



Insights on motorcycles and motorised three-wheelers: before and during COVID-19

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Welcome & intros to speakers and panellists

- Speakers: Caroline Barber and Kim van de Weijde
- Joined by panellists of experts
- Questions can be posted any time via the chat function
- Agenda:
 - Presentation on two and three-wheeler research
 - Implications of COVID-19
 - Question and Answer session

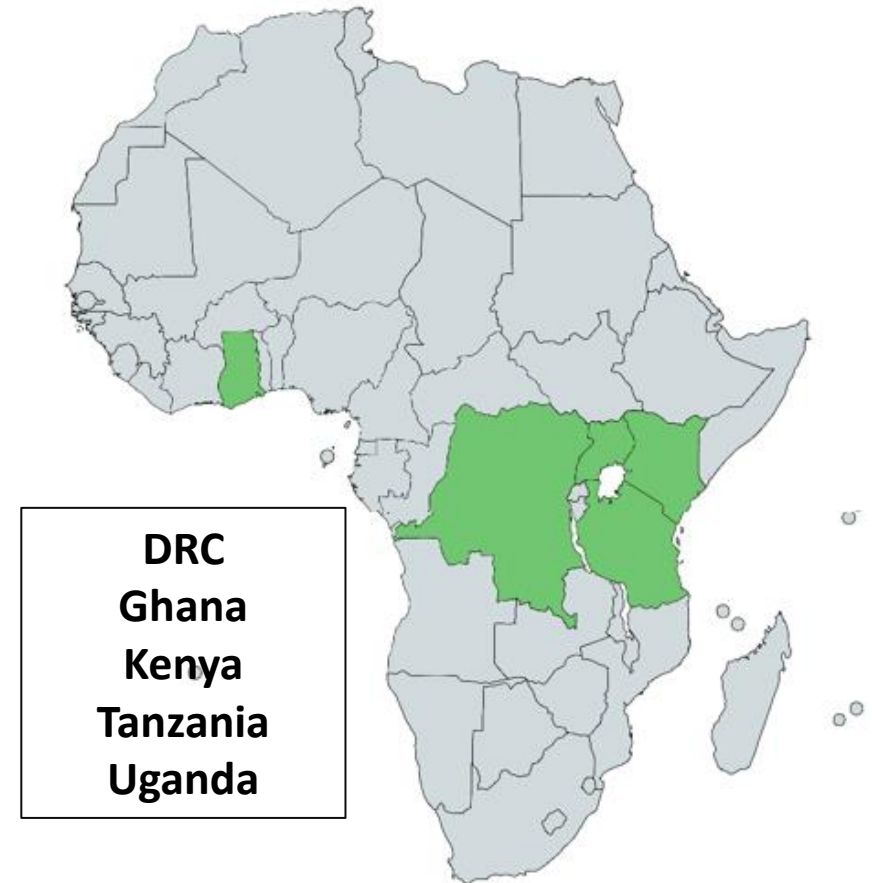


Background to Transaid and two and three-wheeler research

- Transaid is an NGO that has been working for over 20 years to transform lives through safe, sustainable transport
- We continue to support communities and the sector during COVID-19
- In 2017 commissioned by ReCAP to undertake research on two and three-wheelers in SSA
- Partnered with Amend, the Transport Research Laboratory and the University of Kinshasa
- National Expert lead in each of the five countries
- Motorcycle taxis provide a vital transport service to millions of people – reflect today on their role before and during COVID-19

Research Overview

- Title: Enhancing understanding on safe motorcycle and three-wheeler use for rural transport and the implications for appropriate training and regulatory frameworks
- Objective: Improving the understanding of the safe use of motorcycles and three-wheelers for rural transport and its implications for training and appropriate regulatory frameworks
- Goal: To allow motorcycles and three-wheelers to operate safely and to provide access to good, affordable and inclusive services in rural areas



Activities

- Literature review and stakeholder mapping and engagement
- Primary data collection:

Users	Subjects covered
Riders	Overall perspective
Passengers	Economy and finance
Owners	Access and mobility
Owners of freight	Injuries and health
Non users	Crime and personal security
	Access to services and personal protection equipment



Why motorcycles and three wheelers?

- Motorcycle taxis offer significant social and economic benefits in rural areas
- Often the only means of motorized transport in rural areas
- Provide access to medical facilities, education, markets and income generation
- Authorities struggled to develop and implement appropriate regulatory systems
- Safety issues related to the use of motorcycles and three-wheelers





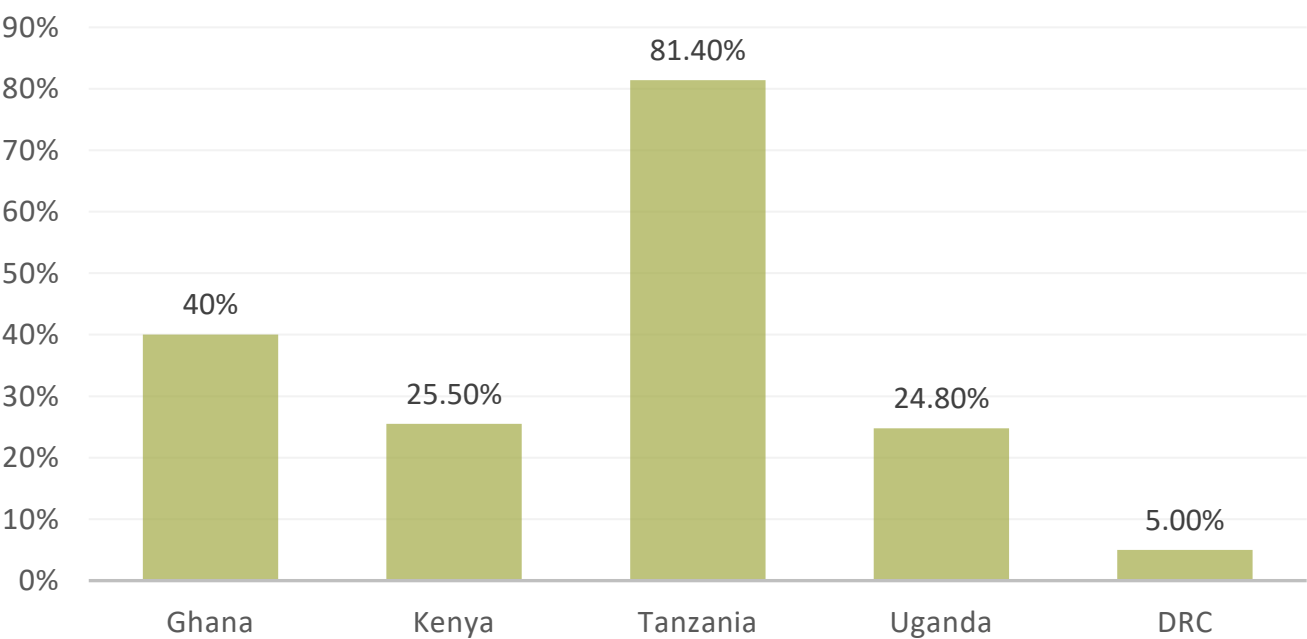
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Survey Locations

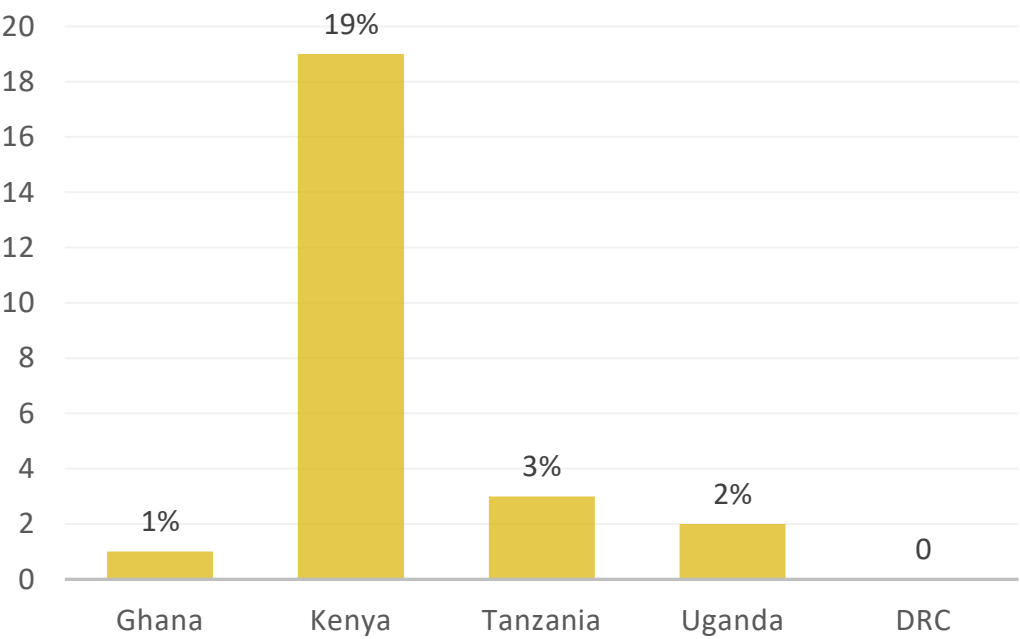




Riders who always wear a helmet



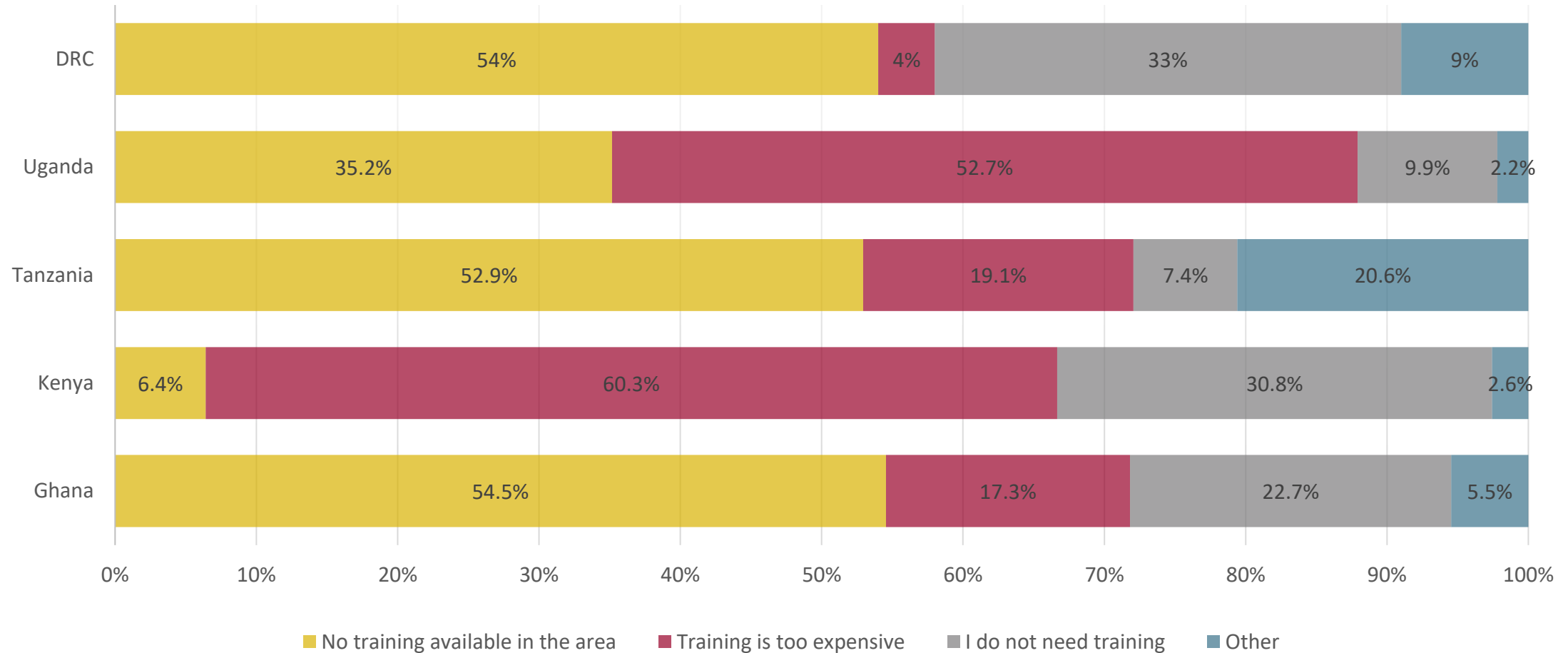
Percentage of riders who have undergone any formal training





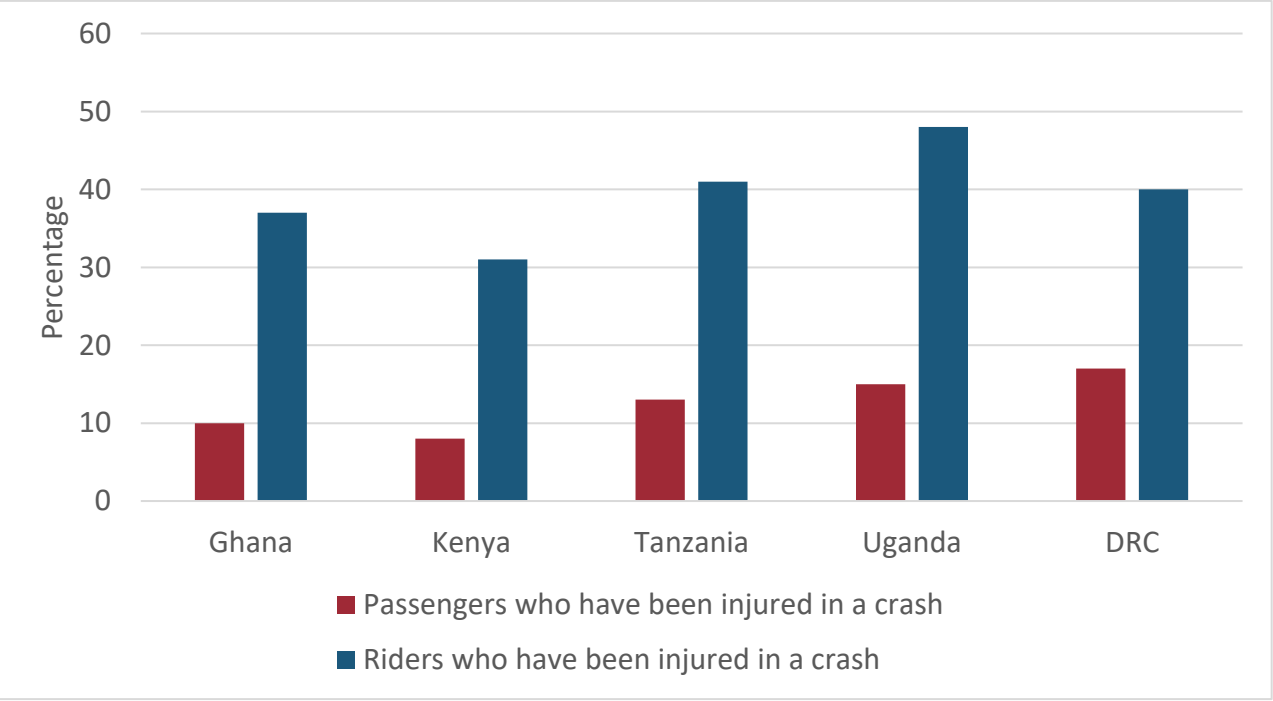
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Reasons for not having undergone any formal training

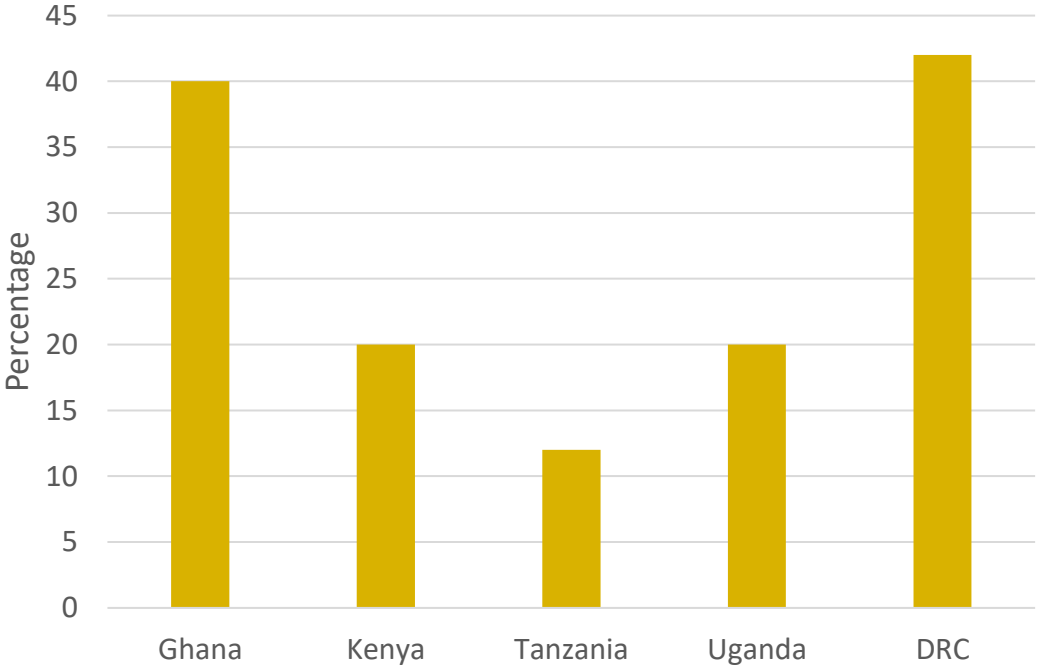




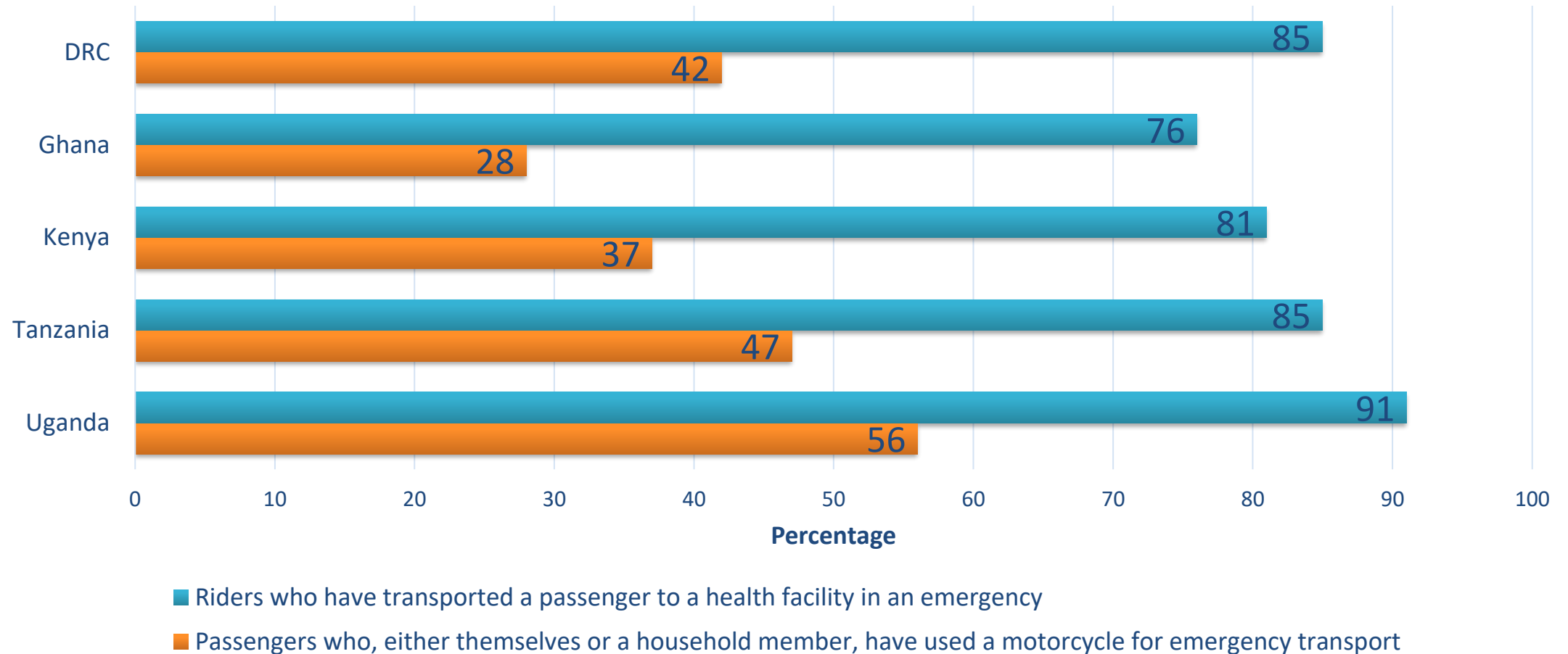
Riders and passengers who have been injured while riding a motorcycle



Riders citing health issues attributed to riding



Two and three-wheelers used as a form of emergency transport



Additional interesting findings

Ghana

- Motorcycle taxis are officially banned
 - They are still used, especially in rural areas
- Lowest availability to motorcycle taxis in rural areas (64%) and public buses, shared car taxis and even bicycle taxis
- Highest injury rate
- High fares and low salaries compared to other countries

Uganda

- Use of motorcycles as taxis is legal, but the use of motorised three-wheelers as taxis is illegal
- Ownership of motorcycles is low
- High rate of crime and abuse against both riders and passengers

DRC

- Riders had high levels of education (secondary or university degree)
- Nearly 300% of national average income earned by riders
- 15% of riders had a license and one rider had insurance
- No national standard for driving schools or instructors
- License system currently suspended pending provincial actions

Tanzania

- Proportion of riders who say they wear a helmet is high
- Low levels of membership of motorcycle taxi associations
- Attempts by authorities to impose control over the motorcycle taxi sector has been unsuccessful

Kenya

- Highest proportion of riders who have a driving licence and insurance
- Highest proportion of riders who first learned to ride in a driving school
- Lowest proportion of riders who have ever been injured
- Regulation related to motorcycle and three-wheeler taxis is stronger than the other countries

Recommendations

1. Improved collaboration between stakeholders, especially governmental and private organisations
2. Improved regulation on helmet use for riders and passengers
3. Sensitization through associations to address rider compliance and behaviour
4. Strengthen quality and availability of training and introduce training standards
5. Mandatory rider training prior to obtaining license
6. Driving schools' capacity and accessibility in rural areas should be increased
7. Legalisation of motorcycles and motorised three-wheelers on low-volume rural roads
8. Enforcement should be applied gradually, supported by sensitisation activities

Resources available

- Motorcycle and three-wheeler instructor's manual
- Motorcycle and three-wheeler associations manual
- Policy briefs and reports

*Downloadable on the Transaid Knowledge Centre and ReCAP Rural Access Library





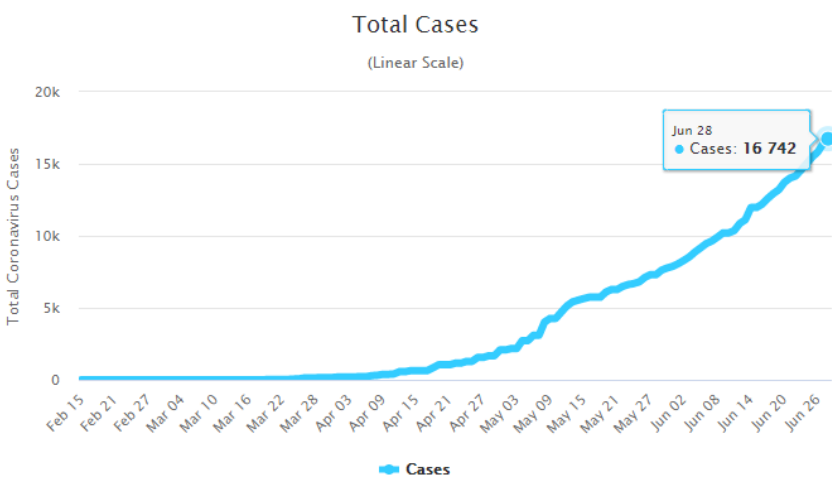
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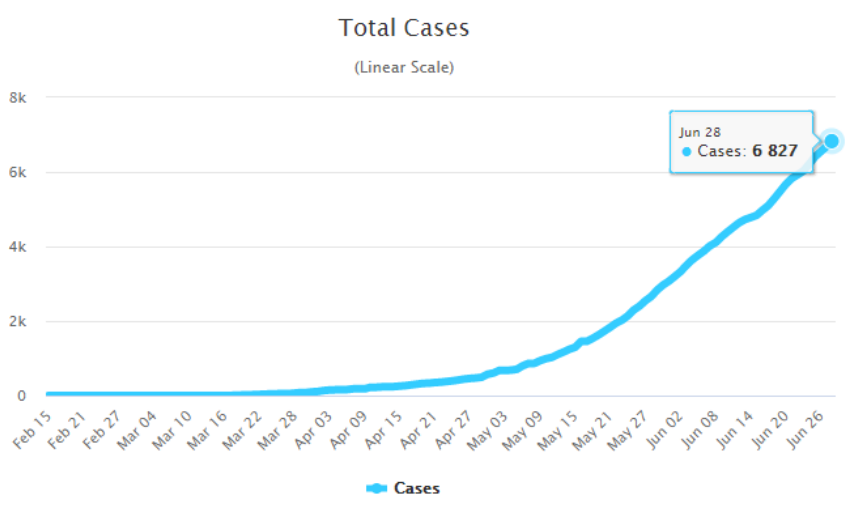
Two and Three Wheelers: During COVID-19

Current COVID-19 rates

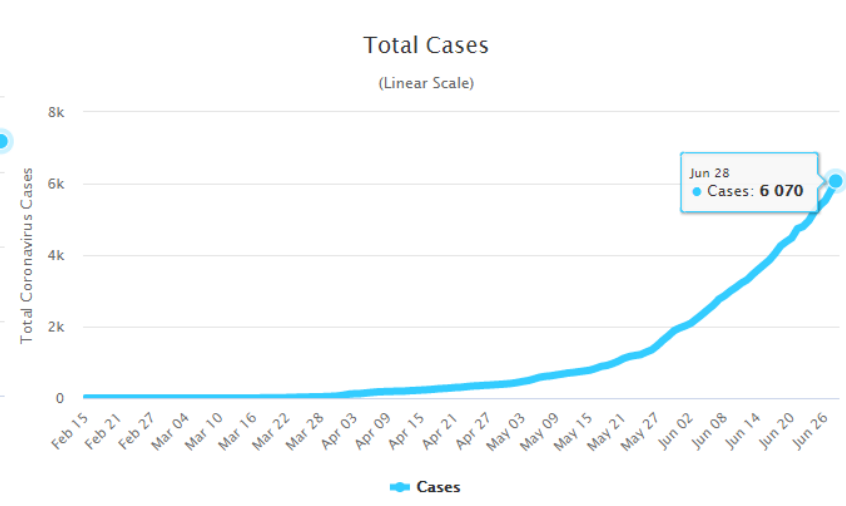
Ghana



DRC

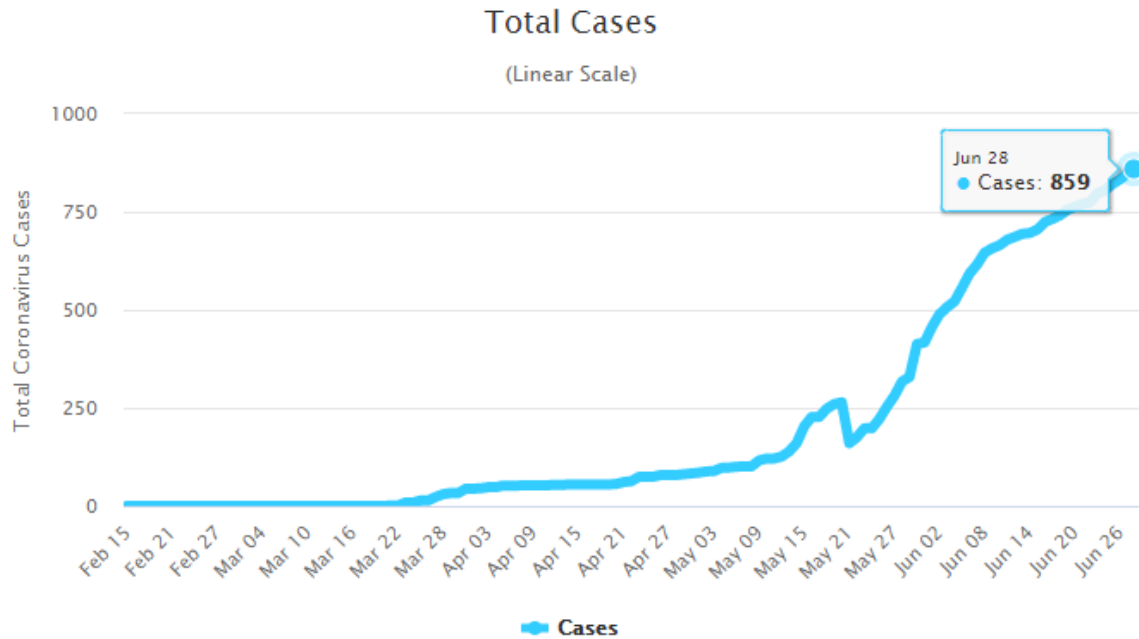


Kenya

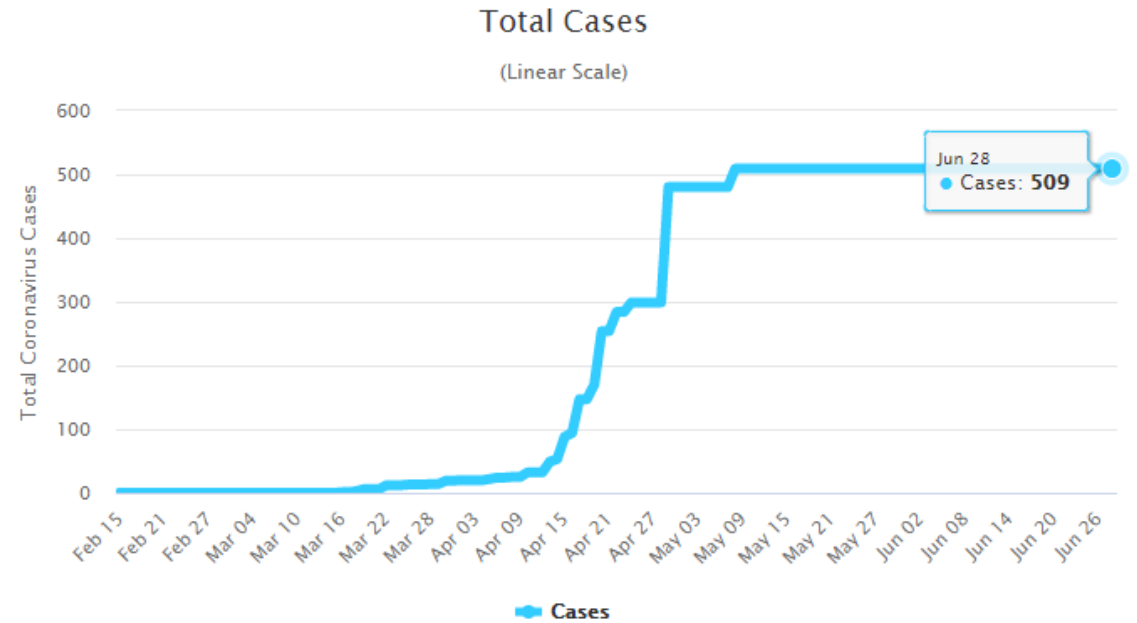


Current COVID-19 rates

Uganda



Tanzania



Two and three-wheelers in the context COVID-19

	DRC	Ghana	Kenya	Tanzania	Uganda
New restrictions or regulations?	1 passenger (motorcycle), 2 passenger (tri), facemask	No carriage of extra persons or commercial use (existing regulation), increased police checks, arrests	1 passenger, curfew (daylight), facemask, stage water tank and soap, clean seat, mobile money	No additional regulation, PPE is recommended Reversal of moto-taxi ban in DES (not COVID-19 motivated)	Ban of carrying passengers (except cargo), facemask, evening curfew (7:00PM to 6.30 AM) for riders
Affect on demand?	Less demand in central business areas	Mixed. Some use less, some say passengers find motorcycles safer	First less demand, now more	Urban – higher demand because of restrictions on bus capacity Rural- no change	Some must use motorcycles if no taxis – riders face risk of impoundment
Change in rates?	Motorcycles: double Tri: 67% increase	Passengers refuse to pay (economical impact)	Double price	Rural- None	Not much for motorcycles, taxis yes
Perceptions and fears	Passengers demand riders wear masks and refuse to ride with 1+ passengers	Mixed- some fear COVID-19, some do not	Yes, but some riders believe it is a 'rich disease', some passengers prefer to continue splitting the cost	Rural – less awareness/concern among passengers. No observed cases by motorcycles and so belief is that it is in the cities	Mixed, but not many cases which may ease concern
PPE available?	Locally produced masks for purchase	Yes	Handwashing stations, sanitizer and masks provided by Boda Boda Safety Association	Rural – No Zanzibar- NGO supplied at motorcycles stands	Cloth masks (\$1.20 good, \$0.30 poor quality), Moto screens (pilot)
PPE worn?	Riders have masks but only wear them correctly w/ passengers & police	Face masks (riders and passengers), helmets limited b/c multiple use	Increasing as distribution takes place	Rural – No Zanzibar – limited	~60% riders wear masks, more on highways and city center
Sensitisation	Not specifically for 2/3 wheelers	Not specifically but riders have own protocols	Association led	General sensitization but nothing specific	Not specific for 2 and 3 wheelers

Overall impact of COVID-19

DRC	Ghana	Kenya	Tanzania	Uganda
Still operational – less capacity of motorcycles;	Motorcycles taxis still officially banned	Increased activities from associations	Little information on COVID-19	Access to transport services has decreased
Social distancing is difficult;	Unregulated movement at borders;	Loan repayment difficult;	In rural Kandete there has been no observed changes	Increased arrests and violence w/ police;
Passengers find it harder to pay for transport services (including two and three-wheelers);	Loan repayments difficult;	Lack of movement; Increased violence w/ police;		

Interesting observations

“Some people are now not comfortable using motorcycle taxis due to fears of contracting COVID-19. However, people still need to travel to buy food, make essential trips or to get to health facilities and the boda boda continues to serve communities in this regard. It is also probable that as more people fear travelling to health facilities or even to markets (as lock-downs become more widespread) they will rely increasingly on boda bodas to deliver medicines and essential supplies to their door.”

“The subsequent banning of large gatherings, and the further closure of markets and transport terminals, has displaced many boda boda riders, meaning they risk harassment or arrest for conducting business away from their designated stages.”

Dr. Elizabeth Ekirapa, Uganda

Makerere University Health Policy Planning & Management

Use of masks

DRC



UGANDA



Use of masks

KENYA



Gakira kangima

KENYA



Ndunduri gwa kiongo

Observed protection measures

UGANDA



KENYA



UGANDA



Observed protection measures

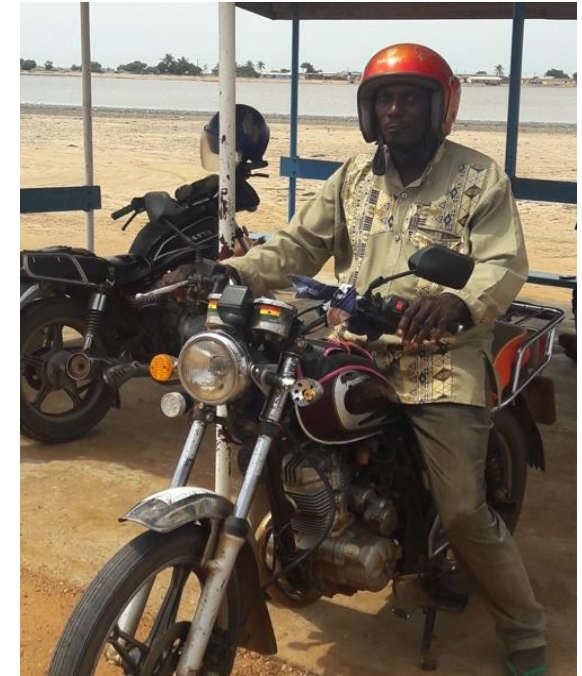
BODA BODA SAFETY ASSOCIATION





Conclusions

- Motorcycle taxis are still providing transport services in rural and urban areas
- In some places there is even more demand for them
- They may have an increasingly important role in helping people access health care services/medicines
- There appears to be limited specific support to this sector (clear information, PPE, financial support e.g. delay to loan repayments)
- Associations in some areas are trying to respond and support
- Riders do not usually have access to safety nets – so have to carry on working to provide
- Research found that many riders had underlying health conditions – including respiratory problems
- Road safety issues also likely to be a concern – urban areas less other traffic could lead to higher speeds and increase risk per journey





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Questions?



[Transaid Knowledge Centre](#)

[ReCAP Rural Access Library](#)

[Boda Boda Safety Association](#)