which took place in a rural context.

6.3 Uganda

A link-up hub was held in Kampala, in the Maarifa School of Catering near the British High Commission. Nine people attended representing key local stakeholders ranging from regulators, practitioners, operators and local NGOs (Full list of attendees available in Appendix D). Discussion included the following matters:

6.3.1 Apps technology and safety

Rapa Thomson Ricky, a Director at SafeBoda (a community of professional, trained motorcycle taxi drivers) explained that they exist to offer a safe and secure motorcycle taxi experience in Africa. They believe that a market-based solution which incentivises road safety can prevent injury and death and significantly reduce public health costs. There is a community of SafeBoda drivers and responsible passengers using a mobile application to find each other.

6.4 Zambia

A hub was held in Lusaka at Tecla Lodge, Manda Hill Road in Olympia Park. Seven people attended and stakeholders represented the following areas: enforcement and law, driver training and policy making (Full list of attendees available in Appendix D). Discussion included the following topics:

6.4.1 Training

The group was interested to see the training curriculum for motorcycle riders for Eastern African Countries. There was an interest in the lessons that can be learned for Zambia.

6.4.2 Enforcement and government policies

Unlike in other East African countries, motorcycle taxis are banned in Zambia. However, there is a visible increase in the use of two wheeled vehicles especially in Eastern Province. Participants were interested in Mr Ngowi's presentation and Tanzanian awareness campaigns that aim to ensure road safety. The Road Transport Safety Agency representative was concerned that even though there is a ban in Zambia to use motorcycle taxis, some people would still use them illegally to provide transport services. In rural areas and in small towns there is a huge demand for inexpensive Chinese motorcycles and this might influence people in using them for commercial transport. Zambia would like to learn about the impact of motorcycle taxis on road safety, what authorities are doing and what the future looks like in a country that uses motorcycles as mode of commercial transport.

6.4.3 Visibility of motorcycle riders

Participants discussed a requirement for high visibility outfits for riders and wondered whether there is any research in this area. A regulation that enforces a need for high visibility clothing could be effective especially in those countries where motorists have very bad attitude towards other road users as it would at least introduce a requirement to be visible on the road.

6.4.4 Comfort of the rider

Participants also discussed comfort of passengers of motorcycle taxis, stressing that this should be taken into consideration by regulators and operators themselves.



Photograph 1. Link-up Hub in Uganda



Photograph 2. Link-up Hub in Kenya

7 Webinar Metrics

GoToWebinar software was used to facilitate the webinar and pre and post communication with the registrants and participants. This software provides also a suite of statistics to evaluate the success of the webinar. All the statistics in this section use data provided by GoToWebinar reporting function as well as directly from facilitators of the four link-up hubs.

Number of registrants	150
Geographical location of registrants	Australia, Bangladesh, Belgium, Brazil, Cameroon, Canada, Denmark, Ecuador, Ethiopia, France, Germany, Ghana, Ireland, Italy, Japan, Kenya, Madagascar, Malawi, Malaysia, Myanmar, Namibia, Nepal, Netherlands, Nigeria, Philippines, Portugal, Rwanda, Senegal, Sierra Leone, Sri Lanka, Sweden, Switzerland, Tanzania, Thailand, Uganda, United Kingdom, United States, Zambia, and Zimbabwe
Number of online participants	59
Geographical location of participants	Australia, Bangladesh, Cameroon, Canada, Denmark, Germany, Ghana, Ireland, Italy, Kenya, Madagascar, Malaysia, Namibia, Netherlands, Nigeria, Portugal, Sri Lanka, Sweden, Switzerland, Tanzania, Thailand, Uganda, United Kingdom, Zambia
Number of link-up hub participants	36
Geographical location of link-up hubs	Kenya, Tanzania, Uganda, Zambia
Length of the session	90 minutes
Average time in session (an average time attendees stayed in session)	79 minutes
Average attentiveness (the average percentage attendees had the GoToWebinar Viewer as their primary screen)	58%
Average interested rating (the average rating of attendee's interest during the webinar, i.e. interactions via polls, surveys, Q&A)	1.7%
Online survey response (the average percentage attendees responded to survey).	31%
Hub survey response	100%

Table 2. Webinar Matrix

Source: GoToWebinar Insight Reports



Figure 1. Location of participants (hubs in green and online participants in red)

According to the above matrix the webinar registrant to attendee conversion rate was 39% According to the ON24 2017 Webinar Benchmarks Report market average is around 30% and a conversion rate between 35% and 45% should be considered a strong result.

The webinar was promoted via a number of communication channels that included: e-communication via Transaid and ReCAP e-shots; a landing page on Transaid's website and social media including an individual sharing option via LinkedIn. Participants were also encouraged to follow and contribute to live social media tweets during the event.

Following the webinar all 91 registrants who did not attend the session were sent a link to the online recording. The recording is currently hosted on the Transaid youtube channel (it can be accessed by [clicking here](#)) and has also been promoted via social media announcements. At the time of writing this report it had received 94 views. Promotion of the link will be continued through the Transaid e-shot and during the T2 Conference taking place in Livingstone, Zambia in May 2017.

- A great learning experience for me!
- Well done to the organisers and presenters.
- Effective and educative event!
- This was an introductory webinar, what next?
- Looking forward to more webinars of this kind and more topics to be covered concerning transport for rural communities.
- Very excited to hear so many presenters and voices from the global south, so congratulations on that.
- Involve more stakeholders and create a platform to share knowledge and developments!

Transaid generic e-shot	2,400 contacts (24.6% open rate)
Transaid Programmes e-shot	1,383 contacts (22% open rate, 49 clicks on the webinar link)
Transaid dedicated webinar e-shot	1,397 contacts (19.6% open rate)
Webinar landing page (23.04-now)	339 new sessions
LinkedIn: Transaid Page	552 impressions (388 followers)
LinkedIn: Gary Forster's Page (CEO, Transaid)	782 views (2,258 contacts)

Table 3. Webinar Matrix

Source: Transaid Communication Channels

8 Evaluation Results

An hour after the webinar an email was sent to all participants to thank them for their participation and to ask to complete an evaluation form. Participants who joined via hubs were also invited to evaluate the event. 18 people out of 59 online participants responded via online form (30.5% response rate) and 36 out of 36 hub attendees (100% response rate) responded by completing forms before they left hubs.

A table below presents an overview of responses in order that they appeared in the evaluation form (Please also see Appendix F for a full evaluation form grid with all the answers).

Question	Answer
Question (Q): What is your overall assessment of the value of the event? (1=poor, 5=excellent)	Answer (A): 4.37
Q: Which topics or aspects of the webinar did you find most interesting or useful?	A: Comments included an appreciation of extensive contribution from diverse projects and approaches across Africa and Asia. Responders found all presentations equally interesting and helpful and commented on importance of highlighting road safety issues when it comes to motorcycle taxis, regulators, researcher and practitioners. Responders found subjects related to new technology very useful and they also stressed a need for subject related training for motorcycle riders.
Q: Did the webinar build your understanding of motorcycle taxis in the context of Sub-Saharan Africa and South Asia? (1=not at all, 5=very much)	A: 4.07 (Average)
Q: Do you see scope to apply what you have learned at work?	A: Yes: 37; No: 0; To some extent: 17
Q: How would you assess the quality and relevance of the presentations? (1 = poor, 5 = excellent)	A: 4.1 Average
Q: Further comments on speakers:	A: Received feedback was very positive. Participants found presentations interesting and informative. However, the majority of people would appreciate an opportunity to hear more details and be able to ask more

	questions.
Q: Do you think the webinar could have been made more effective? If so how?	A: A full overview is provided in recommendations section. The majority of responses focused on recommendations to engage with even more varied stakeholders which would include motorcycle taxi riders themselves as well as relevant associations for riders and passengers. Participants would also appreciate having more time for Q and A session.
Q: Following the presentations and the discussion do you have any further contributions you would like to share?	A: Suggestions included involving more policy makers, regulators and other relevant stakeholders.in the discussion It was also highlighted that more webinars like this should be taking place on the subject of motorcycle taxis.
Q: Are you involved in, or know about any motorcycle research or initiatives that we did not discuss on the webinar but that you can share with us?	A: Some of the participants shared information about their research.
Q: Do you have suggestions for future research on motorcycle taxis?	A: Please see recommendations section.
Q: Please comment on the organisation of the event (from 1 = insufficient to 5= excellent)	A: 4.3
Q: Did you join the webinar remotely or from a 'link-up hub' and how was your experience? (1 = poor, 5 = excellent)	A: Remotely: 4.3 A: Link up hub: 4.1
Q: Further comments or suggestions not previously covered	A: Responses included congratulating on the successful, educative and engaging webinar and encouragement to organise more events of this kind for the topic.

Table 4. Overview of Evaluation Results

9 Recommendations

Whilst the feedback about the webinar was mainly very positive, attendees suggested extending the length of the event. They commented on not having enough time to ask questions and engage in a meaningful conversation. Whilst it is difficult to mitigate this problem during the webinar, Transaid passed all of the questions that were not answered to presenters and then sent responses directly to those who asked the questions (Please see Appendix E).

Hub participants had also highlighted the fact that they would benefit from having more time in the live session to ask questions. However, they did have an opportunity to continue their conversation after the online event finished. They also commented on a need of bringing more stakeholders to ensure more comprehensive representation comprising of everyone involved with the motorcycle taxis sector and working towards improving internet connectivity which, in some cases, impacted on their ability to ask questions and / or follow the presentations. This was an added benefit of individual interaction and networking, which was appreciated by all.

General recommendations based on the feedback:

- Allow more time for participants to contribute, more time for Q&A session, increase the length of the session to 120mins or shorten presentations.
- Offer presentations from more countries to share more experiences in the field of motorcycle taxis.
- Improve internet connection with the hubs and offer them opportunity to contribute more to the discussion.
- Interaction: it would be good to see faces of the participants.
- Ability to see the presenters as well as their slides.
- Presentations slides could be shared in advance to allow people prepare for discussion.
- Host more events like this.

Content recommendations:

- Involve more policy makers.
- Another webinar should focus on more specific sub-topics.
- More focus should be given to motorcycle taxi maintenance.
- Discuss creating community banks and community transport systems.
- More focus on education on technology, training and safety awareness for the motorcycle taxi sector.
- Explore how various stakeholders in Uganda, i.e. Ministry of Works, Police, motorcycle taxis associations, Ministry of Health, and private businesses, form a working team approach.

Other recommendations based on Transaid's own learning from the Webinar:

- Slides transition: there was a delay with slide transition which impacted on quality of the recording. Different software could mitigate this problem.
- Survey: it could be more effective if launched straight after the webinar rather than one hour later. Some of the participants had difficulties in seeing a link to the survey.
- Ensure that participants represent a wide range of stakeholders and allocate extra time and finances if necessary (for example for translators) to enable their participation.

Recommendations for future research

A large number of responses were received to the call for ideas for future research. Those suggestions came during the webinar via chat option as well as a part of the evaluation form. Received suggestions are segregated thematically and presented as they were posed below:

Road Safety and Training

- Crash avoidance
- Accidents are caused by surprises, often these happen at junctions when different road users try to occupy the same road space at the same time. If more focus was given to identifying the accident causes and giving people the skills to stay safe on the roads, many of the accidents could be easily avoided. This should be the focus of research.
- Making safety equipment affordable to riders.
- Visibility and its role in reduction of accidents.
- A disaggregation of motorcycle use and the incident of accidents at different stages in the transport networks.
- The pre and post micro and macro analysis of the socio-economic impact of use of helmets for the both the driver and the passenger(s).
- Research on behavioural issues of riders and accidents.

Technology, innovations and maintenance

- How technology can penetrate motorcycle sector in most African countries.
- How to modify the seats of the two wheelers to be able to support the sick without a need for a third person.
- Leveraging technology to enhance safety and efficiency of motorcycle transport services.
- Can motorcycle taxis be fabricated locally in rural welding shops and garages? More like a moped or motorcycle but with the stable corner.
- Design/development of a motorcycle taxi data management system that can record: names, contacts, areas of work of each rider in a district, education level, training to be done and yet to be done, accident history, motorcycle inspection dates, and helmet use.
- Types of motorcycle that is very suitable for taxi usage both in terms of safety, comfort and environment friendliness.
- Make comparison with motor vehicles.

Motorcycles and livelihoods

- How the bike owners could support livelihoods could be a subject of research.
- Using motorcycles to transport goods.
- Making a motorcycle transport a profession that make a living which is stable and viable.
- Development of motorcycle industry as a business model. This would consist of the following elements: 1) How to enhance savings as the motorcycle taxi business generates daily incomes; 2) Diversification of motorcycle services into such areas as courier services and other forms of delivery. 3) Extent to which operators plough back profits to improve their business operation.

Law and regulations

- How to manage enforcement in urban areas and the potential to work with associations to improve safety.
- Who oversees the minimum conditions of motorbike taxis? How would that be enforced?
- In order to bring down a chain network, there is need to bridge between parties i.e. SUMATRA, traffic police, motorcycle drivers and passengers.

- ‘The dark side of the law’: traffic police and the prevalence of known militia groups and the impact on the long term institutional transparency, accountability and sustainability within the motorcycle taxi industry.
- There seems to be issue of lack sustainability in all the projects implemented in Nigeria, I would suggest that a further research to be conducted focusing on creating synergy of collaboration between government and the implementing organizations on the need to sustain motorcycle Taxis after the end of the projects. All the arms (i.e. executive, legislative and judiciary) of government needs to be involved.

Access to services

- Impact of motorcycle taxis on alleviating health problems in rural areas (maternal/child).
- How the motorcycle taxis can be made more comfortable for pregnant women or the sick.
- After sharing the evidence on the contribution of motorcycle taxis, we need to think more about how to integrate the role of motorcycle taxis into government motorsport systems to improve public health indicators.
- Research should be made in rural areas where motorcycle taxis are the only essential mode of transport. Training in rural areas.
- Evaluation of the motorcycle taxis transporting service on ensuring sustainable rural and urban development.
- The impact brought by motorcycle taxis on reducing maternal and child morbidity/mortality
- Analysis on labour and delivery outcomes after use of motorcycle taxi to get to healthcare facility.
- Improvement of rural paths for their access and security of the rider and passengers.

Professionalising the industry

- How do we better professionalize the profession of motorcycle taxi driver in the bush with roads in bad condition?
- Financing of motorcycle taxis and organisations that are successful at it.
- In Uganda, motorcycle taxis have been used for hit and run crimes; further research should be towards galvanising them as an organised group of individuals. This will also help improve people’s perception towards motorcycle taxis.

Other

- The supply chain and different price of gasoline used in the rural area (Vs in urban area).
- There is quite a bit of earlier research (e.g. work in Nigeria even going back to the 1990s) as well as ongoing studies that would benefit from careful review and reflection before commissioning new studies. But perhaps one approach to consider would be [mixed-method] longitudinal research studies in specific locations where, following baseline data collection, there is regular (say 5 year) re-survey.
- Research needs to include passengers. How to reach them and make them part of the discussion; after all they are the users. Not only look at the policy makers and enforcers. Passenger needs to be held accountable and campaigns designed to target them as well.
- Infrastructure development impact on road safety in Sub-Saharan Africa.
- How do we break down the statistics to reflect motorcycle taxis vs personal use of motorcycles?
- Share experience on the benefits and effect of motor cycle taxis with countries that have data on this.

- In most of Asian countries the Three-wheeler (Tuck Tuck....) is popular and certainly does the very same task the motorcycle taxi does... How viable is the three wheeler in terms of financing and safety against motorcycle taxi.

10 Conclusions

The webinar attracted a large number of transport researchers, regulators and practitioners that specialise in subjects related to motorcycle taxis in Sub-Saharan Africa, South Asia. This webinar provided a pragmatic and effective way to share knowledge widely and communicate with people from 24 countries. It allowed attendees an opportunity to listen to presenters and watch slides in real time. They also had opportunity to actively participate in the conversation through a Q&A session.

The online event was complemented by the facilitation of four in-country 'link-up' hubs, which allowed participants to be invited who might have not been able to join otherwise. Link-up hubs created an opportunity for their participants to meet, network and continue discussion after the online webinar was finished.

Comments received during the webinar and afterwards through the evaluation form suggest that there is a need for such events as this webinar and for continued discussion on motorcycle taxis and related subjects. The webinar proved to be a stimulating event for its participants and has also generated an interesting selection of suggestions for future research.

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Annex A: Webinar recording

A full recording has been supplied as a separate file but can be also accessed here:

<https://www.youtube.com/watch?v=8Rm08pBM-dg>

Annex B: Speakers biographies

Leo Ngowi

Leo has over 15 years working experience in road transport. The first 10 years he spent working as a lecturer at the National Institute of Transport (NIT) and 6 years as a Manager Road in the Transport Regulatory Authority. He holds an Advanced Diploma in Transport Management (ADTM) and Msc in Facilities Management Degree from Leeds Metropolitan University UK (2007). He is a member of the Chartered Institute of Logistics and Transport and Tanzania Institute of Logistics and Transport, Registered by the FM Professional bodies Royal Institute of Chartered Surveyors (RICS), and the British Institute of Facilities Managers (BIFM). He holds a Trainer Certificates of Competence from The National Council for Technical Education (NACTE). In his role he foresees issuance and monitoring licensing conditions for Passenger Service Vehicle, Goods Carrying Vehicles, Motorcycles and tri-cycles in Tanzania.

Felix Wilhelm Siebert

Felix finished his Bachelor's in industrial psychology at the Leuphana University Lüneburg in 2009. He then studied Human Factors at the Technical University of Berlin where he finished his Master degree in 2012. Since 2012 he has been involved with the Leuphana University of Lueneburg and the Technical University of Berlin for his PhD in traffic psychology. In the last 5 years, Felix worked in the field of traffic safety in Asia, conducting research on general driver behavior in China and Japan, and motorcycle safety in Myanmar. In his current project, he works together with the NGO Myanmar Organization for Road Safety, the Myanmar Traffic Police, and the World Health Organization to identify factors influencing helmet use in different regions of Myanmar.

Dr. Elizabeth Ekirapa-Kiracho

Elizabeth is a medical doctor who specialises in the field of public health and health economics. She is a lecturer in the department of health policy planning and management at Makerere University School of Public Health, Uganda. She has been a key investigator in three maternal health programs that are aimed at increasing access to institutional deliveries by improving access to transport services, financial access and quality of maternal health services.

Annex C: Webinar full programme

Introductory Webinar on Motorcycle Taxis in the Rural Context in Sub-Saharan Africa and South Asia.

Date: 6th April 2017: 09:00 GMT*

Session	Speaker	Duration	Notes
Introduction	Moderator Caroline Barber – Head of Programmes Transaid	5 minutes	Introduction to include: high level introduction to ReCAP and previous work on motorcycle taxis, and a quick overview on: their use, growing numbers, obvious benefits and challenges, the transformational role that motorcycle taxis can have in opening up access to essential services, need to consider training, safety, regulation and institutional responsibilities. This webinar will unpack some of the key topics.
Presentation one – Regulation and training (the voice of experience) Tanzania	Leo Ngowi – Manager Road Licensing and Monitoring SUMATRA	12 minutes	Experiences from a country that has dealt with an influx of motorcycle taxis and can present a voice of experience. Presentation will answer the following questions: a) How have motorcycle taxis been handled in Tanzania? b) What were the challenges? c) Outline 1-2 specific interventions that SUMATRA judge as successful d) Summarise the work undertaken on motorcycle training standards with ReCAP. e) Share advice to countries like Zambia and Namibia that are starting to see rise of motorcycles and consequently motorcycle taxis.
Presentation two – Motorcycle traffic and helmet use in Myanmar	Felix Wilhelm Siebert - Technical University of Berlin	8 minutes	Felix Wilhelm Siebert has been working with the Myanmar Organization for Road Safety, the Myanmar Traffic Police Force, the Technical University of Berlin, and the Leuphana University Lueneburg on conducting research on motorcycle traffic and helmet use, since the data on motorcycle helmet use in the Global Status Report on Road Safety was quite old for Myanmar. They set out to collect helmet use data with a bigger sample and also included possible influencing variables, such as position of riders on the motorcycle, population density at the observation site (rural versus urban), time of day, and day of the week. The presentation will include the study design and results and include a short sequence from the observation videos used in the studies. Interestingly the study design is being rolled out in Tanzania later this year which provides a link to show the active sharing of transport research between ReCAP focus countries.

Presentation three – Motorcycle taxis as an enabler for positive social change Uganda	Dr Elizabeth Ekirapa-Kiracho, Makerere University	14 minutes	<p>Dr Elizabeth Ekirapa-Kiracho is a medical doctor who has specialised in the field of public health and health economics. She is a lecturer in the department of health policy planning and management at Makerere University School of Public Health, Uganda. She has been a key investigator in three maternal health programs that are aimed at increasing access to institutional deliveries by improving access to transport services, financial access and quality of maternal health services. Dr Ekirapa-Kiracho will share research findings on the use of motorcycle taxis in Uganda and important further questions raised by her research.</p> <p>We will also ask dr. Ekirapa-Kiracho to reference other research/initiatives that have used motorcycle taxis to improve access to essential health facilities, touch on how this work has differed, the impact and where reports/more info can be accessed.</p>
Moderated discussion	Moderator and speakers	18 minutes	<p>In this session we intend to ask a question about the use of technology relating to motorcycle taxis and hand over to Grace Muhia who is facilitating the Kenya hub** to share two perspectives: a) apps (like uber for motorcycle taxis) and other innovations (jackets with GPS tracking devices). We are also planning how we can hear from a motorcycle rider in Kenya who uses the app.</p> <p>In this session we also intend to ask the speakers about the use of motorcycle taxis to access education/markets.</p>
Q and A with the audience	All	25mins	<p>In this section we will open the floor to our webinar participants.</p> <p>The chat facility will allow our Francophone colleagues to type questions in French if that is their preference.</p>
Future research opportunities and wrap up	Moderator - with ideas posted by participants and also shared through the hubs.	5 mins	<p>Note – the hubs will be able to continue the discussion after the webinar has closed. This is an opportunity to gather context specific information and also to collect ideas on future research opportunities.</p>

*10:00 UK/11:00 Zambia/12:00 Kenya, Madagascar, Uganda/ 15:00 Myanmar.

**Note - we plan to have small 'hubs' in Kenya, Uganda, Zambia, Tanzania and possible Nepal to enable people to come together and dial in with a speaker. This will help those who may have some concerns about webinar technology and to also create space for capturing wider discussion/input. We have earmarked a person to facilitate each hub and ordered mic/speaker for each location.

Annex D: Participant list

ONLINE PARTICIPANTS				
SURNAME	FIRST NAME	COUNTRY	ORGANISATION	TITLE
ANDRIANARINTSALAMA	Romy	Madagascar	CCHP	Sanitary Evacuation System Specialist
AWADH	Abdul	Tanzania	Tanzania Forum Group	Chairman
Afukaar	Francis	Ghana	Building & Road Research Institute	Chief Research Scientist
Agujetas Perez	Marta	Netherlands	MetaMeta	
Albers	Deike	Germany	Technical University of Munich	Student
Araeipour	Nada	Switzerland	Medicines for Malaria Venture	Associate Director-Business Development
Bari	Shampa	Sweden	Shifo	Project Manager
Beauchemin	Carol	United Kingdom	Thai Safe Rider	Motorcycle Instructor
Bello	Abdurrazzaq	Nigeria	Transaid	Junior National Consultant
Bhatta	Sixit	Nepal		
Britten	Stewart	United Kingdom	HealthProm	Advisor to Afghan Project
Bullock	Andy	United Kingdom	Mott MacDonald	Senior Transport Planner
Clark	Louise	United Kingdom		
Dinno	Patrick	Uganda	PROESS Limited	Civil Engineer
Divall	Darren	United Kingdom	TRL	Head of International Road Safety
Ejalu	Sheila	Uganda	RoadSense Africa	Road Safety Education Consultant
Engelskirchen	Michael	Namibia	GIZ	Technical Advisor
Fajardo Vera	Letty	Netherlands	Meta Meta	Community Engagement Expert

Fernando	Priyanthi	Malaysia	International Womens' Rights Action Watch (IWRAW-AP)	Executive Director
Gartner	Mikael	Denmark	United Nations Office for Project Services (UNOPS)	Engineer
HAMMOND	EBO	Ghana	Ghana Health Service	Deputy Director
Hickman	Aggie	United Kingdom		
Hingi	Marko	Tanzania	Tanzania Rural Health Movement	Founding Executive Director
Hossain	Maruf	Bangladesh	Work for a Better Bangladesh Trust	Program Manager
Jayalath	Granie	Sri Lanka	Road Development Authority	rural transport researcher
Jones	Gareth	Uganda	Clinton Health Access Initiative	East Africa Regional Manager, Malaria
Karrer-Gauss	Katja	Germany		
Kinyaga	Bruno	Tanzania	CILT	Researcher
MacLeod	Peter	United Kingdom	SHD Logistics	Editor
Makaranga	Victor	Tanzania		
Marlow	Fiona	Australia	MotoAid	Midwife
Martial Manfred	MISSIMIKIM	Cameroon	SECURROUTE AFRICA	CEO
Mbuthia	Boniface	Kenya	Options Consultancy	Healthcare Financing Advisor
Muhammad Baba	Nasiru	Nigeria	Transaid Worldwide Services	Nigeria Junior National Consultant, Emergency Transport Scheme ETS
Muhia	Grace	Kenya	International Forum for Rural Transport and Development	Programme manager
Nchimbi	Alpherio Moris	Tanzania	Helmet Vaccine Initiative Tanzania Foundation	C.E.O

Ngowi	Leo John	Tanzania	SUMATRA	MANAGER ROAD LICENSING AND MONITORING
O' Connor	Edward	Ireland	Transaid	Project Manager
Ojoro	John	Uganda	Atedero Investments Ltd	Partner
Okunnu	Marc	United Kingdom	Management Strategies for Africa	Founder/CEO
Parnell	Lynn	United Kingdom	Logistics Partners	Logistics Consultant & Transaid Ambassador
Perego	Paolo	Italy	Università Cattolica del Sacro Cuore di Milano	Psychologist
Peters	Krijn	United Kingdom	Swansea University	Assoc Professor
Porter	Gina		Durham University	Professor, Dept of Anthropology
Randrianarisoa	Jesse	Madagascar	ONG Lalana	President
Rettie	Neil	Uganda	Transaid	Road Safety project Manager
Siemens	Ron	Canada	University of Saskatchewan	Canadian Lead: Alert Community Prepared Hospital Project Mozambique
Silva	Ana Luisa	Portugal	Independent	Consultant
Simfukwe	Victor	Zambia		
Ssempebwa	Peter Paul	Uganda	Tullow Uganda Operations Pty Ltd.	Land Transport Safety Lead
Starkey	Paul	United Kingdom	ReCAP	Transport Services Research Manager
Susan	Kambabazi	Uganda	PACE	Project Manager BCC for LLIN
Tinkov	Julia	United Kingdom	Transaid	Finance and Administration Officer
Tumakova	Yana	Germany	GIZ	
Udhwani	Nikita	Netherlands	Fleet Forum	Programme Manager
Visser	Caroline	Switzerland	ReCAP PMU	Knowledge Manager

Willilo	Shedrack Wellin	Tanzania	STET International (T) Limited	Transport Economist
sebalu	michael	Uganda	SA logistics	consultant
test	test	United States	123	123
HUBS PARTICIPANTS				
KENYA				
Mackenzie	Benito	Kenya Hub	Mantle Africa Ltd	Founder
James	Ngina	Kenya Hub	Mantle Africa Ltd	Head of Risk
Kithinji	Esther	Kenya Hub	Mantle Africa Ltd	Head of Sales
Njenga	Peter	Kenya Hub	IFRTD	Transport Expert
Weke	Javes	Kenya Hub	Mondo Ride Kenya	Project Manager
Maina	Kelvin	Kenya Hub		Student C63:D71
Mbogo	Edward	Kenya Hub	My Ride Africa	Operation Lead
Ritho	Kelvin	Kenya Hub		Urban Planner
Kaberere	Peter	Kenya Hub		Planner
Erasto	George	Kenya Hub		Student
ZAMBIA				
Zulu	Vize Vize	Zambia Hub	Road Transport Safety Agency	Provincial Manager
Mapnde	Bernard	Zambia Hub	More MAMaZ	ETS Officer
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Simuhandu	Anthony	Zambia Hub	Belsam Transport Consultancy	Managing Director
Samiyengo	Aaron	Zambia Hub	GRSP	Country Rep
Goma	Philimon	Zambia Hub	RDA	Principal Engeneer
UGANDA				
Kibuka	Karim	Uganda Hub	Transport Licensing Board (Ministry of Works and Transport)	Principal Inspector of Vehicles

Steven	Dr. Kasiima	Uganda Hub	Uganda Police Force	Assistant Inspector General of Police/Director Traffic and Road Safety
Isingoma	Cuthbert	Uganda Hub	Uganda Road Accident Reduction Network Organisation (URRENO)	Programme Manager
Sselunjoji	Paul	Uganda Hub	Tugende	Operations Manager
Rampa Thomson	Ricky	Uganda Hub	Safe Boda	Director
Odongkara	Felix	Uganda Hub	Automobile Association of Uganda	Director
Ochen	Vincent	Uganda Hub	Uganda Alcohol Industries Association	
Ayebne	Dr Richard	Uganda Hub	North Star Alliance Uganda	Country Manager
Njubuka	Ruth	Uganda Hub	SWRW	Project Coordinator
TANZANIA				
Bishop	Tom	Tanzania Hub	AMEND	Deputy Director
Mabalwe	Hosseah	Tanzania Hub	NIT	
Mkolla	Robert	Tanzania Hub	Future World Vocational Institute	Director
Kimbuta	Omari	Tanzania Hub	National Institute for Medical Research	Researcher
Mbunja	Matibu	Tanzania Hub	Traffic Police	Law enforcer
Ndidi	Eric	Tanzania Hub	Traffic Police	Inspector
Waluye	Oscar	Tanzania Hub	Tricycle Driver	Entrepreneur
Mwaipopo	Hans	Tanzania Hub	Independent	Consultant
Makyao	Mary	Tanzania Hub	National Institute of Transport	Ass. Head TSES
Mgaya	Prosper	Tanzania Hub	National Institute of Transport	Deputy Rector for Academics, Research and Consultancy

Annex E: Questions and Answers Session (with additional answers received from speakers post webinar)

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 motorcycle taxi 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 or causes of crashes?

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 motorcycle taxi 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 motorcycle taxi 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 motorcycle taxis 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 motorcycle taxi 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.

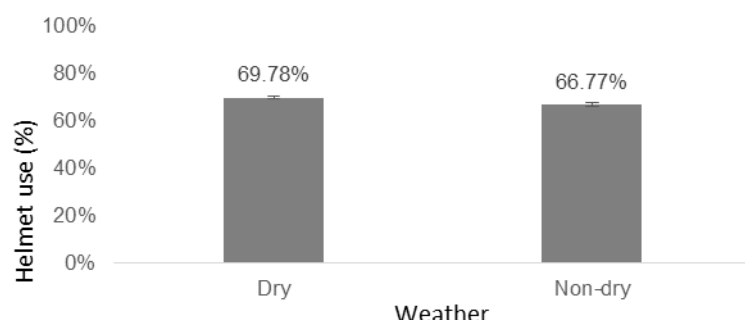
Safety is another matter you need to pay attention to and several people have talked about it today in regards to traffic laws and helmets. Also ensuring that people are safe from being robbed by the people transporting them. In Uganda safety at night is quite an issue.

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.

Q4. Moderator: Felix, did you look at helmet use by gender, by sex. Are women less or more likely to use a helmet?
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.
Q5. Moderator for Kenya hub: Have you seen that the patterns of your customer base might be changing as a result of apps.
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 motorcycle taxis who were not using previously.
Q6. Moderator: Several requests from Nepal and Bangladesh to see the motorcycle taxi curriculum.
The motorcycle taxi curriculum can be found here: http://www.transaid.org/wp-content/uploads/2017/04/R53TRANSAID-2015-MotorcycleTaxi-Training-FinRept-AFCAP-TAN2015E-AnnexA-Curriculum-v150616.pdf
Q7. Nasiru Muhammad Baba, Transaid in Nigeria: What happens to sustainability, vouchers after project ends?
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.
Q8. From Uganda Hub: How did you control motorcycle taxis to avoid congestion in the city?
Leo Ngowi: There are mandated boundaries where motorcycle taxis are not allowed to operate. In big cities, like Dar es Salaam, we don't allow motorcycle taxis to park in the city centre. It is controlled through the regulation.
Q9. Boniface Mbuthia, Options Consulting, Kenya: How long did the study in Myanmar take?
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.
Q10. How does Tanzania deal with customer who don't trust sharing helmets?
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.

Q11. From Uganda Hub: How do you manage infighting between different motorcycle taxis. It is a huge problem in Uganda.
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 motorcycle taxi associations are approached. We approach them to ensure that information reaches the associations. So we try to have community leaders really involved.
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. Motorcycle taxi 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 motorcycle taxis themselves I'm not sure if there are any development to make them more comfortable.
Q14. Does the frequency in using motorcycle taxis 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 motorcycle taxi and would it 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 motorcycle taxis.
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. More information: http://www.eranger.com/NetC.eRanger/media/HomepageImageSlides/Mike-norman-ambulance-programme-set-up-19112012.pdf
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 motorcycle taxi curriculum in East Africa? Uganda in particular?						
Transaid: EAC recently commissioned a piece of work looking at heavy goods 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.  <table><caption>Helmet use (%) by Weather</caption><tr><th>Weather</th><th>Helmet use (%)</th></tr><tr><td>Dry</td><td>69.78%</td></tr><tr><td>Non-dry</td><td>66.77%</td></tr></table>	Weather	Helmet use (%)	Dry	69.78%	Non-dry	66.77%
Weather	Helmet use (%)					
Dry	69.78%					
Non-dry	66.77%					
Q21. Marko Hingi Tanzania Rural Health Movement, Tanzania: What communication techniques are you using to connect motorcycle taxis 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 below to find out more: http://stisolutions4sdgs.globalinnovationexchange.org/innovations/%E2%80%9Cbeacon-sms-based-emergency-medical-dispatching-resource-limited-settings-911-where						
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 at least in Tanzania. 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 motorcycle taxi.
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: <ol style="list-style-type: none"> 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 motorcycle taxi drivers?
Leo Ngowi: Yes closed shoes are a must while driving. Sandals are not allowed. However, motorcycle taxi riders use sandals most of time (penalty applies).
Q27. From Tanzania Hub: Do we know how the implementation of curriculum has reduced motorcycle crushes 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 motorcycle taxi 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 motorcycle taxi 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 Kisumu 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 motorcycle taxi 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 motorcycle taxi riders, after dark, the thinking being that if the early signals are recognised, travel can take place before dark. Naturally, this is not always possible and in a minority of cases, women have used the motorcycle taxi whilst in the early stages of labour. Under these circumstances the motorcycle taxi 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 motorcycle taxi 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 motorcycle taxi 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 did not 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 motorcycle taxi driver?
Transaid: During the Merck for Ugandan Mothers programme, whilst we attempted to target female motorcycle taxi 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 motorcycle taxi 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 Mbuthia, 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). Unemployment problems prompt young people to employ themselves as motorcycle taxi 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 motorcycle taxi 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 with 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 motorcycle taxi - also witchcraft concerns.
Q39. Tanzania Hub: You mentioned the authority has some difficulty in regulations - what difficulties?
Leo Ngowi: Low level of implementing memorandum of understanding with local government. Interference from political leaders.
Q40. Tanzania Hub: How much does each motorcycle taxi shade cost?
Leo Ngowi: About 10 million Tanzanian Shillings (equivalent of 3,460 GBP)
Q41. Tanzania Hub: How many motorcycle taxi riders can use them at a time?

<p>Leo Ngowi: Experience in Moshi Kilimanjaro, 30 motorcycle taxi, but the association has over 2000 members. The idea is not to have shade at every motorcycle taxi 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.</p>
<p>Q42. Tanzania Hub: What initiatives has Tanzania made to make the trainings more practical for riders?</p>
<p>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.</p>
<p>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...</p>
<p>Leo Ngowi: We will include an accident reduction strategy in the in the Authority's strategic plan in the next financial year budget.</p>
<p>Q44. Uganda Hub: What advice would you give to the people of Kampala... here we have over 54 motorcycle taxi associations and all these associations are not willing to work with each other, but rather they prefer working independently - hence motorcycle taxi associations fighting each other and competing for attention. These have made communication to the motorcycle taxi industry quite difficult and also has failed.</p>
<p>Leo Ngowi: I heard about new strategy In Uganda of all motorcycle taxis 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)</p>
<p>Q45. Tanzania Hub: You clearly stated there was more deaths registered as a result of the motorcycle taxis 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?</p>
<p>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 World Health Organisation (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. 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.</p>
<p>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?</p>
<p>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.</p>
<p>Q47. Tanzania Hub: Eastern region in Uganda is broad. Which specific districts are you referring to? As many of the districts rely on bicycles.</p>
<p>Dr. Elizabeth Ekirapa-Kiracho: Kibuku, Pallisa and Kamuli.</p>
<p>Q48. Zambia Hub: Have there been any changes since the intervention were made in Tanzania in regards to road crashes involving motorcycle taxi riders?</p>

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 motorcycle taxi for both rural and urban areas? By the way do road planners plan for motorcycle taxi 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.
<p>Q51. Willilo Shedrack Wellin, STET International (T) Limited, Tanzania: Indeed accidents have increased tremendously as number of motorcycle taxi increases across Africa and Asia. Are real benefits of motorcycle taxis outweighing costs especially accident costs especially in urban areas? Should regulators consider ban of motorcycle taxi in urban areas?</p> <p>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 motorcycle taxi. This being the case, impact is relatively low compared to urban crashes where mostly involves different mode (motorcycle taxi 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 motorcycle taxi transport?</p>
<p>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.</p> <p>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.</p> <p>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.</p>
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.

Annex F: Evaluation Results

Question	Feedback direct from evaluations forms
Q1:	What is your overall assessment of the value of the event? (1=poor, 5=excellent)

A:	Average: 4.37
Q2:	Which topics or aspects of the webinar did you find most interesting or useful?
	The organization with SUMATRA in Tanzania
	Crash prevention in Tanzania and data capture in Myanmar
	Wearing Helmets for the motorcycle taxi users
	I found most interesting the Leo presentation about the Sumatra researches
	Presentation of research data. This is a relatively under researched topic, so any finding is useful
	The extensive contribution from diverse projects and approaches across Africa [and Myanmar]
	All the presentations together were very informative and useful as really my first exposure to the subject. Because the Uganda presentation provided comparative project information, I found it especially interesting
	Presentations by the speakers
	The focus on helmet enforcement as the main rider safety issue. Unfortunately a product of the oversimplified compliance thinking. So much more could be done to improve rider safety with a more targeted approach towards rider accident avoidance education. The countries with the safest roads invest far more in rider training
	Monitoring use of helmets by motorcycle taxi riders and their passengers. The innovative smart jacket in Kenya
	Safety and the usage of motorbikes for solving social problems
	The Role motorcycle taxi plays in transporting pregnant women
	Common consensus on need for coordinated training and regulation of motorcycle use, importance of helmets, ways to better make use of m/c safely
	Regulating Motorcycle taxis use; road safety
	Perception of the different sexes on the usage of motorcycle taxis; Introduction of motorcycle taxi ambulances as a format of transport in the rural communities
	I found the discussion on use of motorcycle taxi drivers in maternal health the most pertinent to my situation
	Motorcycle taxi implication on health access
	Use of motorcycle taxis as ambulance in Uganda; research on the use of helmets on riders and clients; The Manner Uganda riders were mobilised out of platform
	The hub topic

	Smart jacket; disposable helmet; motorcycle ambulance
	Technology and application; motorcycle taxi associations; Safety issues
	Safety; Helmets; Women and motorcycle taxis
	The motorcycle taxis used in Uganda as ambulance; helmet campaign in Myanmar; technology in motorcycle taxi sector in Kenya
	Innovations related to motorcycle taxi
	Video based observation methodology on helmet use research
	Technological innovations; issues of training and regulations; allowing motorcycle taxis as business enterprise
	Discussions, presentations, responses to questions
	The topic concerning motorcycle taxis by using vouchers to pay
	Effect of not wearing helmets while riding a motorcycle taxi
	Recognition of breadth of interest in motorcycles across Africa and participation from many countries.
	Presentation from Myanmar on helmets and the presentation from Uganda that's touched on the health service.
	The most is from Kenya about the use of the jacket with turn indicator and stop signal at the back.
	The use of camera coding and the use of jackets in Kenya.
	Smart coats.
	All the presentations and the moderated discussion in general.
	Road safety.
	All topics were useful.
	The Tanzanian experience - Uganda motorcycle taxis use in maternal health was really interesting.
	The principal behind using vouchers paying system to the rural areas.
	Safety intervention being implemented.
	Uganda presentation; Tanzania presentation; Study on the use of helmet
	The use of motorcycle taxis as public transport.
	Regulation of motorcycle taxis in Tanzania; Counting of vehicles on road; appropriate

	technology.
	Research and data analysis in Myanmar (video based observation); interventions adopted in Uganda.
	All
	Tanzanian presentation
	Tanzania and research in Myanmar.
	State and attitude of motorcycle riders in different parts of the world. The challenges facing the motorcycle taxi industry are almost similar across the globe.
	The presentation of Leo from Tanzania; The camera observation model used in research.
	Use of motorcycle health care; Services in Uganda; Motorcycle regulators in Tanzania.
	Training motorcycle taxi curriculum; Helmet use statistics in Myanmar / Helmet initiative in Tanzania; Use of motorcycle taxi in Uganda.
	Almost all topics were interested
Q2:	Did the webinar build your understanding of motorcycle taxis in the context of Sub-Saharan Africa and South Asia? (1=not at all, 5=very much)
A:	Average: 4.07
Q3:	Do you see scope to apply what you have learned at work? (Yes, To Some Extent, No)
A:	Average: Yes: 37; No: 0; To some extent: 17
Q4:	How would you assess the quality and relevance of the presentations? (1=poor, 5=excellent)
A:	Average: 4.1
Q5:	Please share further comments on speakers
	Thanks to speakers for their clear and instant responses.
	The speakers were good, used time well to deliver messages.
	Speakers must have the data from all data collectors harmonized, they should not take and work on their own data without harmonize them with others i.e. Police data, Hospital data.
	All interesting: could have asked all the speakers to answer one or two general questions from their own perspective.
	All really interesting, even when the content only confirmed existing knowledge. The Uganda presentation was a bit rushed so would be good to see more detail of that presentation [and preferably the full project report].
	All three speakers were excellent in demonstrating mastery of their topics and their

	presentation skills.
	Speakers were very confident of what they presented. This adds to the authenticity of the findings and experiences.
	They were good. However face to face through web tool could have been better.
	All speakers were knowledgeable and responded well to issues
	I really enjoyed Dr. Elizabeth's presentation.
	Audible and well organised
	I wish they had more time. There was so much to share.
	The presentation was dope.
	There is need to use national languages like Swahili for the benefits of the common pool.
	Internet breakdown was a problem at Tanzania hub.
	In Dar the internet was not good.
	The internet connection was not good sometimes.
	Just common connectivity problems.
	The speakers and moderators were very good, time was too short and we could not express our question and future research proposals.
	No further comments.
	Speakers' presentations were clear.
	They were brief to the point, but they needed to resonate the relevancy of the project to stakeholders.
	The speakers were very good with a lot of passion on the projects
	Have more interactive by making our own input questions.
	Given the time speakers did the great job sharing their knowledge and experiences in their respective topics. The second speaker Felix however could have expanded his presentation and left out what I think was critical information needed to get buy in his methodology.
	Presentation from case study of Myanmar was very clearly spelt out at the beginning.
	They seemed well prepared.
	The speakers were eloquent and clearly delivered their presentations quite well.
	Elizabeth, the Uganda presenter, was audible and clear enough.

	The speakers were audible and had PowerPoint presentations.
	They have a lot of data. It should be shared on email.
	They were okay.
Q6:	Do you think the webinar could have been made more effective? If so how?
	It's already effective.
	Give more time for the contributors.
	A little bit more time for Q&A after each presentation.
	It went remarkably well given the potential difficulties in linking so many participants in different places.
	As an exposition, the webinar was very good. Perhaps, a fourth presentation focusing on one project experience would have been useful to illustrate how individual projects work. Alternatively, the one project-specific example could have replaced the Myanmar presentation; I think one research experience is sufficient.
	Yes, if more time is located to the program. There left pending of questions and contribution, but time was not by our side.
	I think it was very organized and good enough. The prep work could have been quite good!
	Including faces of the participants could have helped build a connection.
	The time seemed to be short.
	By making the speech of the presenters more audible.
	I thought the topics were pertinent but the first talk could have had more specifics on organizing challenges.
	More time for speakers to further state their point.
	Use of video.
	We could have had more time.
	Too many assumptions.
	Yes, the questions session should be more interactive.
	Engaging actual motorcycle taxi riders.
	Improve network connection to hubs.
	YES - through interaction.
	1. Broadcast live on TV and radio stations. 2. To distribute more brochures with addresses of say

	internet, to enable more info to the stakeholders.
	By improving internet connectivity and increasing the number of speakers and the time for presentations.
	Better internet connection, we missed quite a bit in TZ. When the internet is not good, it very important for the slides to be good. For example Elizabeth's presentation had loads of abbreviations but I missed what some of them meant meaning it was difficult to follow.
	By having more time and opportunities to share ideas verbally.
	By improving the internet quality for each individual country.
	YES - Better internet connection could do better and response to my questions could colour the event.
	It was effective.
	YES - I am not entirely sure about the technology be we could have seen the presenters.
	I think we had very little time.
	Increase on the duration of the event.
	Enjoyed the topics.
	It was just sufficient.
	It was just fine.
	Yes
	Yes, by giving us the topics of discussion days before the webinar so we can think of things within our context and help those who are part of the discussion to get the understanding of where we are coming from and perhaps part this into consideration they put together for their presentation.
	If it was conducted in a place with more reliable internet connection (Uganda).
	It was okay.
	For me it was effective.
	Yes. Could have been allocated more time to ensure more active participation by attendees.
	Share the presentations prior to the call so people can research on it and generate questions.
	Yes, improving connection.
	It needed to send more data (presentations slides to attendees in advance). This would allow more in-depth questions.
	I suggest it would be much more effective if you could circulate the PPT files on the same day,

	because depending on the internet connectivity, I had intermittent difficulties to keep up with all presentations.
Q7:	Following the presentations and the discussion do you have any further contribution you would like to share?
	The need to involve policy makers at the central government level.
	Economically transformation is seen but to the Hospitals the burden of the injuries and fatal cases is increasing, let's take actions with the decade of action for road safety as launched by the UN, 2011-2020.
	Follow up webinar, but with more specific sub-topics related to motorcycle taxis.
	Just re the discussion on passenger use of helmets, there is interesting material in the AFCAP Help Age Tanzania study report [2012/13?] re issues around helmet use and some possible solutions.
	If those projects were to be adopted in Nigeria, certain challenges need to be address first hand, there is limited number of registered riders particularly those that are rural areas who constitute 75% of the total riders in the country, there is little or no training on safety by the riders, issue app, most of our rural setting either have network problem or no network at all.
	Other safety critical worlds such as aviation are adopting a new approach to safety. An example of which can be found here: From Safety-I to Safety-II:
	Working with and involving the targeted communities at the time of engaging motorcycle taxi drivers in any project is very impactful on the results of the intervention.
	Motorcycle taxi should be linked up with vehicle ambulance.
	There was little said about maintenance of m/c and this is the area I find most challenging. The concept of regular and preventative maintenance.
	I would like to see more discussion on how to set up community bank and community transport systems
	Yes, already shared through information provided by Mantle Africa.
	There is a need for technology and digital education for the masses.
	Mantle Africa has been financing motorcycle taxi for Zolo. We have data in case this is needed and a very big network of motorcycle taxi.
	Push for sharing this data more and offering for public consumption.
	Yes, will share via email.
	I think that education for motorcyclists is important starting at family level to reduce accidents.
	YES- what I have in reservation (s) is that next time kindly give prior information to stakeholders, this should include passengers.

	The women should be given enough knowledge of the importance of wearing helmets because they are the ones mostly affected by not wearing helmets.
	On the part of research to have more positive attitude regarding motorcycle taxis and their contribution to national development.
	The authorities could come up with a very nice alternative of reducing crashes with implementation of what they plan to do.
	I have shared some questions.
	Is it possible to get the presentations via emails?
	It is important to look at visibility of the riders apart from focusing on helmets alone.
	Get the motorcycle taxi operators involved with the presentations and discussions.
	I think the conversation needs to include passengers. How to reach them and make them part of the discussion; after all they are the users. Not only look at the policy makers and enforcers. Passenger needs to be held accountable and campaigns designed to target them as well.
	Experiences from the enforcement point of view.
	Motorcycle mode of transport is unavoidable in third world country.
	Yes. Such platforms should be regularly organised. Also there is a need to come up with measures that encourage self-regulation for motorcycle taxi operators. Also the introduction of technological applications in the motorcycle taxi industry both at regulation and usage will enhance their usage.
	Yes, I would love to share the extensive knowledge on motorcycle taxis accidents in rural and remote places. Why safety interventions don't work.
	Safety issues on motorcycle taxis rides did not come out clearly.
	The country needs a database system to track the motorcycle taxis. This is at the heart of the issue - i.e. if the hospital knows of the rider in a rural area, they can call him to pick up a sick women from his area. I have institution in Gulu - I love to train motorcycle taxis using a formal version of the Tanzanian curriculum and will be happy to work with any association on this.
	I was wondering/curious on few areas: whether villagers need to pay for taxi services. if not, who will shoulder the cost of operations and maintenance of the services? Haven't you done a feasibility study prior to getting in touch with motorcycle taxies?
Q8:	Are you involved in, or know about any motorcycle research or initiative that we did not discuss on the webinar but that you can share with us?
	At the moment, I'm not participant in another motorcycle research or initiative.
	Africa community access program research.
	Of course yes! The behaviour of motorcycle drivers and passengers not wearing helmets and

	the action to take from the Education, incentives, commercial advertisement to Voluntary and Mandatory actions by enforcement and fines.
	In addition to our 'track-construction' study, which I mentioned at the end, we are currently involved in a study identifying obstacles and opportunities for gender mainstreaming in the motorcycle taxi sector in rural Sierra Leone and Liberia.
	See 8. [Just re the discussion on passenger use of helmets, there is interesting material in the AFCAP HelpAge Tanzania study report [2012/13?] re issues around helmet use and some possible solutions].
	Thai Safe Rider. Personal project to share Advanced Rider Training in Thailand. See: https://thairoadcraft.wordpress.com/ or my Linked In profile: https://www.linkedin.com/in/caroljadzia/ also on Facebook: https://www.facebook.com/groups/Thaimotorcycle/ I am a protagonist of "No Surprise / No Accident" nosurprise.org.uk and have been working on its application to Thai road safety. This is based on "Safety II" thinking that is based on research done by Erik Hollnagel and others.
	Not really. I instead learnt of new initiatives like the smart jacket.
	CHAI use of Motor cycle to help in conveying pregnant women in Northern Nigeria.
	I am trying to build a program based on Transaid's TMS in East Timor focusing on essential community service workers
	We have funding to develop a community based motorcycle ambulance system in Natikiri in northern Mozambique.
	The motorcycle taxi Sacco organisation and how they empower riders; how woman can become riders in a male field.
	Yes, already shared through information provided by Mantle Africa.
	Financing of motorcycle taxi. Mantle Africa is does 100% of financing for motorcycle taxis.
	Smartphone penetration to motorcycle taxi riders as platform connecting them with clients online.
	YES, involved in motorcycle awareness campaigns through organising football matches with winners given prizes through education and training given to motorcycle taxis riders.
	How sharing of helmets in motorcycle taxis can contribute to skin diseases.
	Rwanda seems to be one of ten examples of good practice in Africa- very high helmet use.
	Educating riders on how they are riding.
	Motorcycle taxi transport for school going children in urban area.
	Yes, you didn't talk about 'Safe Boda' initiative in Uganda.

	Yes
	Yes, the motorcycle taxis accident research in Uganda.
	There is a helmet use initiative in Vietnam.
	I have not yet involved, but I have heard of similar initiatives, I want to find them out these details, once fund I will certainly share them with you.
Q9:	Do you have suggestions for future research on motorcycle taxis?
	I suggest to study: disposability, the supply chain and different price of gasoline used in the rural area (Vs in urban area).
	Crash avoidance, access to /improvement of rural paths for their access and security of the rider and passengers.
	My suggestions are for you donors to consider the long working entities like my organization to get excellent results.
	I think there is quite a bit of earlier research [e.g. work in Nigeria even going back to the 1990s] as well as ongoing studies that would benefit from careful review and reflection before commissioning new studies. But perhaps one approach to consider would be [mixed-method] longitudinal research studies in specific locations where, following baseline data collection, there is regular [say 5 year] re-survey across diverse aspects of motorcycle taxi operations, usage + wider livelihood/societal impacts.
	Nothing comes to mind immediately.
	There seems to be issue of lack sustainability in all the projects implemented in Nigeria, I would suggest that a further research to be conducted focusing on creating synergy of collaboration between government and the implementing organizations on the need to sustain motorcycle Taxis after the end of the projects. Both arms (Executive, Legislative and Judiciary) of government needs to be involved.
	Accidents are caused by surprises, often these happen at junctions when different road users try to occupy the same road space at the same time. If more focus was given to identifying the accident causes and giving people the skills to stay safe on the roads, many of the accidents could be easily avoided. This should be the focus of research.
	After sharing the evidence on the contribution of motorcycle taxis, I think we need to think more about how to integrate the role of motorcycle taxis into government motorsport systems to improve public health indicators.
	How the bike owners could support livelihoods could be a subject of research.
	Research on how to modify the seats of the two wheelers to be able to support the sick without a need for a third person.
	Motor cycles Should only be used during Ante natal and post-natal care not during deliveries.

	Who oversees the minimum condition the bikes can be? How would that be enforced?
	How do we better professionalize the profession of motorcycle taxi driver in the bush with roads in bad condition?
	In Uganda, motorcycle taxis have been used for hit and run crimes; further research should be towards galvanising them as an organised group of individuals, how possible it is for it to be done; this will also help improve people's perception towards motorcycle taxis.
	Would love to hear other's experiences with developing community systems and then scaling them up.
	Cost - benefit analysis.
	Making safety equipment affordable to riders; Making a motorcycle transport a profession that make a living which is stable and viable.
	Research is needed on how technology can penetrate in most African countries
	Financing of motorcycle taxis and organisations that are successful at it.
	Research on modes split versus cost of transport.
	In order to bring down a chain network, there is need to bridge between parties i.e. SUMATRA, traffic police, motorcycle drivers and passengers.
	Motorcycle taxi riders should be provided with enough knowledge for traffic laws and other laws concerning daily routines.
	How to manage enforcement in urban areas and the potential to working with associations to improve safety.
	YES - The impact brought about by motorcycle taxi on reducing maternal and child morbidity/mortality.
	Yes
	Educating motorcycle taxis to be patient on the road.
	Already presented them to the site coordinator.
	Visibility and its role in reduction of accidents.
	Make comparison with motor vehicles.
	My suggestion is how the motorcycle taxis can be made more comfortable for pregnant women or the sick.
	Innovation into enhancing safe use of motorcycle transport in rural and urban areas.
	Goods transport is using moped.

	See 7 (I think the conversation needs to include passengers. How to reach them and make them part of the discussion; after all they are the users. Not only look at the policy makers and enforcers. Passenger needs to be held accountable and campaigns designed to target them as well)
	Health effects of use of motorcycle taxi by expectant mother.
	Research should be made in rural areas where motorcycle taxi are the only essential mode of transport. Training in rural areas.
	1) Understand the accidents; 2) How to insure passenger
	Type of motorcycle that is very suitable for taxi usage both in terms of safety, comfort and environment friendliness.
	Infrastructure development impact on road safety in Sub-Saharan Africa.
	Research on behavioural issues of motorcycle taxi riders and accidents.
	Can they be fabricated locally in rural welding shops and garages? More like a moped or motorcycle but with a stable corner...
	In most of Asian countries the Three-wheeler (Tuck Tuck....) is popular & certainly does the very same task the motorcycle taxi does, How viable is the three wheeler , I mean in terms of financing, safety against motorcycle taxi.
Q10:	Please comment on the organisation of the event (1=insufficient, 5=excellent)
A:	Average: 4.3
Q11:	How was your experience of joining the webinar remotely? (1=poor, 5=excellent)
A:	Average: 4.3
Q12:	How was your experience of joining the webinar via hub (1=poor, 5=excellent)
A:	Average: 4.1
Q13:	Further comments or suggestions not previously covered
	Thank you TRANSAID's team for the moderation of the webinar and thanks for all speakers.
	Need more information from the presenters probably share their email contacts.
	A great learning experience for me. Well done to the organisers and presenters.
	I have spent over three years focussing on the situation in Thailand. As a British motorcycle Instructor Trainer, when faced by the situation in Thailand, I first suggested an approach similar to the UK Police Advanced Rider Training syllabus known as "Roadcraft". However its structure, based on following "the system of motorcycle control" was found to have limitations when other road users do not follow the standard rules of the road as is common in Asia. This is where new thinking changes things.

	Kindly share presentations by the speakers if acceptable. Thanks.
	motorcycle taxi transporters should be trained more on how to prevent road crashes since they help women.
	Thank you very much for the invite and I have appreciated the support and expertise of TransAid.
	The event was effective and educative.
	Research on links between motorcycle taxi transport and rural development.
	Time for presentation should be increased.
	This was an introductory webinar, what next?
	Future webinar to have more time.
	How can motorcycle taxi drivers have access to the webinar.
	Looking forward to more webinar of this kind and more topics to be covered concerning transport for rural communities.
	Goods transport plus safety in urban areas in Africa.
	Good work. Could involve more stakeholders especially the motorcycle taxi associations who are motorcycle taxi drivers and involved in day to day running of the association.
	Please share more detailed information on the research and other regulatory initiatives in other countries.
	This is a very good topic. There is a need to involve more a motorcycle riders organisations.
	How can an association in Uganda, like the Ministry of Works, Police, motorcycle taxi associations, Ministry of Health, corporates form a working team approach? This needs to be started and owned by the entity government.
	Still in our context more than 70% still live in rural areas, One study I am involved at the moment is the extraction of a CORE network for each village, an optimum focal point for buses to start and an optimum network.