



AfCAP
Africa Community Access Partnership



Transforming rural access: motorcycles, low-cost infrastructure and appropriate standards

Workshop Final Report



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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 motorcycle taxi, rider and passenger from Uganda.

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Abstract

On the 9th of May 2017 Transaid facilitated a workshop on ‘Transforming rural access: motorcycles, low-cost infrastructure and appropriate standards’ on behalf of ReCAP at the 8th Transportation Technology Transfer Conference in Zambia. 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. ReCAP has funded recent research on motorcycle taxis and recently organised a webinar on motorcycles, which was attended by people from 24 different countries. The Transportation Technology Transfer (T2) conference was therefore an excellent opportunity to build on the momentum of these activities and facilitate discussion and dissemination on this important topic.

This report describes the context of the workshop, the discussions that took place as well as future recommendations.

Key words

Motorcycle taxi, rural, access, road safety, tracks, mobility, low-cost infrastructure and appropriate standards

Acknowledgements

The authors are grateful to colleagues who participated in the workshop entitled ‘Transforming rural access: motorcycles, low-cost infrastructure and appropriate standards’ on the 9th May 2017. We are also grateful to ReCAP and DFID whose funding made the workshop possible and to the T2 Secretariat for organising a successful conference.

RESEARCH 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

Acronyms

AfCAP	Africa Community Access Partnership
DfID	Department for International Development
EAC	East Africa Community
KM	Knowledge Management
MOH	Ministry of Health
NGO	Non-Governmental Organisation
RDA	Road Development Agency (Zambia)
ReCAP	Research for Community Access Partnership
SUMATRA	Surface and Marine Transport Regulatory Authority – Tanzania
ToT	Training of Trainers
T2	Transportation Technology Transfer
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. As part of this strategy, on the 9th May 2017 Transaid organised and facilitated a workshop on 'Transforming rural access: motorcycles, low-cost infrastructure and appropriate standards' on behalf of ReCAP at the Transportation Technology Transfer in Zambia.

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. ReCAP has funded recent research on motorcycle taxis and recently organised a webinar on motorcycles which was attended by people from 24 different countries. The Transportation Technology Transfer (T2) conference was therefore an excellent opportunity to build on the momentum of these activities and facilitate discussion and dissemination on this important topic.

The workshop consisted of three presentations and associated discussions. The first presentation gave an overview of the recent webinar; of the topics covered and the emerging issues and recommendations for future research. The second presentation covered 'Transforming community access to the rural road network: motorcycle infrastructure to connect all villages in Liberia'. The final presentation was on the topic; 'Mobilising access to essential health services through collaboration with motorcycle associations in Uganda'. A short question and answer session followed the presentations. This was followed by valuable group discussions covering topics such as the role and potential of motorcycle taxi associations to self-regulate and improve rural access and safety, regulation, safety and training and finally community based labour to build tracks/improve infrastructure to improve rural mobility. There was excellent participation and contributions from the participants and a lesson learned is the value of the break out groups and allowing adequate time for peer discussion.

The workshop was an important opportunity to ensure a balance in the conference between transport infrastructure (which represented the majority of conference) and transport services. The workshop allowed a platform to integrate these issues and to highlight the importance of improving access for rural communities.

2 Methodology

The Zambian Ministry of Works and Supply, through the Road Development Agency, held the 8th Africa Transportation Technology Transfer (T2) Conference at the AVANI Hotel in Livingstone, Zambia from 8th to 10th May 2017. The theme for the conference was “Linking Africa through Sustainable Transport Infrastructure Development”. The Research for Community Access Partnership (ReCAP)’s transport services research strategy focuses on applied research relating to rural transport services in order to improve the mobility of rural people and their goods and achieve a much greater integration of rural infrastructure and mobility perspectives. Recent ReCAP research on transport services in Tanzania included studies on the magnitude and characteristics of road traffic injuries on low volume rural roads, including motorcycle taxis, and the development of an appropriate training curriculum for motorcycle taxi riders. A ReCAP-commissioned webinar, facilitated by Transaid, was held on the 6th April 2017, with research contributions from Africa and Asia and observations and discussions from participants spanning 24 countries. The Transportation Technology Transfer (T2) conference was therefore an excellent opportunity to build on the momentum of these activities and facilitate discussion and dissemination on this important topic. It was also an important opportunity to ensure a balance in the conference between transport infrastructure (which represented the majority of conference) and transport services. The workshop allowed a platform to integrate these issues and to highlight the importance of improving access for rural communities.

The specific workshop objectives were:

- To raise awareness about the many issues (transport benefits and costs) of motorcycle taxis in rural areas
- To share and publicise information concerning the April 2017 motorcycle webinar, and its availability on-line
- To stimulate discussion on ‘best practices’ relating to motorcycle taxis in rural areas, including issues relating to improving safety, training, operator associations, regulation and infrastructure provision.
- To stimulate discussion on the policy implications and research needs arising from the issues raised during the workshop.

In order to achieve these objectives Transaid drafted a workshop programme with support from ReCAP’s Transport Services Manager. The time allocated for the workshop was 90 minutes and a programme was devised that would allow three presentations to be shared, some questions and answers and some short group discussions. The session was to be chaired by Transaid’s Zambia Project Manager.

3 Workshop Summary

The workshop was held on the 9th May 2017 and took place in meeting room B at the AVANI conference centre, T2 Conference, Livingstone. The workshop started on time with approximately forty participants. By the end of the session the figure was approximately fifty. A member of the Road Development Agency’s T2 Secretariat took responsibility for opening and closing the session

Welcome and introduction

The RDA representative opened the session. The workshop itself commenced with a welcome and introduction from Victor Simfukwe, Project Manager at Transaid, who proceeded to chair the session. The introduction outlined the importance of transport services and particularly the significance of motorcycles and motorcycle taxis for rural access in many parts of Africa. There are clearly some legitimate safety concerns relating to motorcycles and motorcycle taxis. However, in rural areas they can provide a vital service (and bridge a gap) regarding accessing essential services such as health services, markets and education. In some countries such as Tanzania, Uganda and Liberia there has been a dramatic increase in their availability and use. Countries have reacted differently to this growth; Tanzania for example has taken a relatively supportive approach, banning the use of motorcycle taxis in Dar es Salaam but otherwise working with the motorcycle taxi associations towards improved safety and standards. In Zambia perceptions on motorcycles and motorcycle taxis are varied. In urban areas many people believe they are a danger to the general public whilst in rural areas it seems that people appreciate the benefits of motorcycles, which can operate where other motorised transport cannot. Victor commented that there is a need for this topic to be formally addressed as it is highly likely that Zambia will see a sharp rise in the use of motorcycle taxis over the next few years as cheaper models are becoming increasingly available. This could leave the authorities 'behind the curve' in terms of ensuring appropriate policies are in place to regulate their use. It was also noted that in Eastern province in Zambia bicycles already operate as taxis and they are sharing the public road with no deliberate policies to regulate their use. There is a need to bring key stakeholders together and foster more discussion to learn from neighbouring countries on how they are managing this issue.

Presentations

The first presentation came from Caroline Barber from Transaid who gave a brief summary of AFCAP's previous work on motorcycle taxis. In 2014 AFCAP undertook a 'cluster' of research on transport services in Tanzania, this included a study by Amend on the magnitude and characteristics of road traffic injuries on low volume rural roads including motorcycle taxis, development of an appropriate training curriculum for motorcycle taxi riders by Transaid and finally research by HelpAge International that looked at older people and access.

An update was also shared on the ReCAP webinar that took place on the 6th April 2017. A webinar can be a very effective way to share information and encourage discussion. This webinar brought together African and Asian transport researchers, regulators and practitioners. Three presentations were made covering safety and regulation, helmet use and access to essential health services. A recording of the webinar is available on You Tube and can be found by following the links below:

ReCap

<https://www.youtube.com/watch?v=-n75hG6vRvQ&t=30s>

Transaid

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

150 people registered for the webinar in advance and 59 joined the live broadcast on the day. Another 36 joined via 'link up hubs' that were organised in Tanzania, Uganda, Zambia and Kenya. The participants joined from 24 different countries.

Feedback has been very positive about the webinar. It was also a new experience for many who joined; for over half of the participants it was their first webinar.

The most common recurring themes from the question and answer session included:

- Challenges of regulating and enforcing law for the motorcycle taxi industry
- Requests for “good practice” examples
- 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

There was a clear appetite amongst participants for attending more webinars. Participants also wanted more time for debate and questions and answers.

Suggested future research topics included:

- How to scale up rider training
- Leveraging technology to enhance safety and efficiency of motorcycle transport services.
- Making motorcycle taxis a profession which is stable and viable
- Rural paths to facilitate access
- Enforcement and scope to work with associations
- Disaggregation of motorcycle use/crashes at different stages in the transport network
- Research on behavioural issues of riders and accidents
- Safety equipment and visibility

The second presentation was made by the ReCAP transport services research manager, Paul Starkey, who presented on ‘Transforming community access to the rural road network: motorcycle infrastructure to connect all villages in Liberia’. The presentation outlined how motorcycles are transforming rural access. Recent work funded by the World Bank and implemented by Cardno IT Transport was shared with the group. This involved a study on a multimodal master plan for Liberia, working with the Ministry of Public Works and Ministry of Transport. The study included reviewing all transport modes (road, rail, water, air), international, urban, inter-urban and rural transport. Infrastructure, services and regulatory authorities were all in-scope. New motorcycle trail infrastructure was identified as a key rural transport investment. The presentation outlined how there has been a remarkable transport ‘revolution’ in Liberia over the last ten years. Motorcycles are now often the most common mode of transport on rural roads. The presentation articulated how motorcycles were complementing the other transport systems, rather than replacing them. Whilst often more expensive than other transport services (often +50-100%), people use motorcycle taxis because they are more timely, there are often no alternatives and they are more convenient (point to point). In general, they complement ‘conventional’ transport services without competing directly. Three-wheelers can travel on even roads but are not really suitable for connecting villages with the current infrastructure. Motorcycles however, can travel along tracks and paths: if a path reaches the village and you have a mobile phone you can ‘join the road’.

The challenges and the benefits of motorcycle taxis in rural areas were presented and it was proposed that the benefits for people living in rural communities are considerably greater than the costs. In short, if people in rural areas are better connected by appropriate and available transport they are likely to be happier and better off.

An example from Nimba county was shared. In Liberia it is estimated that 2.5million people live in rural villages. There are approximately 10,000 villages in Liberia and early modelling has suggested that approximately a \$104 million investment in building rural tracks and bridges would transform access in the country. With 2,500,000 isolated rural people, the cost works out at \$42 per person connected. The assumptions behind these figures applied for the Nimba country study are based on the following figures, which are considered typical for rural Africa:

- Annual maintenance 10% of capital for paths/wood bridges
- 2 return trail trips per household per week at 6.35 km
- 20% trips with heavy head loads
- Rural wage rate of \$2.5 per day
- 25% of trips and most loads move to motorcycles

The study showed an internal rate of return of 17% through value of time savings alone. The real benefits are likely to be considerably higher as this figure does not include benefits relating to agricultural production, health or employment.

This work has been presented to stakeholders in Sierra Leone and the Minister of Public Works, SIDA and USAID have reportedly expressed interest. The next steps would include: securing this funding, developing guidelines for construction of the trails and bridges and training of community groups for the construction of tracks. The presentation concluded with posing the question ‘with this approach, could we connect ALL villages in Africa to the road network?’ The presenter also invited reflection on what a difference this could make to the women, men, children, and people with disabilities, etc. who are currently isolated from the road network.

The third presentation was made by Victor Simfukwe who presented on ‘Mobilising access to essential health services through collaboration with motorcycle associations in Uganda’. This presentation shared results from a programme that worked with informal rural motorcycle associations to increase availability and reduce costs for communities wishing to access health services. The programme was called Merck for Ugandan Mothers (MUM), the lead Partner was PACE (Programme for Accessible Health, Communication and Education) and the donor was Merck. The project aimed to improve access to maternal health care services through the implementation of appropriate local transport systems and took place between October 2012 and August 2015.

Transaid’s role was to improve the understanding around the constraints faced, as well as to design and implement an intervention to improve access for pregnant women in rural Uganda. At the community level the project helped to develop a community based transport system by working with local motorcycle taxi riders. This involved engaging with the riders by talking to them about access constraints and why it was important to provide timely and affordable transport to pregnant women. The project collected contact numbers from the riders and displayed them in the profam clinics and training was also provided to the volunteer riders to ensure that they understood their role regarding transporting women under this system.

A facility-based emergency transport system was introduced in two districts. This involved a trailer which was pulled by a motorcycle. The trailer had a full canopy to provide privacy and shelter during

transport. This was used for complicated maternal cases which were referred to bigger hospitals. The trailer was based at the health facility.

The project provided ongoing monitoring and support. For example, assessing the mobile numbers for the riders and reviewing the contact list. Key messages around the emergency transport system were reinforced to ensure that riders were clear on their role and to ensure that women in the communities understand that the service was not a free service but rather would connect them with 'preferred' riders who had been through some training by the project and who would charge lower than market fares. Data collection was undertaken on a monthly basis.

During the project's life over 3730 women were transported to the health facilities using the ETS riders. Substantial price reductions for journeys were recorded with the highest being a 41.6% average reduction in Mubende District. Transport was also now available 24/7. Most of the women used the same rider for more than three transfers and most of them paid after they had used the service. This was important as previously credit was rarely extended to passengers. It was also noted that some riders had concerns about transporting women in the night due to fear of being attacked by thieves. In other districts, some riders demanded payment up front which was seen to be a challenge for some women.

The presentation focused on the Uganda case study. However, a short update was shared from Zambia where eleven motorcycle ambulances were distributed in five districts. The product used was an eRanger from South Africa, which has a sidecar for passengers. The motorcycle ambulance was based at the health facilities in Zambia and qualified health personnel were trained as riders. Trips were recorded but challenges were faced by the Ministry of Health regarding funding ongoing fuel and maintenance costs.

Question and Answer Session

Following the presentations, questions were raised about the desegregation of data between rural and urban roads. It was also noted that there is a need for more information about transport for people with disabilities, although it was noted that motorcycles can travel to specified pick up/drop off points which could be an important feature for people with mobility challenges. It was also noted that in rural areas motorcycle taxis often carry two passengers. This can be an advantage for disabled people, older people and pregnant women who may need help mounting the motorcycle and staying on them during a journey. For women travelling in rural areas having two passengers can also bring benefits as the transport can be cheaper and is often perceived to be safer.

It was also noted that a motorised ambulance would be preferable but it may not always be able to access rural communities and would often be unaffordable. It was noted that people north of the Zambezi often have a more positive attitude towards motorcycle taxis as they are operating more widely.

Finally a clarification was made that the work in Liberia was not considering relocating villages - there are already paths in place; the emphasis was on making them accessible for motorcycles and also constructing bridges.

In a 90 minute workshop the time for questions and answers had to be kept quite short to allow space for the group break outs. As such not all questions could be taken but the participants were encouraged to seek out the presenters after the workshop and during the rest of the conference.

4 Group break-out sessions

In the final stage of the workshop the participants were given the chance to choose from three topics to continue the discussions. The options were:

1. The role and potential of motorcycle taxi associations to self-regulate and improve rural access and safety
2. Regulation, Safety and training
3. Community based labour to build tracks/improve infrastructure to improve rural mobility

For each topic the group were asked to discuss:

- Key considerations
- Examples of good practice that have been observed
- Proposed future research / implementation

Key discussion points:

Group one: The role and potential of motorcycle taxi associations to self-regulate and improve rural access and safety

- There was no direct experience of motorcycle taxis in the breakout group, although it was noted by one participant that Tanzania has high levels of association membership. Comments were made that associations can be a place to access loans and find 'safety'. However, some associations were very informal and operated more loosely as friendship groups. It was also commented that some associations may not have the best interests of their members at heart and rather be operating for commercial gain.
- There was an observation that 'this thing of motorcycles is going to under-develop Africa'. In Zambia an experience was shared where two wheeled vehicles came over from Tanzania and were not well received in Zambia. After the workshop it was also noted that 3-wheeler bajajis came across from the Nakonde/ Tunduma border and were 'chased away'. It was noted that they were providing transport services to people but concerns were raised and this resulted in the closing down of this service.
- Despite these mixed experiences, the group noted that if managed carefully there could be tremendous benefits of supporting a growth in the use of motorcycles in rural Africa and specifically countries where they are currently banned like Zambia, Ghana etc. The group also noted the importance of considering cost, spare parts etc. Associations were seen as a possible way to regulate and to have dialogue with riders.
- After the discussion had formally concluded a comment was shared that in some countries associations will not lend motorcycles to women to practice to get their licences. They will also not hire out motorcycles to women as they fear that women will not earn as much money as men.

Group two: Regulation, Safety and Training

- This group was well attended and some participants came from a safety/enforcement background. Interestingly the focus of the discussion was not on enforcement but rather on measures to ensure the safe operation of motorcycle taxis for the riders and the passengers.
- Training was considered a cardinal area. The group felt that training must be available to riders as many are untrained and unlicensed. Questions were asked about how riders can train and how can it be affordable to them and flexible (in terms of location and possibly the

timetable so they can still work). The importance of the income generation that motorcycle taxis can provide for young people was noted.

- It was noted that in rural areas it is hard to enforce the various counties' Traffic Acts. A suggestion was made that traditional leaders might be able to help as they hold such influence.
- Safety equipment was also discussed. The importance of affordable personal protective equipment was stressed. Helmet use was a key area of concern for the group, both for riders and passengers.

Group three: Community based labour to build tracks/improve infrastructure to improve rural mobility

- Some people in this group were familiar with motorcycle taxis and others were not. There were some concerns raised, mainly from a safety perspective. However, the group determined that there were locations in all countries where motorcycle taxis would be very useful. An example was shared that in Chipata, Zambia, bicycle taxis are already quite common. In Malawi there is huge potential. In Kenya it was noted that there was scope to roll out developments of such tracks and it was commented that some communities are already developing their own tracks.

Across all three groups discussion was lively with excellent contributions from the delegates. Time was a limiting factor in a 90 minute workshop and unfortunately this was made more challenging as the RDA overall moderator closed the workshop 10minutes early, bringing the last part of the workshop to a rather abrupt close as it was believed that there was another session that some of the T2 colleagues were expected to attend.

5 Feedback, Evaluation Forms and Recommendations

Following the workshop there was positive verbal feedback. Participants commented that it was useful to hear about the work undertaken in Liberia and Sierra Leone, which appeared to be a practical and cost-effective way to connect rural villages. It was also commented that the workshop was important to remind the conference delegates of the importance of rural access and the people who are often 'cut-off' or who live beyond the paved road.

A format of formal presentations, followed by questions and answers and small group discussions was chosen and worked reasonably well. However, more discussion time was required to digest and continue the dialogue. The time for group discussions was just 10 minutes; they were very valuable discussions and there seemed an appetite to continue. Some people had legitimate concerns about the use of motorcycle taxis and yet the workshop presented a range of perspectives and evidence where motorcycles are having a positive impact. The discussion groups showed that people were reflecting on both sides of the discussion and seeing that a way needs to be found to help motorcycle taxis operate more effectively rather than just banning them. Issues such as helmets and appropriate loads were also debated. For future workshops that include presentations and group discussions it is recommended that two hours be allocated. A lesson learned is the value of the group discussions especially at a conference such as the T2, welcoming participants from across Africa and beyond for dialogue and peer debate.

ReCAP arranged for evaluation forms to be circulated and twenty-five workshop participants completed these forms. The overall average score for the workshop was 4 out of 5. Participants

rated the usefulness of the workshop and the presentations highly. The plenary sessions and ability to contribute and discuss the topic further scored lower.

When asked for feedback on what was learned during the workshop, the participants advised the following:

- There is great interest in motorcycles for rural transport
- Changing perception of accessibility with advent of motorcycle growth in rural areas
- Need to strike balance between safety and access
- Potential + affordability of hail bridges
- In rural areas motorcycles can provide a vital service
- Development of appropriate training is important
- The usefulness of rural transport
- Access to motorised transport could stimulate rural economics
- Tracks can enable rural people access to health services quickly
- Transformation of community accessibility through the use of motorcycles
- Improvement of access to health education on other services through the use of motorcycles
- Motorcycle transport merit/demerit
- Motorcycle transport webinar
- The use of motorcycles as a taxi service. In my country motorcycles are not common
- The construction of bridges for motorcycles
- Motorcycles can bring communities closer to market parts, hospitals etc. in that they don't really or necessarily need advanced pavement infrastructure
- Motorcycles can be adapted as long as there's enough sensitisation, even here in Zambia
- Improved tracks in rural areas can be used to supplement access roads
- The fantastic idea to have 'community owned' and community built tracks
- Way to open the rural areas using available transport in a safe manner
- Safety issues a major concern for the use of motorcycles
- Simplest forms of transport such as bicycles, motorbike can let rural communities access life improving facilities such as health, schools etc.
- These forms of transport complement other transport
- Cost implication - low cost as compared to other modes of transport
- The motorcycle helps to move and connect people from many villages
- Creating employment for people in rural areas
- There's a lot of potential in development regarding the motorcycle industry
- The use of the webinar has piqued the interest of the general public
- The use of motorcycles in rural areas has generated positive feedback in relation to increased immobility to pregnant woman, pupils and disabled people
- There is a need to regulate

With regard to what the 'best' and most 'useful aspects', participants commented:

- To understand the range of issues
- Paul Starkey's presentation
- The workshop organisation
- The quality of the presentations
- Using motorcycles as taxis in rural areas
- Using motorcycles in clinics/hospitals for rural areas
- Visuals were amazing

- Community empowerment in motor cycle roads
- Sharing, I never knew that they can be a taxi for a motorcycle
- Presentation on transforming community access
- Presentation on mobilising access to health services in Uganda
- The use of motor taxis for transportation of pregnant women to health centres
- Opening up of trails for easy access to villages
- Covering basically one topic from different angles
- Group discussion
- Motorcycle transport is on the increase in Africa, Asia and Latin America, will improve people's lives by creating employment and ease movement of goods
- Motorcycles are better as they are adaptive for bumpy roads (rural roads)
- Knowledge transfer attained
- Working groups
- Introducing affordable and simple access to mobility
- Practical experiences for Liberia
- I appreciate the dire need of transport/mobility in some African countries and the solution to the need at the moment is best and affordable
- The presenters were interactive and had a vast experience from their research

How could the workshop have been improved:

- Not long enough for break-outs
- More time for audience participation needed
- This workshop presentation could have been in the morning when concentration levels were higher
- The workshop was fine
- More time could be allocated to allow the audience in-depth discussion
- More time to be allocated for group discussions and presentation of the group deliberation
- It was well delivered

Other comments/suggestions:

- Congratulations AFCAP – ReCAP
- Recommendation - research on health issues on the use of helmets by multiple passengers/customers
- Recommendation - research on how safety and security could improve both for motorcycle drivers, users and the community in general
- Include data on fatality/injuries associated with motorcycle
- I think it's expensive to use motorcycle as taxis because you take one person at a time.
- This is ideal on the rural areas, however, urban areas could be a challenge with congestion and high access
- Provision of basic infrastructure
- The promotion of cycle tracks in rural areas as opposed to low volume rural roads is 'retardation of progress'
- I think motorcycle is not good for transporting sick people
- It is an interesting emerging topic worthy the attention
- There's a need for local agencies in countries where motorcycles are used as public taxis to enforce safety regulations to encourage safety to the riders

6 Conclusions

The workshop on ‘Transforming rural access: motorcycles, low-cost infrastructure and appropriate standards’ successfully took place and shared experiences from a range of countries. The workshop was well attended and there was excellent engagement from the participants.

It was noted from this workshop that it is important to ensure that such sessions on transport services be part of the agenda at such conferences as the T2. The T2 is more geared toward road infrastructure construction with less emphasis on the users of the road. This workshop was important to remind people that the access needs of people in rural communities should be given adequate attention. An integrated approach that looks at both infrastructure and rural mobility perspectives is essential for sustainable transport development across Africa.

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- <http://www.transaid.org/knowledge-centre/2012-2015-an-emergency-transport-scheme-in-ruralperi-urban-uganda-that-utilises-informal-transport-services/>

Annex A: Proceedings

A pdf of the presentations delivered during the workshop can be found at the links below:

<http://www.transaid.org/home/knowledge-centre/knowledge-sharing-resources/>

Annex B: Webinar Programme – Developed in advance of the Workshop

Topic	Speaker	Duration	Additional notes
Welcome and introduction	Victor Simfukwe – Transaid Zambia Project Manager	5 minutes	Setting the scene, and outlining the importance of motorcycle taxis for rural access.
Presentation one - continuation of the introduction – ReCAP’s work to date	Caroline Barber Transaid Head of Programmes	6 minutes	- Brief summary of ReCAP’s previous relevant research - A summary of the webinar held on the 6 th April – metrics, emerging issues and proposals for future research
Presentation two – an integrated approach (rural infrastructure and enhanced rural mobility) through the development of rural tracks in Liberia (this title needs further work) Transforming community access to the rural road network: motorcycle infrastructure to connect all villages in Liberia	Paul Starkey ReCAP Transport Services Manager	15 minutes	Paul to present on his recent work in Liberia to extend rural tracks which will facilitate rural mobility and use community based labour techniques. Costs and return on investment will also be presented.
Questions and Answers related to Presentation Two (Liberia) - 10 minutes			
Presentation three – Mobilising access to essential health services through collaboration with motorcycle associations in Uganda	Victor Simfukwe – Transaid Zambia Project Manager	12 minutes	Victor to present a case study from Uganda where he worked with informal rural motorcycle associations to increase availability and reduce costs for communities wishing to access health services. The approach, the results, lessons learned etc. Victor to also touch on how motorcycles have been used in Zambia for rural health

			initiatives
Questions and Answers related to Presentation Three - 10 minutes			
<p>Small discussion groups: each group taking a particular topic that has emerged as warranting further debate/research either from earlier ReCAP research, the recent ReCAP webinar or presentations heard today. Propose three – four topics which may include some of the following:</p> <ul style="list-style-type: none"> ○ The role and potential of motorcycle taxi associations to self-regulate and improve rural access and safety (RS and passenger/rider safety) ○ Motorcycle taxis and technology – are apps changing patterns of access or is this just for the urban elite? ○ Motorcycle taxis - gender considerations for regulators, policy makers.. ○ Motorcycle taxis and the need for positive and supportive regulation ○ Safety and training ○ Using community based labour to build tracks/improve infrastructure to improve rural mobility <p>- For each topic the group will be asked to discuss and then present:</p> <ul style="list-style-type: none"> ○ Key considerations ○ Examples of good practice that have been observed ○ Proposed future research / implementation <p>20 minute group work, 5 mins for each group to present back</p>			
Summary of the key issues raised, related recommendations, research needs, policy development and specific suggestions for follow ups by workshop participants	Moderator, supported by CB	5 mins	