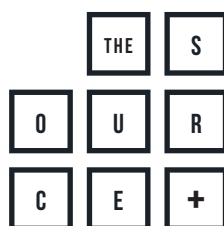




INITIATIVE WORKSHOP ON URBAN FOOD SECURITY AND MOTORCYCLE TAXI TRANSPORT REPORT

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EXECUTIVE SUMMARY

The initiative workshop on urban food security and motor cycle taxi transport promoted knowledge sharing between participating countries and the broader community. The workshop enabled Capacity Building and Knowledge Management approaches focus on building the research capability of entities in focus countries and on sharing relevant knowledge and experience.

This 2-day long workshop, organized on the 10th – 11th of June, 2019; Kisumu, Kenya brought together African transport researchers, experts, regulators and practitioners from across the continent. Discussion was moderated by Dr. Krijn Peters from Swansea University. The interactive nature of the workshop allowed partakers of the workshop to ask questions and receive responses from the presenters during the session, to boost their learning experience. Questions and comments mainly concerned the presentations delivered, and included general comments on the topic of motor cycle taxis and urban food security. The most common recurring themes included: challenges of regulating and enforcing law for the motor cycle taxi industry; high cost of transport and food products due to market control and space control by middle-men(brokers), small carrying capacity for the motor cycle taxi; use of motorcycle taxis for access to markets and the role of innovation and technology. Participants received responses concerning technology; access to services; transport data; and professionalization of the motorcycle taxi sector. Participants were also asked to contribute ideas for future research.

The event was a great learning experience and one that should initiate a series of workshops of this kind to allow more topics concerning transport for rural – urban linkages to be covered.



BACKGROUND AND OBJECTIVES

Initiative workshop on urban food security and motor cycle taxi transport focus on capacity building; building the research capacity of entities in focus countries; knowledge management approaches; and on disseminating relevant knowledge and experience. Hence there is a need for future relevant workshops for the extensive dissemination of research expertise and evidence on rural roads and motor cycle transport services related research in Sub-Saharan African countries.

Motor cycle taxis have a vital place in transport services in both rural and urban context. In many countries motor cycles are the most common vehicles and may account for 85% of passenger and freight transport in accessible urban roads and inaccessible rural roads. The time has come to investigate how motor cycle taxis can be a positive facilitator for social change as well as recognising and trying to alleviate against safety apprehensions. In regions where dependable transport has traditionally been problematic to access, motor cycle taxis have offered a flexible and reliable services.



METHODOLOGY

To fulfil its objectives, the workshop focused on the following:

1. Presenters and key topics
2. Question and answers session

Tasks included presentation of key outlined topics by the presenters thus creating a comprehensive programme for the workshop. After every presentation, the partakers of the workshop posed questions to all presenters, asking for further details related to their respective presentations. After that, technology was brought into the discussion to describe innovations and developments in terms of new technologies that are currently taking place in the country. Dr. Krijn Peters, a facilitator of the workshop and researcher, introduced Mr. Bronson Eran'ogwa from The Source Plus organisation who presented an app that may be use to connect transport (riders) with market (traders) and market (traders) with production(farmers) and benefits of this solution.

Innovations

An introduction to innovations and mobile apps solutions for motor cycle taxis sector and urban food security will be a solution. Through the discussion it was agreed that innovations application to the market industry and motorcycle taxi industry will have a positive impact on the image of this sector and allow to perceive it as more professional. Technology market-based solution can prevent/cut - off middle significantly thus reducing transportation costs.

Training

It was clear that there is still a need to create opportunities for training and build the capacity of the motor cycle industry in West Africa (Liberia). Mr. Ted Johnson from Liberia was interested to understand the organization structure for motorcycle riders for Eastern African Countries. There was an interest in the lessons that can be learned for Liberia.

Different application of motor cycles

It was pointed that motor cycle taxis are a feasible and affordable means of transport and that they are cost effective, practical and easy to maintain. Thus, undisputable fact that motor cycle taxis are force for positive social change.

CONCLUSION AND RECOMMENDATION

It was a great learning experience for me! Educative and effective event! Well done to the organisers and presenters. This was an introductory workshop, what next? Looking forward to more workshop of this kind and more topics to be covered concerning transport for rural – urban linkage. I was very excited to hear so many presenters and voices from the west of Africa and east of Africa, so congratulations on that. An added benefit was individual interaction and networking, which I appreciated it all.

General recommendations:

- Offer presentations from more countries to share more experiences in the field of motor cycle taxis.
- Host more events like this.

Content recommendations:

- Involve more policy makers.
- More focus should be given to motor cycle taxi engineering/modification.
- More focus on education on technology for the motorcycle taxi sector.

Recommendations for future research

My suggestions research areas are segregated thematically and presented below:

Technology, innovations and maintenance

- How technology can penetrate motor cycle sector in East and the West of Africa.
- How to modify the carrying capacity of the two wheelers motor cycle to be able to accommodate more goods and products.
- Leveraging technology to facilitate efficiency and safety of motor cycle transport services.
- Design/ development of a motor cycle taxi data management system that can record: names, contacts, areas of work of each rider in a district.

Motorcycles and livelihoods

- How the bike owners could support livelihoods could be a subject of research.
- Using motor cycles to transport goods and agricultural products.
- Making a motor cycle taxi transport a profession that make a living which is stable and viable through development of motor cycle industry as a business model.

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Law and regulations

- In order to bring down a chain network, there is need to bridge between parties i.e. county government and motor cycle drivers.
- There seems to be issue of lack sustainability in the motor cycle project implemented in Liberia, I would suggest that a further research to be conducted focusing on creating synergy of collaboration between government and the implementing organizations on the need to sustain motor cycle Taxis. All the arms (i.e. executive, legislative and judiciary) of government of Liberia needs to be involved.
- In order to bring down a chain network, there is need to bridge between parties i.e. county government and motor cycle drivers in Kenya.

Access to services

- After sharing the evidence on the contribution of motor cycle taxis, we need to think more about how to integrate the role of motor cycle taxis into government motorsport systems to improve on urban food security.
- Making food safety equipment/tools affordable to riders.
- Evaluation of the motorcycle taxis transporting service on ensuring sustainable rural and urban development.
- The impact brought by motorcycle taxis on improving security.
- Improvement of paths for motor cycle access and security of the rider and passengers.

Professionalising the industry

In Uganda, motorcycle taxis have been used for hit and run crimes; further research should be towards galvanising them as an organised group of individuals. This will also help improve people's perception towards motor cycle taxis.

LIST OF PARTICIPANTS

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Research needs to include passengers. How to reach them and make them part of the discussion; after all they are the users. Not only look at the policy makers and enforcers. Passenger needs to be held accountable and campaigns designed to target them as well.

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