

“Power Two Wheelers in AFRICA”

Motorcyclists Safety Workshop: Riding in a Safe System

Session : Motorcycling in the regions

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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.

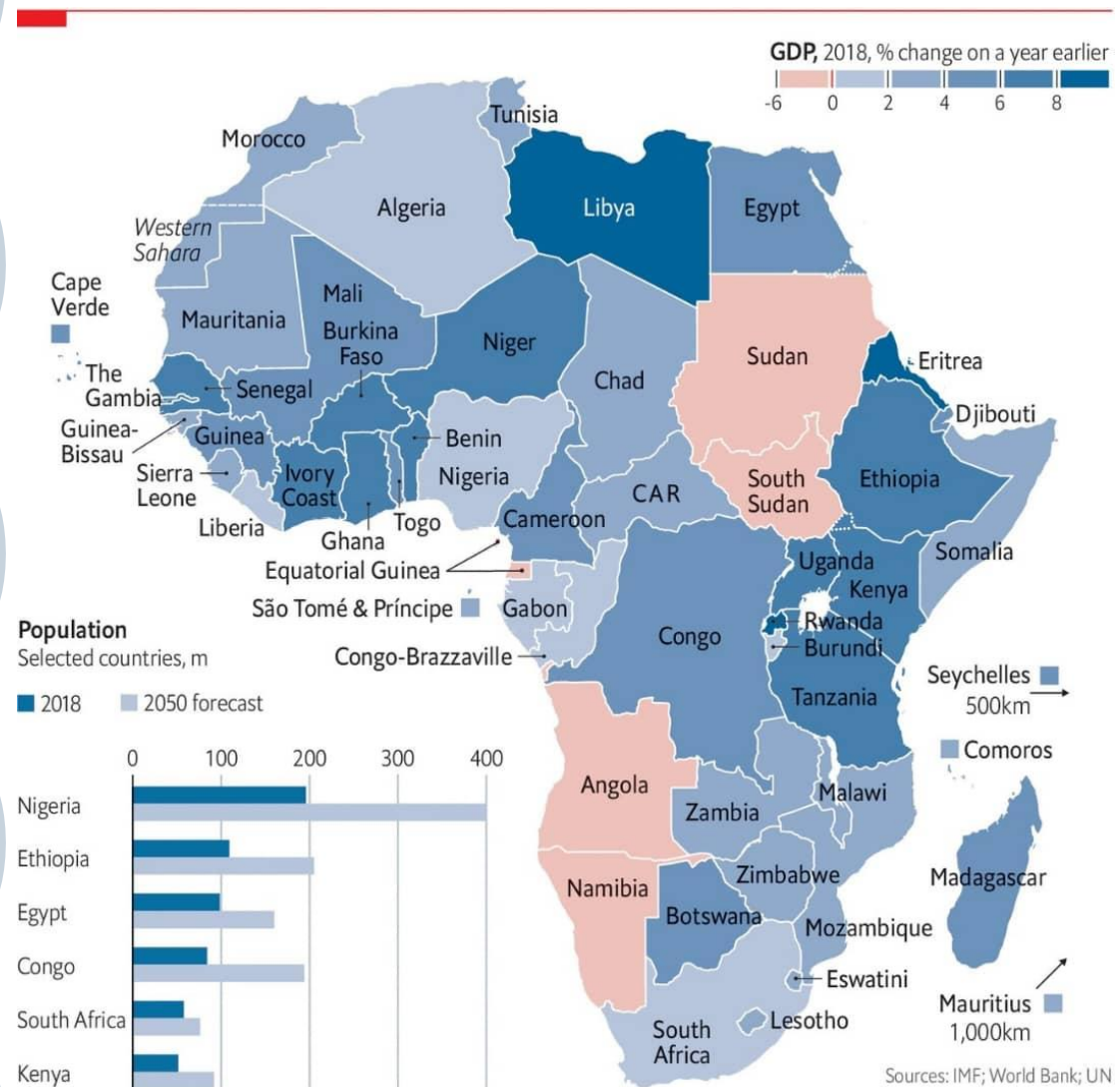


Cross-Cutting Areas

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

percentage of motorcycles and three wheelers to total fleet: WHO (2015) /(2018)

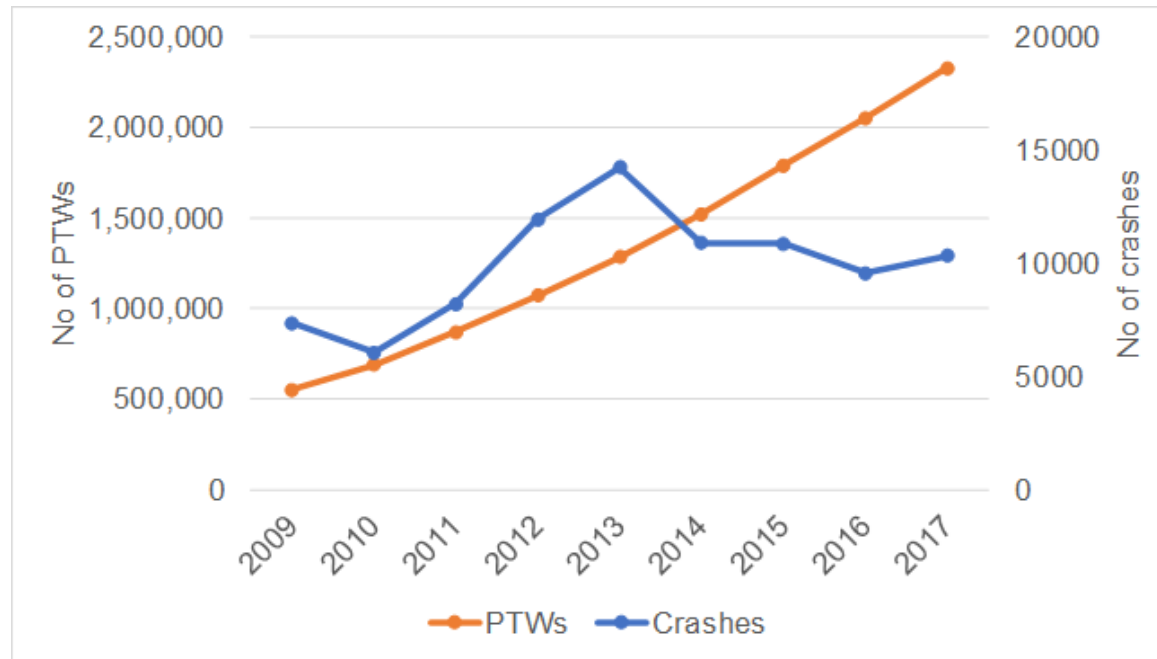
- Ghana 23%
- Kenya 37%
- Tanzania 34%
- Uganda 59%

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)

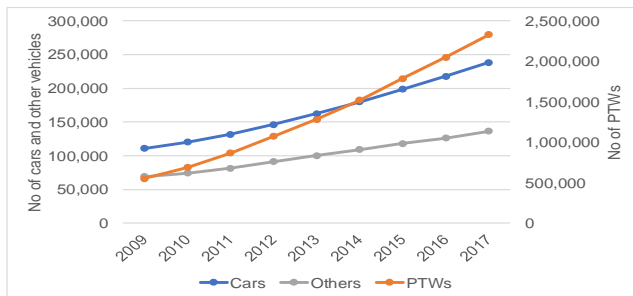


Burkina Faso motorcycle trends 1



Trend of registered PTWs and crashes with PTWs in Burkina Faso (2009-2017)

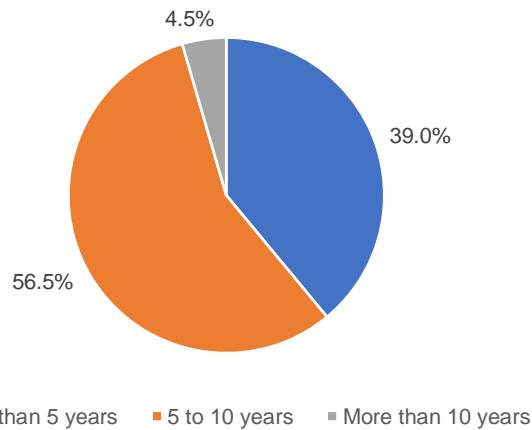
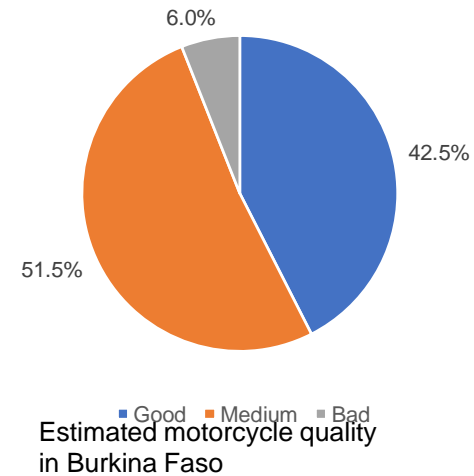
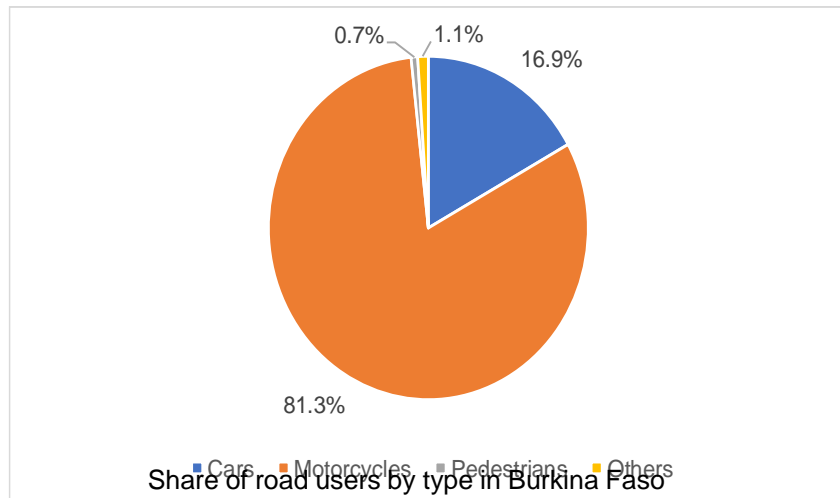
Source: Office National de la Sécurité Routière / National Institute of Statistics and Demography



Trend of registered vehicles in Burkina Faso (2009-2017)

Source: Office National de la Sécurité Routière (ONASER)

Burkina Faso motorcycle trends 2



– 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 100000 bikes into the Kenya market annually creating an estimated 500000 jobs and supporting a further four million Kenyans indirectly
- Generated an estimated \$3.8 million income daily source: E 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:

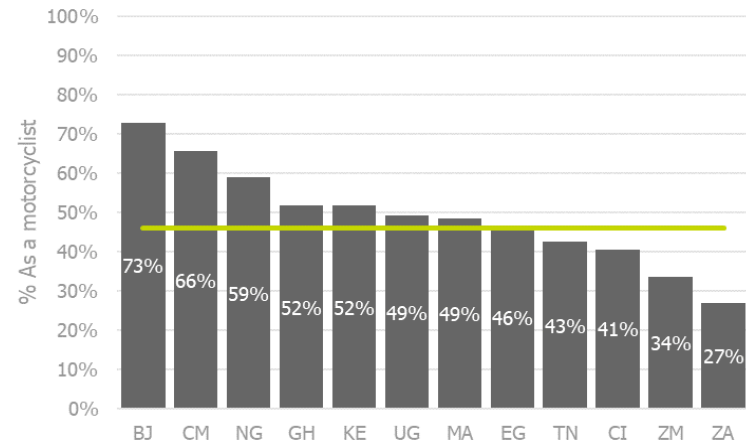
- unlicensed, untrained, over speeding and overloading, no riding skills, use of alcohol and drugs.
- Motorcycle Riders' behaviour - no helmet usage, overloading.
- Poor infrastructure
- Poor quality of riders
- poor post-crash care: non-existent insurance.
- Low regulations and enforcement laws
- Lack 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



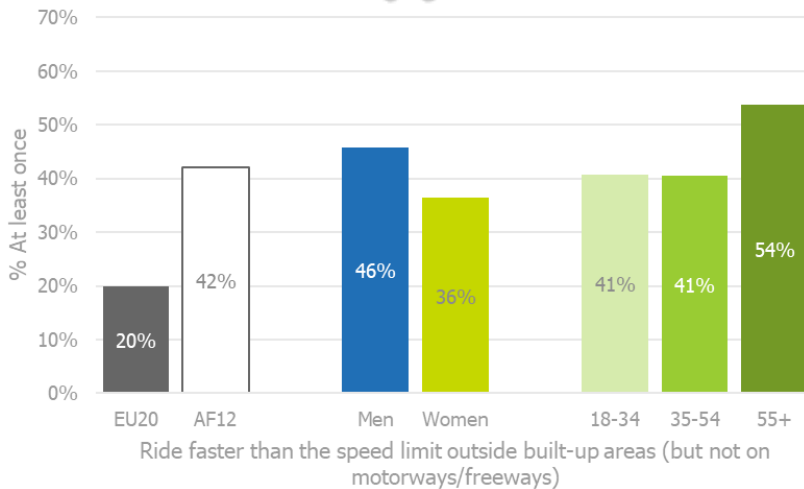
AfCAP

Insights from research- Road Safety Culture In Africa

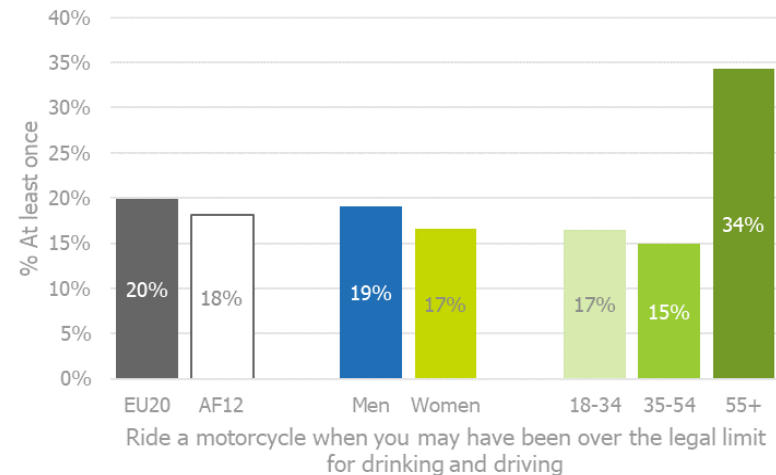
30% of motorcyclists used their phones while riding
 Almost 50% do not use helmets
 About 40% report to exceeding speed limits
 42% of respondents considered motorcycles unsafe
 83% supported policy measures requiring mandatory helmet wearing



Frequency of transport mode use for (a) motorcyclists/moped drivers,



Self-reported speeding by motorcyclists for EU20, AF12 and by gender and age groups



Challenges and areas of attention



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- 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.



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Africa Transport
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Thank you!

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