“Power Two Wheelers in AFRICA”

Motorcyclists Safety Workshop: Riding in a Safe System

Session : Motorcycling in the regions

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Thursday, 10th June 2021
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Source: AfCAP and AfDB, Safer Africa
SSATP: A Partnership Program for Transport Policy Development and Capacity Building in Africa

SSATP Financiers
- European Commission (EC)
- African Development Bank (AfDB)
- Agence Française de Développement (AFD)
- Swiss State Secretariat for Economic Affairs (SECO)

International Partnership
- 42 African member countries
- Continental institutions
- Regional economic communities (RECs)
- Development partners
- Transport professionals, policymakers, academics

MDTF Program (hosted by WBG)
- Leverages the global knowledge platform for experience and knowledge sharing
- Plays key role as convener and leader in transport policy advocacy

Guiding Principles:
Ownership | Partnership | Sustainability
SSATP Fourth Development Plan (DP4): 2021-2025
Africa Transport Sector Digitalisation and Decarbonizing

Primary Thematic Areas

Regional Connectivity & Economic Integration
Developing a more efficient multi-modal transport corridors to enhance Africa’s economic growth and trade competitiveness.

Sustainable Urban Mobility & Accessibility
Supporting the development of low-carbon, resource-efficient and climate resilient urban transport systems for the creation of sustainable and livable cities.

Road Safety
Improving road safety to reduce death and injuries from road traffic crashes.

Secondary Thematic Area
Resilient Road Asset Management
Strengthening road management institutions and practices to enable climate resilient road systems and leveraging private resources to develop financially sustainable road maintenance options.

Cross-Cutting Areas
Responding to the COVID-19 pandemic | Human capital development
Inclusion | Women in transport | Low-carbon options | Digital solutions
Regional facts and figures - Africa

- Population: 1.34 billion
- 55 member states
- GDP $1.26 trillion
  - GDP per capita range US$800 - 15000
- Policies and legislative instruments:
  - UN/AUC/REC/National level
- AUC Target 2020 – 2030: 50% reduction of casualties and serious injuries
Regional facts and figures - Africa

Underreporting is a challenge: WHO (2018)

- Data for 26 countries indicate over 7 million motorcycles and three wheelers on the continent
- 2/3 wheelers represent 22.5% of all registered motorized vehicles on the
- 7% of road traffic deaths in the region are motorized 2/3 wheelers


- Ghana 23%
- Kenya 37%
- Tanzania 34%
- Uganda 59%

Largest 2-wheeler markets in Africa – South Africa, Nigeria, Tanzania, Kenya, Algeria, Uganda, Egypt, Morocco, Angola and Ethiopia

Study published in 2017 estimated that by 2022 2-wheeler market in Africa will be over $9bn (TechSci Research, 2017)
Burkina Faso motorcycle trends

Trend of registered PTWs and crashes with PTWs in Burkina Faso (2009-2017)
Source: Office National de la Sécurité Routière / National Institute of Statistics and Demography

Source: Office National de la Sécurité Routière (ONASER)
Burkina Faso motorcycle trends 2

Share of road users by type in Burkina Faso

Estimated motorcycle quality in Burkina Faso

Estimated motorcycle age in Burkina Faso
Motorcycle growth in Africa

- fill the gap of transport service
- most often used for commercial purposes, especially in rural areas.
- Decline in organized public transport.
- Low vehicle ownership in African cities, public transport is in the decline
- often the only available and affordable means of motorised transport for people in rural areas
- easy maneuverability, ability to travel on poor roads, and demand responsiveness,
- Connect farmers to markets, people to goods and services. Are part of the health service structure
- Generate income

however they pose safety challenge.....
Motorcycles in Africa

Kenya
- In 2018 was registering 16,000 ptw monthly up 10x in a decade
- In 2019 had a motorcycle population of over 1m (less than 100,000 in 2007)
- In 2016 the 21 motorcycle assembly plants in Kenya were releasing 100,000 bikes into the Kenya market annually creating an estimated 500,000 jobs and supporting a further four million Kenyans indirectly
- Generated an estimated $3.8 million income daily source: East African Daily

Tanzania
- 2016 had over one million registered motorcycles
- Motorcycles accounted for 22% of road crash deaths and 25% of injuries

Rwanda
- PTWs are the most common vehicles registered in Rwanda, 38% of urban Kigali road users.
- Helmets are universally used but infrequently replaced after a crash and no standard is required
- In 2013, 73% of RTIs at one Rwandan hospital were due to PTW crashes and PTW crash deaths were 3x higher than other vehicles
Motorcycle management Rwanda

34,000 moto taxis nationwide with 26,000 in city of Kigali

- **Ministry of Infrastructure (MININFRA):** develops policies and laws related to motorcycle transport.

- **Rwanda Cooperative Agency (RCA):** National Agency in charge of cooperatives including motorcycles. Provides technical support and monitor their daily operations.

- **Local Authorities (LA):** register all cooperatives providing for the establishment, organization and functioning. Provide parking lots and support the development of their operations.

- **Rwanda Utilities Regulatory Authority (RURA):** Issues licenses and monitors regulations regarding Motorcycle Public Transport compliance with safety and security requirements. The license is revoked when licensee is non-compliant.

- **Motorcycle cooperatives:** Each cooperative has its internal rules and regulations in which some are related to safety and security.

- **Rwanda National Police (RNP):** In charge of road safety law enforcement. It has specific unit in charge of motorcycle taxis.
Motorcycle safety in Africa – causes of crashes and injuries

Contributing factors of crashes and injuries are:

- unlicensed, untrained, over speeding and overloading, no riding skills, use of alcohol and drugs.
- Motorcycle Riders' behaviour - no helmet usage, overloading.
- Poor infrastructure
- Poor quality of riders
- poor post-crash care: non-existent insurance.
- Low regulations and enforcement laws
- Lack of knowledge and respect of traffic laws.
- Lack of safety education and awareness.
- Lack of control in case of small motorcycles.
- Rider fatigue.
- Absence of transport of policy
Insights from research - Road Safety Culture In Africa

30% of motorcyclists used their phones while riding
Almost 50% do not use helmets
About 40% report to exceeding speed limits
42% of respondents considered motorcycles unsafe
83% supported policy measures requiring mandatory helmet wearing

Self-reported speeding by motorcyclists for EU20, AF12 and by gender and age groups
Challenges and areas of attention

- Inclusion in mobility policy – commercial operations
- Training and licensing – other user aspects
- Road infrastructure
- Technology, vehicle aspects and requirements
Way Forward?

- Learn from other regions – Asia and Latin America are more advanced in their approach towards motorcycles
- Review and revision of regulations at national and regional levels
- Improving road infrastructure for motorcycles
- Systematic approach towards motorcycle management – organisations, awareness creating
- Enforcement of helmet and other PPE wearing
- Improvement/systematic approach towards training.
Thank you!

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