

Networked transport services research: the Tanzania example

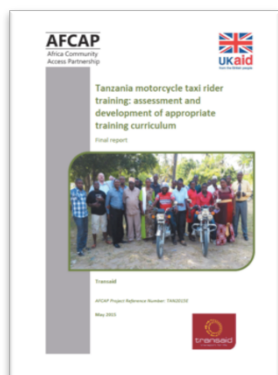
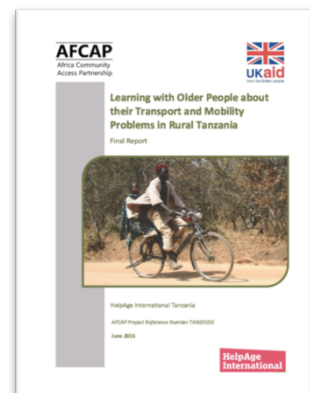
In 2015, the Research for Community Access Partnership (ReCAP) funded a cluster of collaborating projects in Tanzania, implemented by NGOs, to gain baseline information relating to **rural passenger and freight services, their appropriateness, costs and safety**. The studies identified the lack of conventional transport services (associated with poor road

infrastructure) and a rapidly increasing use of motorcycles for passenger and freight transport services. While the costs per tonne-kilometre or passenger-kilometre of motorcycle taxis are two to four times higher than conventional services, they provide a vital service that is greatly appreciated by rural people, including older persons and women.



A study by Amend looked into **the magnitude and characteristics of road traffic injury on low volume rural roads** in Kilolo District, Tanzania. Data was collected through traffic counts, household surveys and motorcycle drivers. The motorcycle driver survey identified a far greater magnitude of crashes than the household survey, with higher number of crashes and greater severity. The characteristics of all crashes are similar: involving young men with motorcycles, no training and no licenses. The most common contributory factors were related to road user behaviour, the design and condition of the road and environmental conditions.

Helpage conducted a study in Kilolo District, in Iringa region, **to build baseline data to promote and monitor mobility-focused interventions for rural older people**. Three approaches were used: training of older people co-researchers, household surveys and interviews with key informants from various stakeholders. Current access of older people to health services is substantially constrained by poor access to transport services. Walking is the most common means of reaching health facilities, with trip durations ranging from 15 minutes to over 4 hours. The influx of boda-bodas, has significantly improved the mobility of older people, especially in the provision of emergency transport, despite the high fares.



Between December 2014 and April 2015, Transaid, working closely with key stakeholders in Tanzania, has developed an **appropriate training curriculum for motorcycle taxi riders**. The project team started with gathering and assessing any existing motorcycle training curricula to identify any gaps that needed to be addressed. Key stakeholder inputs were collected from the relevant training schools and regulatory authorities as well as from the motorcycle taxi riders themselves and the needs of passengers. The final curriculum as well as recommendations for licensing, testing and training are provided in the final report of this activity.



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Two studies were undertaken by the International Forum for Rural Transport and Development (IFRTD). One pilot study looked at **first mile transport challenges** faced by smallholder tomato farmers along Ihimbo-Ihimbo Road, Kilolo District. Key issues include: a dearth of means of transport among farmers, compounded by poor first mile infrastructure. The study recommends closer collaboration between transport planners and farmers. The second project concerned a small scale study of **rural transport services** along the Kidabaga-Boma la Ng'ombe road in the same district. The study showed the lack of conventional public transport vehicles in the area and that motorcycles are increasingly important, albeit expensive.

The findings of all studies were presented at a **national workshop on Understanding and Improving Rural Transport Services** in Tanzania in April 2015, attended by about fifty senior officials in the roads sector, the transport services sector, road safety, health, agriculture and local government. The workshop aimed at sharing newly-acquired knowledge and understanding relating to rural roads and transport services, road safety, motorcycle taxis, small agricultural freight and the benefits of inter-disciplinary collaboration. The rapid growth of motorcycles on rural roads was seen

as a crucial issue in Tanzania, Ethiopia, Ghana, Kenya, Malawi, Mozambique, Uganda and Zambia, with some countries already experiencing the surge and some preparing for such a scenario. With motorcycles increasingly dominating traffic patterns on rural roads, there are linked issues relating to policy, regulation, technical road design, road safety, road maintenance and community access that the participants believed could be researched collaboratively, achieving synergy and more rapid progress.



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All research reports from the Tanzania cluster are freely available from the **Rural Access Library** on the ReCAP website: www.research4CAP.org

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