

BBQ: A Questionnaire to Try to Understand the Road Behaviour of the Bodaboda Drivers

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Abstract

The motorcycles used for commercial purposes in Tanzania are called 'Bodaboda'. Data from WHO says that 22% of the deaths caused by crash accidents in Tanzania in 2014 were drivers of motorcycle. The Bodaboda Questionnaire (BbQ) is aimed at gathering information about Bodaboda drivers, in particular to investigate their crash histories and the reasons for those road crashes. After a first version of the BbQ, a review, a focus group and a translation in Swahili, the Final version was distributed by 14 trained interviewers to 513 Bodaboda drivers of Arusha City in Tanzania in November 2016.

Background

In Tanzania between 2006 and 2014, the number of registrations for 2 or 3 wheeled vehicles has climbed, with 20,117 in 2006 and 185,100 in 2014 (Tanzania Traffic Police, 2015). In 2014 more than 50% of registered vehicles were motorised 2 and 3 wheelers, and 22% of the deaths caused by crashes were riders of this kind of vehicle (WHO, 2015). One of the great challenges for countries with low to middle incomes, such as Tanzania, is to confront the fatalistic beliefs of commercial (called 'Bodaboda') and recreational African motorcycle drivers and improve their knowledge of the road (Lamont, 2012).

Method

This study is the second part of a traffic psychology project for Bodaboda drivers of the Arusha region in Tanzania. In order to gather information, a first version of the Bodaboda questionnaire (BbQ) was distributed to 54 Bodaboda drivers in Arusha city during the months of March and April 2016. The results of the data analysis of the first version helped writing the new version of the BbQ. A final version of the BbQ was written in Swahili after a focus group with Swahili-English speakers to verify the accurate translation of meaning in Swahili of the English questions. The Questionnaire was divided into 46 items to investigate 7 different sections: demographic information (e.g. age, gender, school level and driving licence), use of the protective equipment (e.g. helmet and vest), passengers and their behaviour, maintenance of motorcycle (e.g. brake system, tyres and mirrors), police fines and bribes, driver's crash history and reasons for crashes. The BbQ was distributed to 513 Bodaboda drivers in Arusha city in December 2016 starting from the four main roads of the city. The distribution was carried out by 14 trained Tanzanian interviewers.

Results and Conclusions

The 513 subjects were all male, with an average age to 27.5 years old, a low level of education and 72% from urban area. 41.5% of the subjects reported to use 'always' the helmet, 28.6% to use it 'often' and for those subjects their helmet is enough to be safe while driving. 95.1% of the Bodaboda drivers reported being to be a good driver but at the same time they experienced fines (average 1.6 each) and crashes (average 1.1 each). They generally claimed that road crashes are due to reasons other than their own behavior (external locus of control, Rotter, 1990). The information obtained will be important to try to change the drivers training to obtain the driving license and work more on their own prejudices and fatalism. Also data analysis will help to design road safety driving courses for this category of drivers with Arusha Regional Police Department and Arusha Bodaboda organisations.

References

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