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**COMMERCIAL MOTORBIKE ACTIVITIES IN
MUYUKA: ORIGIN, DEVELOPMENT AND
IMPACT. A HISTORICAL PERSPECTIVE,
1997-2011.**

*A DISSERTATION SUBMITTED IN PARTIAL FULFILMENT OF THE
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DEDICATION

To

My Father, Muluh Achu Daniel and My late Mother, Muluh Azange Regina.

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ABSTRACT

Within the past two decades, commercial motorbikes have become a permanent feature of our roads especially in the semi-urban and rural areas of Cameroon. This new method of transportation has filled a gap in the urban transportation sector in Cameroon, thereby play up a role of additional services and benefits in most communities hitherto.

This study is about the origin, development and impact of commercial motorbikes in the Muyuka area. It explains how the use of motorbikes for commercial transportation started in the area. Attention is focused on many aspects of this very important activity, including an x-ray of the way commercial motorbike activity have affected the lives of the people and the society. The increasing growth in the number of commercial motorbikes came to solve mobility needs of many people. It also came with a host of opportunities including employment and revenue generating sources. The impact of commercial motorbikes cannot be overemphasized. This is so because it came with accompanying challenges like motorbike accidents involving fatalities and theft. Its conclusion is obvious and points to the relevance of commercial motorbike activity in Muyuka and in fact all of our towns. Information for the study was obtained from various sources such as primary and secondary sources.

RESUME

Au cours des deux dernières décennies, l'activité commerciale des motos sont devenues une caractéristique permanente de nos routes en particulier dans les zones semi-urbaines et rurales du Cameroun. Cette nouvelle méthode de transport a comblé un vide dans le secteur du transport urbain au Cameroun, jouent ainsi un rôle de service et offrant des avantages supplémentaires dans la plupart des communautés jusque-là.

Cette étude porte sur l'origine, le développement et l'impact des motos comme activité commerciale dans la ville Muyuka. Il explique comment l'utilisation des motos pour le transport est devenu une activité commerciale dans la région. L'attention est portée sur de différents aspects de cette activité très importante, y compris ces multiples activités commerciales qui ont d'une façon affecté la vie des gens et la société. L'augmentation de la croissance du nombre de motos taxis est venu pour résoudre les besoins de mobilité donc souffrait de nombreuses personnes. Il est également venu avec une multitude de possibilités, y compris le résoudre le problème d'emploi et générer des revenus. L'importance de motos commerciales (moto taxi) ne peut pas être négligée, car il est venu accompagner des défis tels que les accidents de moto ayant entraîné la mort et le vol. Départ sa conclusion est évidente de souligne la pertinence de l'activité commerciale de moto taxi à Muyuka et dans l'ensemble de nos villes. Information nécessaire à l'étude a été obtenue à partir de diverses sources telles que les sources primaires et secondaires.

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LIST OF ABBREVIATIONS AND ACRONYMS

EXCO: Executive members

FAMORSYN: Fako Motorcycles Owners and Riders Syndicate.

MU: Muyuka Council

NAB: National Archives Buea

D O: Divisional Officer

SYNAMOTAC: National Trade Union of Moto Taxis in Cameroon

MCB: Muyuka Community Bank

PMU: Poverty and Urban Mobility Research

GLOSSARY

<i>Bendskin</i>	Local Name of Commercial Motorbikes in Cameroon.
<i>sois</i>	Local Streets.
<i>Clando's</i>	Clandestine Transport vehicles
<i>Reitwagen</i>	Riding Car
<i>Zémidjan</i>	Local Name of Commercial Motorbikes in Benin
<i>kabu-kabu</i>	Local Name of Commercial Motorbikes in Niger
<i>boda-boda</i>	Local Name of Commercial Motorbikes in Kenya and Uganda
<i>Okada</i>	Local Name of Commercial Motorbikes in Nigeria
<i>Oleyia</i>	Local Name of Commercial Motorbikes in Togo
<i>Zoua zoua</i>	Adulterated Nigerian fuel

GENERAL INTRODUCTION

Background to the Study

Transportation is an integral part of all human activities and has great impact on the way in which societies are organized. Transport plays a key role in the existence and survival of any urban or rural community because it forms the basis of interaction for work, leisure and residential activity, at the same time, stands as one of the strong forces in the emergence of early settlements. The recognition of the importance of transportation to both developed and developing countries has led to large volumes of research work in the various modes of transportation, in which motorbikes falls among the dominant mode, particularly in the developing nations.¹ According to Oxford Advanced learner's dictionary, transport refers to the movement of people and goods from one place to another by land, water and air.² The importance of transport facilitates the movement of people, information, goods and services and allows for optimum utilization of resources and provides access to areas which would otherwise be inaccessible.

Over the past decades, there has been a significant growth in the use of motorbikes as commercial public transport mode in countries in Sub-Saharan Africa, Latin America and Asia. Its use for commercial purposes has impacted significantly on the economy and society by offering inherent advantages such as; fast speeds, agility in traffic streams, door to door service capabilities, ability to enter narrow alleyways and footpaths that are inaccessible by any other

¹E. Okoko, "Performance Assessment of Motorbike Operation as a Means of Mobility in Lokoja, Nigeria", *Journal of Transportation Technologies*, 2014, p. 344.

² Wehmeier Sally, Oxford Advanced Learner's Dictionary, Oxford University Press, 6th Ed, 2000, p. 764.

motorized modes.³ Although Commercial Motorbikes offered a number of benefits to the users, they also have negative effects which include the increase in criminal activities such as armed robbery and kidnapping, and phenomenal rise in the number of motor traffic accidents, many of them fatal, traffic management problems, pervasive noise and increases in local air pollution.⁴

The activity of commercial motorbikes can be traced to Southeast Asia where it first started in Bangkok suburbs, connecting the local streets known as “*sois*” of housing projects with mainline public bus and panel truck services. These services quickly spread to urban areas with the first known motorcycle-taxis in Bangkok.⁵ Southeast Asia has been rapidly exploding with motorbikes taxis with about 150 motorcycles per 1000 inhabitants in Thailand, Malaysia, Indonesia, Vietnam, Laos, Cambodia and India.⁶ This has created a ready-made market for motorcycles in Southeast Asia which had spread to other parts of the world. Thus, the four largest motorcycle markets in the world are all found in Asia: China, India, Indonesia and Vietnam.⁷ Since its first appearance, commercial motorbikes spread around Bangkok like wild fire, growing from a few hundred in 1983 to around 40,000.⁸ From Southeast Asia, commercial motorbikes spread to other parts of the world including Africa.

In Sub Saharan Africa, the ancestor of the commercial motorbike was the bicycle-taxi which existed as far back as the 1930’s in the Senegalese city of Kaolack.⁹ In East Africa, Kenya and Uganda developed the *boda-boda* in the

³ Kumar Ajay. K, “Understanding the Emerging Role of Motorcycles in African Cities: A Political Economy Perspective”, SSATP discussion paper, No 3, 2011.p. 34.

⁴ Ibid,p.36.

⁵ R. Cervero , “Informal Transport in the Developing world: United Nations Centre for Human Settlements”, University of California at Berkeley, Nairobi, 2000, p.56.

⁶Ibid 60.

⁷ F. Nandweli, “Factors Influencing Motorcycle Transport on Creation of Employment Opportunities in Kenya; A Case of Bungoma South sub county, Bungoma county”, Master Thesis, Department of Project Planning and Management, University of Nairobi, 2014, p. 11

⁸ C. Sopranzetti, “The Owners of the Map: Motorcycle taxi drivers, Mobility, and Politics in Bangkok,” PHD Thesis, Harvard University, 2003, p. 63.

⁹[http:// www. Motorbike taxis in the “Transport Crisis”.htm](http://www.Motorbike taxis in the “Transport Crisis”.htm), consulted on 14 July 2015.

1960s where it was used to carry people and goods. The *boda boda* are still spreading from their origin on the Kenyan - Ugandan border to other regions.¹⁰ In Kenya and Uganda, the bicycles were more and more replaced by motorbikes. Commercial motorbikes took the name “*boda-boda*” as development from the bicycle taxi.¹¹

The use of commercial motorbikes in West and Central Africa started in the 1980s. Commercial motorbikes were introduced in Niger, Nigeria, Cameroon and Benin under a variety of different local names. *Zemidjan* in Benin, *Bendskin* in Cameroon, *Kabu-kabu* in Niger, *Okada* or *Alalok* in Nigeria, *Oleyia* in Togo. Also, commercial motorbike transport was commonly used in some other West African Countries like Burkina Faso, Liberia and Sierra Leone.¹²

In Cameroon, it is called *Bendskin*. The term *Bendskin* means *take me quickly*¹³. Clearly speaking, the idea of commercial motorbikes never originated from the offices of the Cameroonian Ministry of Transport or came from International development agencies. Instead, it was an innovative response by young people to the deteriorating urban transport facilities. It has been of great significance to neighborhood development.

In the early 1980s Maroua, Garoua, Ngaoundere, Yagoua, were the first homes of commercial motorbikes in Cameroon. It was through these northern regions (Far North, North and Adamawa) that commercial motorbikes spread to Cameroon and became the principal means of public transport or mobility of people in most towns and villages. Due to proximity and the long border porosity with Nigeria, Cameroon imported from Nigeria, most of the brands

¹⁰ B. Raynor; “Informal Transportation in Uganda: A Case Study of the *Boda Boda*” , Independent Study Project (ISP) Collection, paper 1923, 2014, p24.

¹¹ Ibid.

¹² A. Isiaka; “ Is ‘Okada’ Commercial Motorcycle Riding Reducing Poverty among Operators in Ilorin West local government area, Kwara State” vol 2, N° 3, 2004, pp.1-3.

¹³ L. Nkede, “The Socio-Cultural Impact of the Introduction Motorbike taxis in the Rural Community of Tombel, South West Region Cameroon”, Master’s Dissertation, University of Yaounde I, 2012, p.23.

used among which were: Suzuki, Honda, Yamaha and K90 which were in turned imported into Nigeria from Asia. There were also assembly plants that assembled and sold motorcycles locally in Nigeria¹⁴.

According to estimates, there were some 30,000 commercial motorbikes in Maroua, 20,000 in Garoua, and 15,000 in Ngaoundere.¹⁵ Despite the estimated figures, it was clear that commercial motorbike as a means of displacement had become the norm, particularly since commercial motorbike activities reigns supreme in the urban industry transport in many cities of Cameroon. After the north, the Eastern Region through cities like Bertoua, Batouri, Yokadouma was the second home of commercial motorbikes in Cameroon. It was in the year 1990 that the use of commercial motorbikes were integrated into the public transport of the regions of Central ,Littoral, West, South West and the North West regions of Cameroon, as such constituting the third broadcast home of the transport mode. It was affordable and low fuel consuming. It was in this light that commercial motorbikes invaded Cameroon.¹⁶

In the South West Region the activity of commercial motorbikes especially in Buea which is the South West regional headquarter constituted one of the rare towns where commercial motorbikes were absent. This activity was forbidden by the former Mayor of the town, Mbella Moki Charles.¹⁷ Commercial motorbikes spread to other sub-divisions of Fako Division, particularly Muyuka which started in 1997.¹⁸ It was introduced in Mamfe in the year 2000 and in Kumba it was introduced in 2003¹⁹. Muyuka sub division was the biggest amongst the six sub Divisions of Fako Division. It is made up of

¹⁴ L. Nkede, "The Socio-Cultural Impact of the Introduction Motorbike taxis", pp.23-27.

¹⁵ Ibid.

¹⁶ Ibid.

¹⁷ Ibid,p.29.

¹⁸ Interview with Ekema Muambo, 42 years, Former Motorbike Union President, Muyuka, 16th August 2015.

¹⁹ [https // The Integration of Motorbike taxis in Cameroon's Public Transport System. htm](https://TheIntegrationofMotorbikeTaxisinCameroon'sPublicTransportSystem.htm), consulted on 15/02/2015.

villages like Ekona, Ikata, Malende, Bafia and Muyenge. In Muyuka town, the introduction of commercial motorbikes was welcomed by the people which became the major means of transportation or circulation in the town.

Writing from a historical perspective, this study attempts to trace the origin, development and impact of commercial motorbikes as a means of public transportation in Muyuka.

Statement of the Problem

In the aftermath of the 1990 socio-economic and political crisis in Cameroon, there was inadequacy of transportation in rural and semi-rural areas of Cameroon. The response to this need was the progressive use of commercial motorbikes for transport purposes. This was as a result of the inadequacy in the scope, coverage and services rendered by other public transport systems. Besides, the increased in population and the hardship occasioned by the Structural Adjustment Program (SAP), also encouraged the use of motorbikes for transportation, especially for commercial purposes, transporting people and goods at relatively affordable prices.²⁰ The relatively affordable prices of commercial motorbikes as compared to vehicles favored its widespread use.

Before 1997, there was inadequate means of transportation in Muyuka. Mobility was mostly dominated by walking, bicycling and fewer taxis or second-hand cars commonly known as *clandos* (meaning clandestine transport vehicles) to transport passengers in and out of Muyuka. Commercial Motorbikes therefore came in to fill the service gap created by the unavailability or inadequacy of cars and other modes of mobility on land. Equally, these taxis physically could not use the footpaths and tracks that provided access to many settlements. The central problem in this study attempts to discuss the emergence of commercial motorbikes as a means of commercial transportation. It also

²⁰L. Nkede, "The Socio Cultural Impact of the Introduction of Motorbike taxis ", pp. 23-27.

looks at the development of commercial motorbike business and the impact of motorbike transportation on the economy and society of Muyuka town.

Reasons for choosing the Topic

The choice of the topic was backed by several reasons. First and foremost the work was of great interest to the researcher because it has widened her knowledge on transport sector especially in Muyuka. The choice of the study was also due to the fact that, though much literature has been written on Muyuka, there is a distinct lack of information regarding commercial motorbikes in the area. It was this gap in literature that justified the choice of this study. Furthermore, the choice of the topic was to show that most towns in Cameroon and Muyuka in particular started off without motorbike activities and later this commercial activity sprang in most towns like wild fire.

Objectives of the Study

The main objectives of this work is to explain the factors that accounted for the emergence of commercial motorbikes in Muyuka. The study also looks at the growth and nature of commercial motorbike activities. The civil and administrative regulators of this economic activity to contain the spread of criminality and guarantee the safety of the society, finally its impact on the economy and society in shaping the lives of the people.

Significance

This study enriches the history of Muyuka particularly in the domain of social and economic history by examining the value of motorbike transport in terms of economic development. The significance of the study contributes to poverty reduction as poor people will benefit more with income obtained from the commercial motorbike business, which will in turn secure livelihoods for themselves and their families. This activity has impacted significantly on the

economy and society in many ways.²¹ More importantly it has impacted positively following the provision of employment for many unemployed people. This sector has employed and supported large number of people. Jobless youths whether educated or uneducated found the *Bendskin* business as a way of earning a living, thereby resulting to a reduction of poverty. Also, commercial motorbikes has provided access and mobility to most towns in urban and rural areas which were inaccessible by vehicles.

The present study contributes to the wealth of knowledge in the area of transportation, as well as local commercial transportation in the developing economies, particularly in Cameroon and African countries. Likewise, this study will serve as reference in the academic fields or disciplines such as economic development and transport services.

Scope and Delimitation

The work runs from 1997 to 2011. The year 1997 is important because it marked the beginning of commercial motorbike activities in Muyuka.²² Before 1997, Muyuka town had second-hand vehicles locally called *clandos* and four wheel Toyota cars which were used for carrying goods and passengers to specific places such as Bombe, Ikata, Muyenge and from Bafia to Ekona, Mbanga, Malende, Yoke and Muyuka town.²³ These modes of transport were mostly operated by private individuals.

The terminal date 2011 marked the creation of an association also called a syndicate which was known as Fako Motorcycle Owners and Riders Syndicate (FAMORSYN) which brings together all professional Fako motorcycle riders, owners and others of related branch of activities. It was created on the 14th of March 2010 and started operating officially on the 20th of September 2011.

²¹ Interview with Andrew Young, 55 years, Owner of Motorbike Sales Shop, Muyuka, 15th August 2015.

²² Idem.

²³ Idem.

within the frame work of ensuring a smooth functioning of the motorbike sector in the Muyuka Municipality. The aim of the syndicate was to consolidate the togetherness, defend and protect the interest of its members. More so, the union aimed to uphold the rights of its members individually or collectively as a syndicate in representation before the administration, public occasions and private groupings.²⁴

Literature Review

Much literature is available on transport as a whole and much has been done on transport by commercial motorbikes. These studies were in the form of thesis, reports, articles and books, thus many sources are related to this topic. Several authors have attempted to write on commercial motorbikes. These included studies by Abdoussalam.O, Ajay.k, and Nandwoli F. Raynor. B, Femi. F, Eraye. M, Lukong Y, G, Celestin and Laurence N. The works of these writers greatly inspired our work.

Kumar attempts a study on the emerging role of commercial motorbikes as a means of public transport in African cities namely, Douala, Lagos and Kampala of Africa. The study identified some factors such as inadequate transport facilities, easy access into the business and the lucrative nature of the business amongst others factors which gave rise to the used of commercial motorbikes as means of public transportation. Similar factors accounted for the emergence of commercial motorbikes for public transport in Muyuka town. Nonetheless, little was mention about the origin of commercial motorbikes and its development.²⁵

In a similar manner, Lukong Yuven in his study based on the emergence of commercial motorcycle transport in Kumbo, focused on aspects such as poor roads, inaccessibility into the periphery quarters and villages were factors that gave rise to commercial motorbikes in Kumbo. Similar factors accounted for the

²⁴ Muyuka Council Archives, Manilla flat file, Famorsyn Muyuka, Ref No 925/Vol 1/01/, 2000-2014.p.2

²⁵ K. Ajay, "Understanding the Emerging Role of Motorcycles in African cities: A Political Economic Perspective," SSATP Discussion paper N^o 13, 2011.

emergence of commercial motorbikes in Muyuka. The author dwelled much on the factors of the emergence of commercial motorbikes and little was mentioned on the development and impact which the writer will focused on.²⁶

Celestin Ghotcho in his study examines the factors which favoured the growth of commercial motorbikes and its socio- economic effects in Douala. The study laid emphasis on the growth of commercial motorbikes and factors such as the urbanization of Douala, demographic growth, a drop in other modes of transport and the degradation of road infrastructures which permitted the rise of commercial motorbikes in Douala. He also examines physical and human factors such as the influence of climate and the influence of relief that led to the insertion of commercial motorbikes in Douala. Similar factors also accounted for the emergence of commercial motorbikes in Muyuka. The influence of climate and relief were factors that instigated the insertion of this economic activity in Muyuka. However he did not bring out the origin of commercial motorbikes which is one of the researcher's areas of concern.²⁷

Ferdinand Nandwoli in his study examines the factors influencing motorcycle transport on the creation of employment opportunities in Kenya. His study seeks to identify critical factors that influenced *Boda Boda* motorcycle transport on the creation of employment opportunities in Kenya. *Boda Boda* was the name given to commercial motorcycle transport in Kenya. The *Boda Boda* activity rapidly developed to become a job opening for many job seekers. With the volume of revenue generated by this activity, able businessmen got interested into the activity and began acquiring tens and even hundreds of motorbikes, as such, offering jobs to the needy in Kenya. Small petrol stations sprung up to serve the motorcycles. There were many shops that sold spare parts

²⁶Y.Lukong, "The Emergence of Commercial Motorcycle Transport in Kumbo town and its environs- (Constraints and Prospects)", DIPES II Dissertation in Geography, ENS Yaounde , 2010.

²⁷ C. Ghotcho, « Essor et Impact Socio- Économique des Motos-Taxis : le cas de Douala »DIPES II en Géographie, ENS de Yaounde, 2001.

for motorcycles. There were many people who repaired motorcycles as a way of earning a living. *Boda Boda* business has enabled young men to have disposable income thereby creating employment opportunities to many youths in Kenya. Commercial motorbikes in Muyuka also provided employment to many youths. The study focused more on employment opportunities created by *Boda Boda* motorbikes and little was done on the origin, development and impact which the writer dealt with.²⁸

Raynor further dealt with informal transport in Uganda, taking the case of *Boda Boda*. He goes into some details regarding the services provided by *Boda Boda* commercial motorbikes. In rural settings, *BodaBoda*'s were able to provide their services to villages where taxis did not find it profitable or possible to go due to poor road conditions. The *Bodas* were able to fill a transportation niche for those wishing to navigate traffic in a timely manner and to be delivered precisely where they needed to go at a lower cost than privately hired cars can offer. Although *Boda Bodas* are normally a low capacity form of transportation, they will often carry up to three individuals at a time. This particular case of commercial motorbikes services is also rendered in Muyuka such as fast speed, low cost, and accessibility into the interior quarters and villages. Attention was paid more on the services of commercial motorbikes and little was done on the origin, development and impact which is the writer' s focus.²⁹

Abdussalam dealt with issues of poverty reduction and growth resulting from commercial motorbike transport services. He pointed out the impact of commercial motorbikes in reducing poverty among riders in Ilorin. He also pointed out that poverty is a situation whereby individual youths are living with

²⁸ F. Nandwoli." Factors Influencing Motorcycle Transport on Creation of Employment Opportunities in Kenya; A Case Of Bungoma South Sub .County, Bungoma County", Masters Dissertation in Project planning and Management, University of Nairobi, 2014.

²⁹ B. Raynor, "Informal transportation in Uganda: A case study of the *Boda Boda*, independent study project (ISP) Collection", School for International Training , Kampala, Uganda Paper 1923, 2014.

low incomes and unemployed. Based on the use of commercial motorbikes as a means of transportation, poverty has reduced among riders and equally enhanced their standards of living. More importantly, motorbike business emerged to make riders enjoy economic wellbeing and make them economically responsible both to their families and society.³⁰ The study provided an insight into poverty alleviation brought about by commercial motorbikes into Muyuka. Nevertheless, the writer paid much attention on poverty reduction which was influenced by transport of commercial motorbikes and nothing was mentioned on the emergence and growth of this economic activity which this study deals with.

Nkede in his study based on the socio cultural impact of the introduction of commercial motorbike transport in Tombel, examines in whole, the genesis and distribution of motorbike transportation. He also focused on the origin and evolution of commercial motorbike transportation in Cameroon and Tombel and the factors which accounted for the rise of commercial motorbikes in the area. He goes beyond by looking at the development of this economic activity as well as its impact in Tombel. Similarly, the researcher's main focus is on the origin, development and impact of commercial motorbikes as in Tombel. However his work deviates from that of the researcher in that his work adopted a non historical but a narrative approach which dwells more on the social changes and cultural patterns of the people at the same time bringing out the impact of this activity on their lifestyles. The researcher further compounded the historical approach with the use of dates and facts.³¹

Oladipo in his work based on the development and impact of motorcycles as a means of commercial transportation in Nigeria discuss the emergence of commercial motorbikes as means of commercial transportation and its impact

³⁰ O.Abdussalam, "Is 'Okada' Commercial Motorcycle Riding Reducing Poverty Among Operators in Ilorin West local government area, Kwara State", *European Journal of Business* , Vol 2, No 3,2004.

³¹L. Nkede., "The Socio Cultural Impact of the Introduction of Motorbike taxis".

on the economy of most Nigerian cities. He enumerated a number of factors responsible for the use of motorcycles as means of intra-city transport in Nigeria. Some of the factors were the rapid rate of urbanization, high rate of unemployment and the lucrative nature of this activity. He went further to discuss the structural organization of commercial motorbikes whereby the riders have organized themselves into various unions at the state and national levels. These points were facts that manifested in Muyuka. Although he made mention of the impact of commercial motorbikes and the development of this commercial activity, it was sketchy and little was mentioned about the origin which is one of the researcher's areas of concern.³²

Asekhome Femi and Eraye in their studies stressed on the ban or abolition of commercial motorbikes in some cities in Benin in June 2013 and Nigeria respectively. Although they discussed on the benefits offered by motorbikes such as creation of business opportunities to millions of Nigerians especially the youths, retired and retrenched persons, emphasis was made more on the negative effects which include; the increase in criminal activities such as armed robbery, kidnapping, and a phenomenal rise in the number of motor traffic accidents many of which were fatal. He also looks at the security threat that they pose, the generally low level of safety consciousness exhibited by the operators and problems related to environmental pollution. These vices remarkably marred the image of the operators which contributed to the ban of this activity. The negative vices are related to the consequences of commercial motorbikes in Muyuka. Thus, the writer placed more emphasis on the ban while

³² O. Oladipo "The Development and Impact of Motorcycles as a Means of Commercial Transportation in Nigeria", Masters Dissertation in History and Diplomatic Studies, University of Olabisi Onabanjo, Nigeria 2012.

the researcher's focus is on the development brought by this economic activity.³³

Dinye in his study based on the significance and issues of motorcycle transport in the urban areas in northern Ghana examines the effects of motorcycle growth in the social and economic development of Wa, the regional capital of the upper west region of Ghana. The high incidence of commercial motorbike ownership and use has also been contributing significantly in the betterment of many livelihoods of urban residents in northern Ghana. The increasing growth in the number of motorcycles has come to solve the mobility needs of many urban residents in the light of poor and inadequate public transport system and poor road conditions particularly those leading into the peri-urban areas. It also came along with a host of opportunities including employment to motorcycle mechanics and motorcycle spare parts dealers, local revenue generating sources through taxes and levies on motorbike owners and riders.³⁴

Olorunfemi in his study based on performance assessment of motorbike operation as a means of mobility in Nigeria, examines the merits of commercial motorbike activities which were; economic growth and poverty reduction. He went beyond to look at public transport regulatory authorities of this activity. One of the authority was the police who was in charge of regulatory functions over commercial motorbikes by checking on tender documents and also to manage and monitor commercial motorbike performances which is most relevant in smaller cities especially cities with municipal administrations. Thus this inspired the researcher to find out the extent to which some of the facts

³³F. Asekhame et al, "Ban on Commercial Motorcycles in Benin City, Nigeria: An Appraisal of the Benefits and Business Opportunities", Ph.D Thesis in business Administration, University of Benson Idahosa University, Benin City, Edo State, Nigeria, 2013.

M. Eraye "Abolition of Commercial Motorbikes and its Implication on Transportation and Criminality in Calabar Metropolis" *International Journal of Social Science Studies*, Vol 1, No. 1, 2013.

³⁴ R. Dinye, "The Significance and Issues of Motorcycle Transport in the Urban areas in Northern Ghana", *Scientific Journal of Review*, Vol 2, 2013.

manifested in Muyuka. The study however focused more on transport in an urban area of Nigeria called Likoja and shallowly treated transport in a rural area. The writer however looks at transport in a rural area of Muyuka.³⁵

Several authors have also carried out studies in urban transport in developed and developing countries which contributed in one way or the other to this study. Amongst these authors were Cervero Robert and Ibrahim Gerrah.

Cervero, highlighted several issues concerning motorbike transport in South East Asia. He looked at the emergence of commercial motorbikes in Asia countries namely Vietnam, Taiwan and China. He went ahead to outline the benefits of commercial motorbikes which has offered door to door service capabilities, ability to enter narrow alleyways, footpaths that are inaccessible by any other motorized modes, fast speeds and agility in traffic streams. Let alone the ability to navigate around poorly connected streets. Similar advantages also accounted for the use of motorbikes for public transportation in Muyuka town. He however did not dwell on the origin and developments of commercial motorbikes of which this study is focus on.³⁶

Gerrah in his studies, commercial motorcycle activity, value creation and environment in the Developing world highlighted on transport services and their value in rural Sub-Saharan Africa. He laid emphasis on the expansion of commercial motorcycle services in alleviating poverty. Services such as evacuation of produce from the farm, access to the market and access to health facilities were looked at. In the educational context, transport service provision is particularly important for access to schools, which are often sparsely located in rural areas. These points enumerated shall be well treated in our study as far as the impact of commercial motorbikes transport in Muyuka town is concern.

³⁵E. Okoko, "Performance Assessment of Motorbike Operation as a Means of Mobility in Lokoja Nigeria", *Journal of Transportation Technologies* , Vol 1, 2014.

³⁶ R. Cervero, *Informal Transport in the Developing World: United Nations Centre for Human Settlements*", Nairobi, 2000.

However, he stressed more on transport services as a whole in alleviating poverty and commercial motorbikes amongst others was one of the transport services which was partially treated .³⁷

A common feature to the existing studies on commercial motorbikes transport systems in the various areas is the non-historical approach adopted by the various writers. This is where this study differs from the previous studies. We are looking at motorcycle transportation from a historical perspective. This study attempts to trace the origin, development and impact of commercial motorbikes as a means of public transportation in Muyuka. Our central concern is to find out the historical role of commercial motorbikes in the development of the society and what has been the impact on the economy and society.

Sources and Methodology

For the sake of coherence, the realization of this work was done with the use of a chronological approach. Also, a thematic approach was used with the use of themes and sub- themes. The sources vary in nature and form, and can be classified under two main categories: primary and secondary sources. The researcher started by collecting and classifying relevant literature on transport by commercial motorbikes. Published secondary sources, included books, articles, reports, and journals. Unpublished materials comprised thesis and dissertations dealing with our subject. This permitted the researcher to have an appraisal of what already existed. The different arguments and approaches taken by other scholars writing on commercial motorbikes or related works was also beneficial to us.

After going through the secondary sources, the researcher devoted time in collecting primary sources. Some Archival centers visited were the National

³⁷ I. Gerarh, “Commercial Motorcycle Activity, Value Creation and Environment in the Developing world: The case of Nasarawa state, Nigeria”, *International Journal of social science*, VOL 1, No 1, 2013.p 134.

Archives of Buea(N.A.B) and the Muyuka Council archive. From these archives, information was obtained on various aspects concerning the geographical background of Muyuka and a general overview of issues pertaining to commercial motorbike activities.

Problems Encountered

In the course of the study, some difficulties were encountered especially during oral interviews as most riders and other witnesses were reticent to give out information, this delayed a length of time. As such, the researcher had to clarify the intention of the study by presenting the research attestation and strictly emphasized that it was for an academic purpose.

Also the respondents for this study were very busy people. As such it was sometimes difficult getting them to cooperate and participate in the study. However the researcher had to take a bike where necessary to gather information by chatting with the rider on the motorbike. Some difficulties were encountered in some offices such as the commercial motorbike rider's union office and the Council's office as some informants were asking for benefits. More so, some informants had moved to different towns as such locating them was not an easy task. The researcher succeeded in tracing their different locations through enquiries.

Organization of Work

The work is divided into four chapters. It begins with a general introduction and ends with a general conclusion.

Chapter one deals with the origin of commercial motorbike transportation in Muyuka. Issues dealt with include; a brief history of motorbike transportation, the emergence of commercial motorbike operations in Cameroon and in Muyuka. The Factors that favoured the emergence of commercial motorbikes in Muyuka.

Chapter two begins with the development of commercial motorbike activities in Muyuka. Issues dealt with include; the spread of commercial motorbikes in Muyuka, modes of access to the activity, operations of commercial motorbike riding, issues treated under operations were; users of the activity, ownership patterns and riding positions. Also the social status of commercial motorbike riders and the challenges faced by riders were seen.

Chapter three looks at the Organization of commercial motorbike activities in Muyuka. Emphasis was laid on the creation of commercial motorbike association, the objectives, the structure, the functions, challenges faced by the association and its achievements were examined. Worth noting was the civil and administrative regulators of commercial motorbike activities in Muyuka.

Chapter four focuses on the impact of commercial motorbike activities in Muyuka. Emphasis was laid on the merits of commercial motorbike activities, classified under the social and economic domains. The demerits of this activity and its effects on the people in the area were also examined.

CHAPTER ONE

ORIGIN OF COMMERCIAL MOTORBIKE TRANSPORTATION IN MUYUKA

Introduction

The inadequacy of public intra-city transport system as a result of the socio-economic crisis of the 1990s in Cameroon led to the emergence of private provider services which took various forms of informal privately operated public transport in the Country ranging from the operation of second hand mini and micro-buses, taxis and most recently commercial motorbikes.³⁸ This paved the way for the rise of commercial motorbikes as means of public transportation in most towns and cities in Cameroon. In Muyuka, the deplorable and worsening conditions of the roads, coupled with inadequate transport means and other incidental challenges led to the rise of commercial motorbikes in Muyuka. This chapter gives a brief history of motorbike transportation, the origin of commercial motorbike transportation in Cameroon and Muyuka and the factors which favoured the rise of commercial motorbike transportation in Muyuka.

A Brief History of Motorbike Transportation.

The history of Motorbikes began in the second half of the 19th century. Commercial motorbikes were descended from the *safety bicycles*, a bicycle with front and rear wheels of the same size and a pedal crank mechanism to drive the rear wheel. The first commercial design for a self propelled bicycle was a three wheel design called the Butler petrol cycle, conceived and built by Edward

³⁸ K. Ajay, "Understanding the Emerging Role of Motorcycles in African cities", p 15.

Butler in England in 1884.³⁹ Thus, it wasn't however, a commercial success because the engine was liquid-cooled. It had no braking system, the vehicle was stopped using a foot operator lever.⁴⁰

Another early motorbike was designed and built by German inventors Gottlieb Daimler and Wilhelm Maybach in Germany in 1885. German born Gottlieb Daimler and Wilhelm Maybach invented the first gas-engine motorbike which was an engine attached to a wooden bike. This was the first internal combustion, petroleum fuelled motorbike.⁴¹ It was different from the safety bicycles. The inventors called their invention the *Reitwagen* (riding car). In 18 November 1885, Paul Daimler, the son of Gottlieb Daimler made the first ride on the *Reitwagen*. This proved to be the humble beginnings of what would develop into a transport phenomenon. That marked the moment in history when the first motorbike was constructed.

Gottlieb Daimler used a new engine invented by engineer Nicolaus Otto. Otto invented the first "Four- Stroke Internal Combustion Engine" in 1876.⁴² He called it the *Otto Cycle Engine*. As soon as he completed his engine, Daimler (a former Otto employee) built it into a motorcycle. See plate 1 below showing Daimler-Maybach *Reitwagen*, the first motorbike constructed in 1885.

³⁹ H, Nyangou, « Contraintes du Metier de Moto- Taximen et Impact sur leur Restaurant dans la Ville D'Ebolowa » DIPES II en Geographie, ENS, Universite Yaounde, 2009,p.34.

⁴⁰ [https://en.m. Wikipedia. Org/wiki/History of the Motorcycle.htm](https://en.m.wikipedia.org/wiki/History_of_the_Motorcycle.htm), consulted on 15 April 2015.

⁴¹ Ibid.

⁴² Ibid.

Plate 1: The Daimler-Maybach Reitwagen, the First Motorbike Constructed in 1885.



Source: <http://en.wikipedia.org/wiki/file:/Daimler-1-motorbike-1.jpg>, on the 3/03/2015.

Plate 1 above presents the first motorbike to be invented by Daimler and Wilhelm Maybach which was widely recognized as the first motorcycle in history. Other manufacturers and designers were quick to see the potentials of *Reitwagen* and began experimenting with other designs in the 19th and 20th century. Thus, Daimler was often called the grandfather of motorcycle for this invention.

The construction of motorbikes today has been standardized on steel or aluminum frame, telescopic forks holding the front wheel, and disc brakes. Some other body parts, designed for either aesthetic or performance reasons

may be added.⁴³ A petrol powered engine typically consisting of between one and four cylinders coupled to a manual five or six-speed sequential transmission that drove the Swing arm-mounted rear wheel by a chain. From the late 1880's, many designs of motorbikes emerged particularly in Germany and England and spread to other areas in India and America.⁴⁴ In the early period of motorbike history, there were many manufacturers namely Excelsior motor company based in England, originally a bicycle company, the Indian motorcycle manufacturing company which was founded by two former bicycle racers. Many producers of bicycles adapted their designs to accommodate the new internal combustion engine. As the engines became more powerful and designs outgrew the bicycle origin, the number of motorbike producers increased. Many of the 19th century inventors who worked on early motorcycles often moved to other inventions .Daimler and Roper for example, both went to develop automobiles.⁴⁵

By 1914, motorbikes were no longer just bicycles with engines but had its own technologies, although many still maintained bicycle elements, like seats and suspension. Motorbikes were usually a luxury good in the developed world where they were used mostly for recreation or as a lifestyle accessory or a symbol of personal identity. Japanese were able to produce modern designs more quickly, more cheaply, and of better quality than their competitors. Their motorbikes were more stylish and more reliable. In developing countries, motorbikes were overwhelmingly utilitarian due to lower prices and greater fuel economy.⁴⁶

Beyond the two wheeled commercial motorbikes was the three-wheelers also known as tricycles which were generally used for passengers and goods commercial transportation which dominated most markets in Africa and the

⁴³ Ibid

⁴⁴ Ibid.

⁴⁵ <http://en.m.wikipedia.org/wiki/Motorcycle.htm>, consulted on 20 February 2015.

⁴⁶ Ibid.

world at large. It is found in India, Thailand, Ghana, and in most cities of Cameroon including Muyuka, just to mention a few. Tricycles to a larger extent were used for freight transportation except for few cases where they were used to convey passengers in rural areas.⁴⁷

Origin and Spread of Commercial Motorbikes in Cameroon

Commercial Motorbikes have been present on the Cameroonian soil since the colonial era and during the First World War. The production of motorbikes was greatly ramped up for the war effort to supply effective communications. Messengers on horses were replaced with dispatch riders on motorbikes carrying messages and acting as military police.⁴⁸ Also motorbikes were generally used for personal transport purposes. Its commercial use in the public transport system began in the 1980s.⁴⁹ This was a decade earlier than other countries such as Benin which entered into the activity in the 1990s. It was through the Northern regions namely the Extreme north, North and Adamawa that commercial motorbikes became the principal means of public transportation of people in most towns and villages of Cameroon.⁵⁰ This constituted the first diffusion circle through which this activity expanded all over the nation as a principal means of public transport in most towns and villages. The diffusion of this activity in the northern regions of Cameroon was favoured by several reasons;

The proximity and porosity of the border with Nigeria gave way to the smuggling of goods which resulted in the reduction of prices of commercial motorbikes sold in Cameroon. The North became the dumping place of imported or assembled commercial motorbikes from Nigeria. In 1980s, Maroua, Garoua, Yagoua and Ngoundere, became the first diffusion homes of the

⁴⁷ Ibid.

⁴⁸ https://en.m.wikipedia.org/wiki/History_of_the_motorcycle.htm, consulted on 15 January 2016

⁴⁹ L. Nkede, "The Socio Cultural Impact of the Introduction of Motorbike taxis", p. 23.

⁵⁰ Ibid, pp. 25-30.

activity of commercial motorbikes in Cameroon.⁵¹ In Ngaoundere for example, it was in 1988 that Mr. Haman Daligama, a young man of 32 years old had the ingenious idea of transporting Ngaoundere inhabitants from one of the new neighborhoods on his Honda CG 175 motorbike for a token fee.⁵² He abandoned his job of a brick layer to that of a commercial motorbike rider. This rapidly attracted other youths who adopted this new economic activity. Japanese brands of motorbikes Yamaha, Kawasaki and Honda were used as the three top commercial motorbikes when commercial motorbikes started in Cameroon.⁵³

The diffusion of this mode of transport from one society to another, through migration and trade led to its spread to the East and Southern regions of Cameroon. Thanks to trade routes and roads linking the Adamawa and East regions, it was easy for this mode of transport to be diffused down south. Through towns like Bertoua, Batouri and Yokadouma, commercial motorbikes emerged to cover entire regions.⁵⁴ This constituted the second diffusion home of commercial motorbikes in Cameroon. It was in the 1990s that commercial motorbikes were introduced in the Centre, Littoral, the West, South West and North West regions of Cameroon, this constituted the third diffusion home. In Yaounde, Limbe and Buea, the activity was limited to the peripheries leaving the centre of the town to taxi cars.⁵⁵

The city of Douala on the contrary emerged to become the place of the greatest concentration of commercial motorbikes in Cameroon.⁵⁶ The exact number of commercial motorbikes was unknown. A 2003 study of the Poverty and Urban Mobility research (PMU) realized on the account of the SSATP/World bank economic commission for Africa evaluated its number at

⁵¹ Ibid

⁵² Ibid, pp 23-26.

⁵³ <http://en.m.wikipedia.org/wiki/Motorcycle.htm>, consulted on 20 February 2016.

⁵⁴ Ibid.

⁵⁵ Ibid, pp 27.

⁵⁶ C. Ghotcho, « Essor et Impact Socio- Economique des Motos- Taxis : le cas de Douala » DIPES II en Geographie, ENS Yaounde, 2001, P.24.

30,000. This figure has evolved over time, estimates from the Douala Urban Council in 2008 holds about 45,000 of the number of commercial motorbike riders.⁵⁷ In April 2010, the Yaounde based NGO- COSA (Conduire Sans Accident) estimated the number of commercial motorbikes in Douala at 100,000. Buea, the South West regional headquarter constituted one of the rare towns where commercial motorbikes were absent. This activity was forbidden by the former Mayor of the town, Mbella Moki Charles.⁵⁸ Today commercial motorbikes have been limited to the periphery quarters in Buea.

The Emergence of Commercial Motorbike Transportation in Muyuka

Prior to 1997, transportation within Muyuka town was exclusively reserved to few taxis. In 1997, commercial motorbikes emerged in Muyuka, as a result of the obvious inadequate circulation of taxis because demand was high and due to an upsurge in the population and with the high rate of unemployment in the town. Thus, set the stage for the introduction of an affordable means of intra-city transport. This was found in the use of commercial motorbikes.⁵⁹

In 1997, the advent of commercial motorbikes as a means of transportation actually commenced in Muyuka town. The deteriorating state of the roads made circulation of taxis within the neighbouring villages like Ikata, Muyenge Bafia, Mautu, Mpundo and the periphery quarters very difficult to the advantage of commercial motorbike transportation.⁶⁰

It was introduced in Muyuka town from Nigeria by a Muyuka inhabitant Mr. Liwonjo Moka Samuel, a retired registrar of the Court of First Instance Muyuka who made several business trips to Nigeria.⁶¹ He bought a motorbike and handed it to a man named Ekema Muambo popularly called *Mola*. Under

⁵⁷ Ibid

⁵⁸ L. Nkede, "The Socio Cultural Impact of the Introduction of Motorbike Taxis", pp. 23-26.

⁵⁹ Interview with Liwonjo Moka, 67 years, Retired Registrar in Chief, Court of First Instance Muyuka, Mbangha, 20th December 2015.

⁶⁰ Idem

⁶¹ Idem

the patronage of Liwonjo Moka, Ekema Muambo Mosuka, became the first rider in Muyuka town.⁶² He started with the lady's bike called Suzuki fifty. The pioneer later bought three other motorbikes and handed it to three different riders. As the years went by, the convenience of intra- city travel by these motorbikes spread from Muyuka town to the neighbouring villages.⁶³

Credit should be given to Liwonjo for propagating the idea of commercial motorbikes in the town. Acclamation should also be granted to Ekema Muambo for being the first rider. Commercial motorbikes in Muyuka originated as a solution to inadequate taxis to convey people from one place to another, for example convey students to school, carry the sick to the hospital, inability of taxis to penetrate the quarters and the need for transportation of the growing population. Thus, the introduction of commercial motorbikes in Muyuka was hailed by the people of Muyuka because this activity met the mobility needs of the people and thus, resolved problems of displacement in the town.

These commercial motorbikes were bought from Nigeria at first by Mr Liwonjo who became an expert, travelling to Calaba in Nigeria by road transport. The purchase of the motorbikes was facilitated either because of the manufacturing or local assembly units which existed in Nigeria and the closed proximity of the border between Cameroon and Nigeria with strong economic and social ties. Later on, other young riders like Tongwe, Elad and Tambe in the course of their business trips to Nigeria brought the brand Suzuki fifty, Honda and Yamaha. The motorbikes were bought at an average price between seven hundred thousand and eighty five thousand FCFA.⁶⁴ Farmers and businessmen entered the business through the acquisition of these Japanese brand motorbikes.

⁶² Idem.

⁶³ Idem.

⁶⁴ Idem.

Many people passed through Mr Liwonjo to acquire motorbikes, until the year 2000 where preference to imported motorbikes was given to Douala. The falling prices of Chinese imported motorbikes for 350, 000 to 450,000 FCFA relative to Japanese motorbikes which were sold at 700,000 to 850, 000 FCFA paved the way to cheap Chinese motorbikes namely Nangfang, Sanili, Sanyo, Cocimecam, and Kymko brands flooded the market rapidly.⁶⁵ In Cameroon in general and Muyuka in Particular, commercial motorbikes were often referred to as *Bendskin*. Where as in Douala and Yaounde it was known as Moto taxis which now forms the basis of most towns and city's public transport.

From then, the activity of commercial motorbikes in Muyuka gained prominence and the demand for commercial motorbikes increased. This led to the purchase of Chinese motorbikes up till date.

The arrival of commercial motorbikes in Muyuka and Cameroon in general depended on companies that facilitated its commercialization. Companies such as the Ketch International and Cocimecam were considered as principal marketers of brands such as Nanfang, Senke, Kymco and Dragon which were imported from Japan.⁶⁶ Brands that were used in Muyuka from the year 2000 to 2010 were imported from China namely, Chanlir, Senke, Macat, Sanili, Nanfang, Kymco, Mazda, Carter, Galaxy and Cocimecam. Brands such as Yamaha, Suzuki, and Honda were no more used for commercial purposes because they were more costly. From 2009 to 2011, the principal brands used were Sanili, Kymco and Cocimecam which dominated the sector and which brought forth many motorbike business shops in the town.⁶⁷ These brands

⁶⁵ Interview with Besong Michael, 52 years, Former Secondary school Teacher of G.B.H.S Muyuka /Proprietor of Motorbikes, 10th August 2015.

⁶⁶ Interview with Ngong Ezekiel, 46 years, Former Rider, Muyuka, 4th September 2015.

⁶⁷ Idem.

dominated the markets in Muyuka because of its feasibility, less consumption rate and it was relatively less expensive of about 350,000fcfa to 400,000fcfa.⁶⁸

Factors that Influenced the Emergence of Commercial Motorbikes in Muyuka.

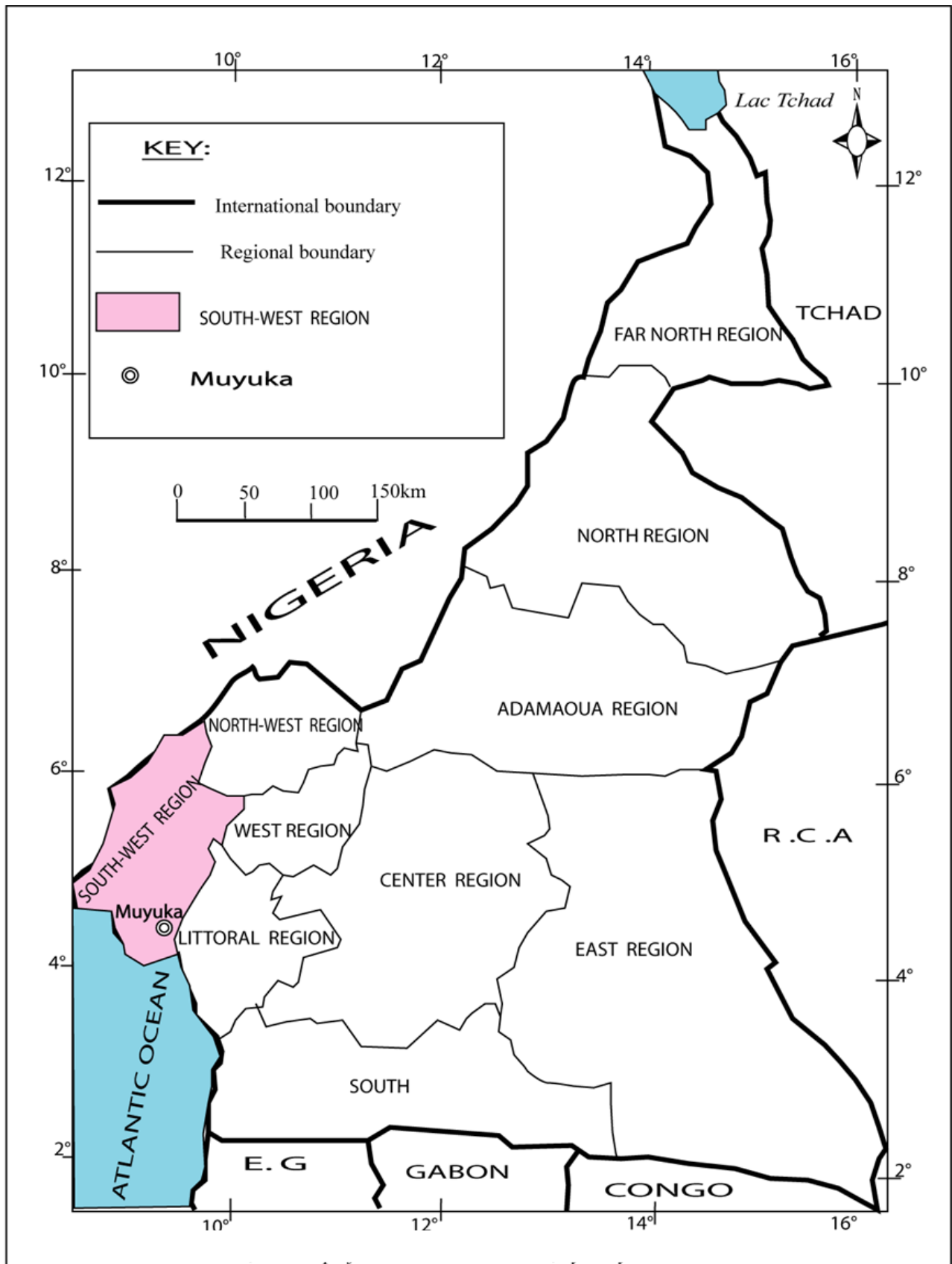
Prior to 1997, Muyuka town had mobility and displacement problems. The deteriorating state of the roads made circulation of taxis within the neighbouring villages like Ikata, Muyenge Bafia, Mautu, Mpundo and the periphery quarters very difficult to the advantage of commercial motorbike transportation. A combination of factors can be identified as responsible for the use of commercial motorbikes as means for intra city transport in Muyuka. These factors are classified under the physical and human and economic factors.

Physical Factors

Muyuka is located in Fako Division of the South West Region of the Republic of Cameroon. It extends from latitude 4° 12 North of the equator and between longitude 9° 12 to 90 25 east of the Greenwich Meridian. A total of 18 villages make up Muyuka sub division: Masone, Muyenge, Lylale, Lykoko, Ikata , Bafia, Bavenga, Owe, Malende, Yoke, Ekona Mbenge, Ekona Lelu, Massuma, Leo la Buea, Mundame, Mpundo Balong and Mautu. See maps 1 and 2 below. Firstly a map of Cameroon showing Muyuka Sub Division. Secondly, the map of the South West Region indicating Muyuka Sub Division.

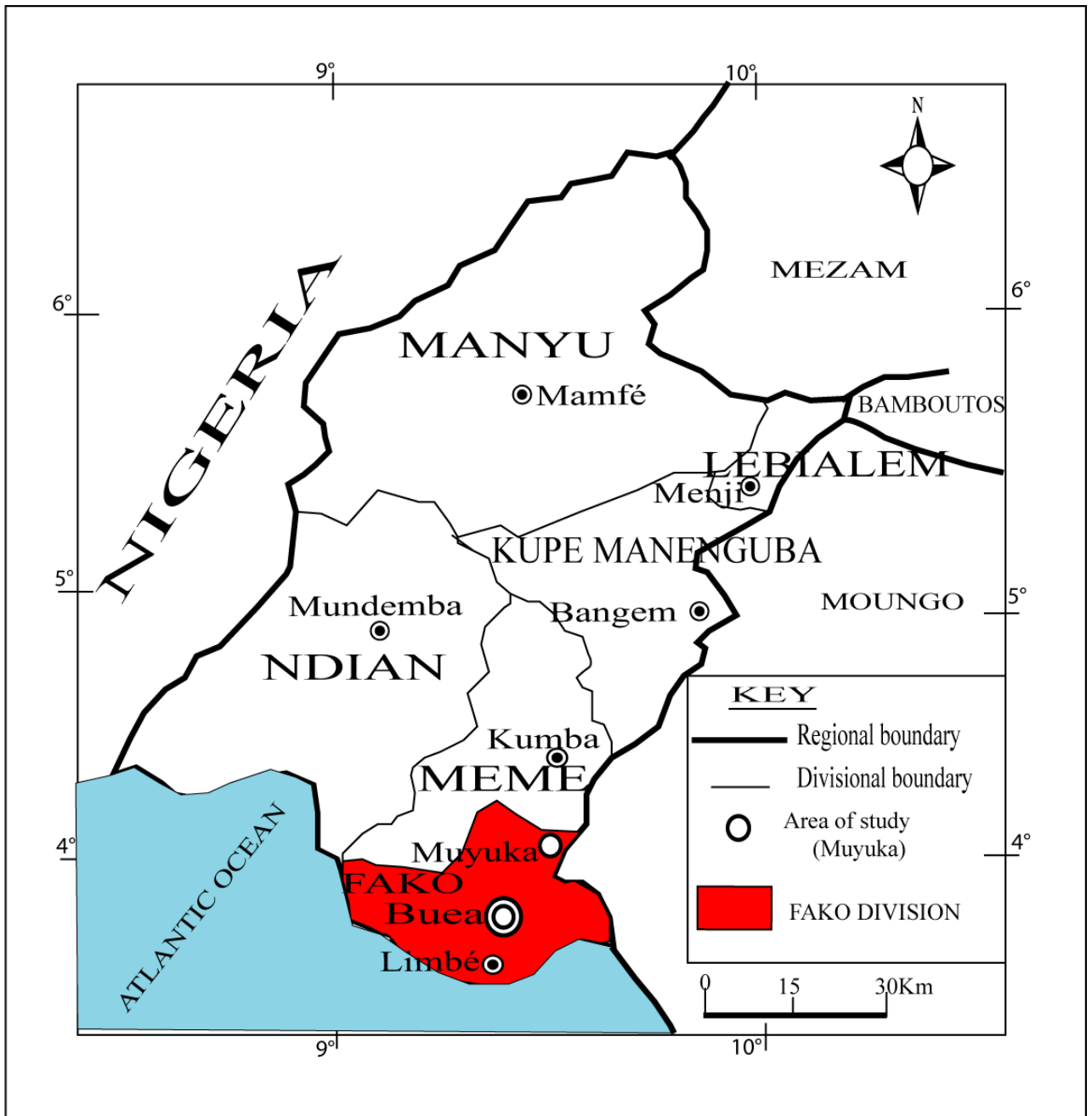
⁶⁸ Idem.

Map 1: Showing Muyuka in Cameroon



Source: INC, Adm, Map of Cam.Ed. 2008 Yaounde.

Map 2: Showing Muyuka in the South West Region



Source: INC, Adm, Map of Cam.Ed. 2008 Yaounde.

Transport by commercial motorbikes in Muyuka was influenced by the physical milieu. It is therefore indispensable to examine the physical geography of this area. It sheds light on physical features such as; relief, climate and soils.

Relief

The terrain in Muyuka town is generally low lying and more or less flat with level slopes against the steep relief of mount Fako in Buea. The structure of this region is composed of recent volcanic rocks that form the basement complex which demonstrates the eruption of mount Cameroon (the Ekona flow) in 1959⁶⁹. Some areas contain light sandy loam like the *sand sand* quarter in Makanga, while some areas were of rocky terrain such as; the Ekata, Bafia, Muyenge road.⁷⁰ Given this rugged condition, only land rovers and four wheeled vehicles were used with second handed vehicles called *clando's* which could access these areas and if it does, was usually on high pay or on hired basis. Most at times these rocks were a constant nuisance to wheels of the vehicles which trespasses these roads. This rendered travelling time consuming as it took so much time to travel on short distances with a vehicle. Thus tyre punctures were regular.

To travel the 20km from Muyuka town to Muyenge, it took about three to four hours drive in the dry season and about four to five in the rainy season. It was really a tedious journey for the roads were very bad. Today, with a *bendskin*, it takes two to three hours as the motorbikes easily oscillate around the impediments and use footpaths in places where the road was unusable.⁷¹

From these words of Mua Felix, we could realize that the flexibility and adaptability of motorbikes on these roads made it a better choice for the population. Also, their small sizes permitted them to create temporal short cuts to avoid impediments.

⁶⁹ A. Neba, *Modern Geography of the Republic of Cameroon*, 3rd edition, Neba Publishers, Bamenda, 1999, p.17.

⁷⁰ Interview with Ekile Manfred, 55 years, Farmer, Muyuka, 18th July 2015.

⁷¹ Interview with Mua Felix, 36 years, Commercial Motorbike Rider, Muyuka, 5th August 2015.

Climate

Muyuka like any other town of the coastal region has the hot wet equatorial climate characterized by high temperatures ranging from about 30⁰C to 32⁰C. The climate is generally hot and humid with two seasons which are; the rainy and dry seasons.⁷² During the rainy season, access into the periphery quarters became difficult as the roads were muddy with potholes filled with standing water which impede movements. Also, the dry season which began from the month of November and ends in April was characterized by intensive heat which induced high temperatures. As such, many people found it uncomfortable to sit in taxis which was partly attributed to the emergence of commercial motorbikes as it was much more comfortable riding in such circumstances or situations than driving in a car.⁷³

Soils

Ecologically, the soil in Muyuka is a light sandy loam with red clay subsoil and occasional patches of laterite gravel or outcrops of volcanic rocks.⁷⁴ The rich volcanic soils encouraged dense agricultural activities. This area provided a wide range of crops. Principal among the crops were tubers such as cassava, yams, cocoyam's, tree crops such as; cocoa, oil palm, and rubber and other crops such as egusi, groundnuts and maize were highly cultivated. All of these agricultural activities are found within the rural peripheral quarters namely Black bush and Kwekwe, and villages such as Yoke, Malende, Ekona, Mautu, Bafia and Muyenge.⁷⁵ As such, a quick and rapid means of displacement of agricultural produce to the markets was needed. Thus, with the poor state of the roads, commercial motorbikes were always solicited. This therefore precipitated the introduction of motorbikes in this area.

⁷² A. Neba, *Modern Geography of the Republic of Cameroon*, p.24.

⁷³ Idem

⁷⁴ NAB, File N^o Ag 17, 1935, Reassessment Report on Balong clan, Victoria Division Cameroons Province: Reorganization, p.8.

⁷⁵ Interview with Acob Pius, 47 years, Farmer, Muyuka, 27th December 2015.

The Settlement Pattern

The residential quarters in Muyuka were created as a result of the effects of the German Colonial activities in 1884.⁷⁶ Shortly after that, a wind of change blew across Muyuka with the development of peculiar quarters or neighborhoods. The peculiarities about these quarters were seen in their formation and the people who inhabited it. Most outstanding of these quarters were; Stranger, Stone ,Hausa, Kwe kwe, Old road, Sand sand, Black bush, Makanga, Makata and Stone quarters.⁷⁷

Thus, the settlement pattern in Muyuka starts from the center of the town and extends to the main road which lies along the Victoria-Kumba roads, leading into the quarters and villages such as Ikata Bafia Muyenge, Mpundu, Yoke, Malende and Mautu villages. Hence there was need of accessibility because of the great distance into the periphery quarters and villages. Given the limited taxis available, commercial motorbikes emerged in Muyuka town and by 2011 it became the dominant mode of transport.

From the above analysis, one can say that the physical milieu contributed to the introduction of motorbike transport in Muyuka.

Human and Economic Factors

Human and economic factors such as population growth, commercial activities, availability of fuel, shortage of transport supply, easy access to the business and poor road infrastructures spearheaded commercial motorbike activities in Muyuka.

Population Growth

In recent years, the population of Muyuka witnessed a rapid growth rate. The rate at which commercial motorbike activities were intensified was directly

⁷⁶L. Enongene, "The Historical Evolution of Muyuka, from a Settlement to a Town 1889-1987", Masters Dissertation in History, University of Yaounde I, 2009, p.32.

⁷⁷Ibid, p.56.

related to demographic growth. The rising population was due to the migration situation in the town. The strangers outnumbered the natives. The population of the Balongs was about 600 and 1800 strangers in 1858.⁷⁸ Thus visitors and Strangers overshadowed the Balongs and Bakweri's almost in all aspects of life. Examples of them were the Bayangs, Grasslanders, Bamilike's, Bafaws, Bakundu's, Bangwas, Bassa, Hausa's, Bamums, Ibo's and Ibiobio's. The population of Muyuka by 1935 was about 23.74 persons, about 8,192 and 12,971 inhabitants in 1976 and 1987 respectively⁷⁹. In 1996, the population of the town was estimated to be about 14,673 people, today the population is estimated about 1, 18470 inhabitants. The table below depicts the dynamic increase in population in Muyuka town between 1996 to 2011.

Table 1: Showing population increase in Muyuka

Year	Population Growth
2011	70,105
2010	59,024
2005	29,046
1997	20,928
1996	14,673

Source: www.citypopulation.de/Cameroon.html

The table above provides statistical analysis of the population increased in Muyuka. It shows the total number of population which vary in each year. Nevertheless, the increase in population was not followed by an increase in the number of transport vehicles. Land rovers were the only means to reach Muyuka markets from Muyenge. One land rover would leave Muyenge early in the morning to Muyuka town and a passenger who misses the trip was obliged

⁷⁸ NAB, File N^o Ag 17, 1935, Reassessment Report on Balong Clan, p 21.

⁷⁹ L. Enongene, "The Historical Evolution of Muyuka, from a Settlement", p.35.

to wait the following day in order to travel.⁸⁰ Traffic between Muyuka and its environs increased as the purchase of food crops such as bananas, plantains, cocoyam and cassava increased. The available vehicles on market days preferred to transport goods which were more lucrative than passengers. This created an acute demand in the transportation of persons. Commercial Motorbikes responded to this demand and thus flourished in Muyuka town.

The Availability of Fuel

The available fuel was made possible thanks to the presence of fuel filling stations in Muyuka like Shell and Total. Also, Nigeria played an important role in promoting commercial motorbikes in its neighboring countries. For example, *bendskin* drivers in Cameroon used *zouazoua*, which was much cheaper fuel smuggled in from Nigeria and which became widespread during the 1990 socio economic crisis in Cameroon.⁸¹ The prices of the smuggled fuel was much below the official price which improved the short term profitability of commercial motorbikes compared to other public transport modes like taxis and buses.⁸²

Economic Activities

Muyuka town acted as a commercial center with several businesses. The main commercial centre was the Balong quarter along the main road and the Owe road. The main commercial activities were concentrated in the market which had several shops. Many trading opportunities were available and banks such as; the Credit Agricole, the National Financial Credit, the Solidarity Savings and Loans Limited and the community Development Bank.⁸³ Agricultural exported crops included; Rubber, Oil palm, Cocoa and Coffee. Food crops included: maize, groundnuts, cassava, cocoyams, plantains and

⁸⁰ Interview with Mbah Titus, 54 years, Farmer, Muyuka, 31st July 2015.

⁸¹ Ibid,p.34.

⁸² Interview with Ndango Jeremiah, 33 years, Commercial Motorbike Rider, Muyuka, 31st July 2015.

⁸³ L. Enongene, "The Historical Evolution of Muyuka, from a Settlement to a Town", pp 62-65.

egusi. Animals reared included; pig rearing, goats, sheep and chickens. Transportation was at the centre of these economic activities because movements to and fro the markets became necessary and without these movements, business could not be assured.⁸⁴ This facilitated the means of displacement and generated transport requirements in Muyuka. As such, the need to move commodities over distances for sale necessitated the introduction of commercial motorbikes.

Easy Access to the Business

Another factor which favoured the activity of commercial motorbikes in Muyuka was the relative ease in commencing this activity. In developing countries, the transport sector has been opened to males without the need for specific training or experience. In this way, former salaried earners and the unemployed of various ages were able to do other jobs associated with public transport operations.

In addition, commercial motorbikes were acquired at affordable prices. It was first selling about seven hundred thousand FCFA at the start of this activity. Nonetheless the prices later dropped to 350,000 and 400, 000Frs. Due to the policy of liberalization and increasing imports from Asia and China in particular, thousands of new brands of motorbikes flooded the Cameroonian markets. A Nangfang motorbike was sold at about 350.000FCFA.⁸⁵ The fuel consumption of its engines was more economical as compared to other motorbikes. More so, spare parts were available at relatively cheap prices and maintenance was done at a cheap cost. All of these facilities favoured the introduction and spread of commercial motorbikes in Muyuka.

⁸⁴ Interview with Ngwi Constance, 38 years, Accountant, Muyuka, 12th September 2015.

⁸⁵ Interview with Ngong Daniel , 34 years, Commercial Motorbike Rider, Muyuka , 2nd August 2015.

The Shortage of Transport Supply

Commercial motorbikes have become a *bottom-up* response to a shortage of transport supply affecting urban, semi-urban and rural areas in most developing countries. The purchase and use of personal vehicles by the people in Muyuka was too expensive due to the population's low income levels thus, household vehicle ownership rates were extremely low. The majority of the population thus, depended on public transport for the motorized trips they needed to make which was insufficient to meet demand. This favoured the introduction of commercial motorbikes in Muyuka.

Poor Road Infrastructures.

The lack of roads in Muyuka town and its poor conditions made it difficult for vehicles to travel and transport operators. The transportation infrastructures in Muyuka region were poor and deteriorating. The area lies along the Victoria-Kumba high way.⁸⁶ The road had suffered from degradation and was rendered for most parts secondary. For example the road between Ekona Yard and Muyuka center.⁸⁷ With the tarring of the Muea-Muyuka-Kumba highway in 2011, the town witnessed an impressive transformation. Anybody who visited Muyuka 10 years ago, will be elated with the transformation that the town had undergone. As such commercial motorbikes now ply the highway with ease.⁸⁸

In addition, the farms to market roads linking all the surrounding villages to the main town were poorly maintained. Most of the roads were accessible only during the dry season while during the rainy seasons , many potholes and pools of water render them inaccessible. The state of the roads within most of the interior quarters were horrible. Vehicles plying the roads during this period

⁸⁶ NAB, Ag 20, 1928. Assessment Report on the Balong District of Victoria Division, p. 4.

⁸⁷ Interview with Awah Bosco , 42 years, bus driver, Muyuka/ Mutengene, 22nd July 2015.

⁸⁸ Interview with Efande Peter, 42 years, Chief of Agency of Post and Tele Communication, Buea, 10th August 2015.

usually got stocked in mud pits and incidents of frequent accidents were frequent as testified by some residents of this community.⁸⁹ Also, some roads like the Ikata, Bafia and Muyenge roads which were made up of granitic rocks made the roads to have a jugged-saw surface. For that reason most vehicle owners refused to ply those roads and even charged an extra fare on farmer's crops which presented a major problem to farmers since they were always at the peak periods of their harvesting.⁹⁰ Thus, there was need for a means of transport which could adapt to the poor road conditions thus leading to the emergence of motorbikes in Muyuka.

Social Factors

Like many economic activities, the transport sector is an important component of the economy, impacting on development and the welfare of the people. Thus, when transport systems are available and efficient, they provide economic and social opportunities and benefits such as better accessibility to markets, hospitals, schools and banks and credit unions.⁹¹ Muyuka town lacked a means of displacement. As such access to jobs, education, healthcare facilities and markets posed a problem since there were fewer taxis. This short coming spearheaded the rise of commercial motorbikes in Muyuka. Some factors in the social domain namely health and education precipitated the upsurge of commercial motorbikes in Muyuka.

Health

The health of the population was taken care of by two categories of hospitals, The Government General Hospital and some private health and clinic centers. In fact commercial motorbikes were seen as a lifeline when medical emergencies arose; accidents especially at night when taxis and vehicles have

⁸⁹ Idem.

⁹⁰ Interview with Taku Magdeline , 72 years, Farmer, Muyuka 29th December 2015.

⁹¹ R.Dinye, "The Significance and Issues of Motorcycle Transport in the Urban Areas in Northern Ghana", *Scientific Journal Review*, 2013, p. 260.

retired posed serious problems to transport in Muyuka.⁹² Thus there was need for a quick and fast mode of transport which could work for twenty four hours a day and motorbikes were liable to do so. There were also moments of emergencies where a rider was called late at night to render his services. Most emergencies came up when a patient had to be transported to the hospital or when a corpse was to be transported to a cemetery. The fact that no mortuary existed in Muyuka before, all who passed away and who will not embalmed traditionally had to be transported through the renting of a commercial motorbike. Transportation of corpse by a commercial motorbike was usually carried out at night. Tengweck David, a specialist in the domain explained how this enterprise was performed.

When someone dies and the family doesn't want to take the corpse to the mortuary but prefers to carry out a traditional embalmment in the village of the deceased, we are called up to take care of the transportation of the corpse to the destined village. This form of transport is carried out by two individuals; the rider and his assistant. A psychological preparation is needed before we go into transporting the corpse. We usually take about three to five bottles of alcohol before carrying the corpse. The body of the deceased is wrapped up in a cloth. It is placed just after the rider of the motorbike such that it's seated between the rider and his assistant. A solid rope is used to tie the body of the dead to the rider's waist who sits closer to his head gear. At the back of the motorbike is the assistant who supports the corpse with his hands so that it should remain straight and not fall. When all these adjustments are made, we can now travel to the desired destination as from 8pm.⁹³

Education

Education in Muyuka started as far back in 1928 which was basically elementary education by the government and the missionary societies.⁹⁴ Government school Muyuka group one, two and three were the leading primary schools and numerous secondary schools, private schools and technical colleges sprouted in this area. Given the increasing number of schools there was need for a means of transportation of students to school which was inadequate. As such students from neighbouring villages found it difficult to arrived school as seen in the case of Fru Tenrence.

⁹²Interview with Nkule Matter, 66 years, Retired Nurse, Muyuka, 17th July 2015.

⁹³ Interview with Tengweck David, 36 years, Commercial Motorbike Rider, Muyuka, 12th June 2015.

⁹⁴ L. Enongene, "The Historical Evolution of Muyuka, from a Settlement to a Town", p 30.

In 1993, I had to trek from Meanja which was about 5.6 km where I lived to Government Bilingual High School (G.B.H.S) Muyuka located at Makanga Street. After covering a long distance which was time consuming and stressful. most at times I had to arrive school very late. In order to arrive early in school I had to leave the house by 5. am in the morning. At times, the CDC trucks will give us a lift which will save time.⁹⁵

It should be noted that, it was difficult for students from distant areas such as Meanja to go to school in town due to the inadequate means of transport.. Given this limitation the introduction of commercial motorbikes was seen as a necessity and without delay, it sprang up in the territory.

Unemployment

The impoverishment of most rural populations led to a continual search for survival strategies. Among the growing population of youths in Muyuka there were some who had been unable to find jobs and these were youths between the ages of 15 to 35. Most of them got involved in the activity of commercial motorbikes, thus, offering self employment.⁹⁶

Conclusion

Commercial motorbikes, either alone or combined with other modes, thus provided services which other transport modes, particularly taxis, could not provide, especially to areas that were inaccessible in Muyuka. *Bendskins* therefore seemed more to a complement than to compete with other forms of public transport both in urban and rural areas. Commercial motorbikes therefore met the needs of transportation in Muyuka which could not be satisfied by other public transport operators like taxis. Nevertheless, the association of these factors resulted in an exponential rise in the need for commercial motorbike transportation in Muyuka.

⁹⁵ Interview with Fru Terence, 36years, Ex-student of G.B.H.S, Muyuka, 15th August 2015.

⁹⁶ Idem.

CHAPTER TWO

THE DEVELOPMENT OF COMMERCIAL MOTORBIKE ACTIVITIES IN MUYUKA FROM 1997-2011.

Introduction

Commercial motorbike transportation has grown into a major business concern in Muyuka. They ply virtually every route including the highways until recent efforts by the government of Cameroon to restrict their operations in some parts of towns such as in Douala, Yaounde, Limbe and Buea.⁹⁷ Transport developments by commercial motorbikes however have been responsible for economic growth in Muyuka town. Thus, the growth of that sector in Muyuka was mainly driven by economic arrangements such as the spread of commercial motorbikes, access into the activity and operations of commercial motorbike activities. The challenges faced by riders as a result of the growth of this economic activity was also seen.

The Spread of Commercial Motorbikes in Muyuka.

The most recent and dramatic change in rural transport services in many countries has been the expansion of commercial motorbike services which gathered pace in the 1990s.⁹⁸ They continue penetrating remoter rural areas today, fuelled particularly by the availability of cheap imported Chinese motorbikes namely; Sanili, Kymco, Senke, Cocimecam, just to mention a few.

The rapid expansion of commercial motorbikes had been a particularly important element in the development of Muyuka. This development had special significance because it occurred at the same time as the expansion of

⁹⁷ N. Lukong, "The Emergence of Commercial Motorcycle Transport in Kumbo Town and its environs- (Constraints and Prospects)", DIPES II in Geography, ENS Yaounde , 2010, p. 57.

⁹⁸ L. Nkede , "The Socio Cultural Impact of the Introduction of Motorbike taxis", p. 27.

mobile phone networks and the acquisition of handsets even in poor rural areas.⁹⁹ The potentials for commercial motorbike services happen to be enormous in Muyuka.¹⁰⁰

In 1997, Commercial motorbikes first started with the use of a motorbike in Muyuka and later on rose to four motorbikes. In the year 2000, the number of commercial motorbikes increased following the introduction of cheap Chinese motorbikes which has been a key factor in the expansion of commercial motorbikes across the country in general and Muyuka in particular. Young men, many of whom would otherwise be unemployed, were usually the principal operators.¹⁰¹

Commercial motorbikes in Muyuka started with the use of Suzuki 50¹⁰² which was not very dynamic in its functions because it had less speed and a low carrying capacity of less than two persons and could not cover long distances within the town. It couldn't reach distant neighboring villages like Muyenge, Ekata and Bafia. It ran just intra town, conveying people to shorter distances. With the arrival of new Chinese brands such as Senke, Sanili, Kymko and Cocimecam in the year 2000, the neighboring villages became busied with these new brands which could run at high speed and carry heavy load. Thus, the distances covered depended upon the brands and engine capacities of the motorbikes.

An important factor that contributed to the growth of *bendskin* business in Muyuka was the relative lucrative nature of the business. Generally, the commercial motorbike operators derived reasonable profit from their operations. Most of them claimed that they made an average of about 5000 FCFA on daily basis after satisfying all expenses .The lucrative nature of the

⁹⁹ Idem

¹⁰⁰ Idem

¹⁰¹ Idem

¹⁰²Idem

business made commercial motorbike transport business to grow into a big business in Muyuka.

Modes of Access to the Activity.

According to Section C of the Prime Minister's Decree N°2008/3447/PM/ of 31st December 2008,¹⁰³ the riding of a commercial motorbike was conditioned by the obligatory wearing of a colorful jacket with a distinctive luminous horizontal line that possessed an identification number attributed by the council of the area of operation. Access to the profession was subordinated by the following conditions. All commercial motorbikes before operating must be registered by a competent territorial service of the Ministry of Transport.¹⁰⁴

Each commercial motorbike had to establish a certificate of technical visit at an approved organization. Establish an insurance policy at an approved insurance company, payment of vehicle stamp rights (Vignette), and Payment of a global tax. In addition, all commercial motorbike riders had to fulfill the following conditions, be at least 18 years old, and be a holder of a driving license of category "A".¹⁰⁵

More to that, each commercial motorbike put into circulation had to possess the following equipments and accessories: A fuel tank painted in yellow, two places of seat including that of the rider, two pairs foot seats, a maintenance tool kit, two side mirrors, a complete dispositive of lightening and signalization, a functional breaks, a protective head set (helmet) for the driver. A protective head set for the passenger. A front and back part shock for the

¹⁰³ Decree No 2008/3447/PM of 31 December 2008, Fixing the Conditions and Modalities for the Exploitation of Commercial Motorcycles, pp. 242-243.

¹⁰⁴ Ibid

¹⁰⁵ Ibid

motorbike rider. The riding of a commercial motorbike was conditioned by the obligatory wearing of a jacket and protective headset.¹⁰⁶

The colour of the jacket was determined by the council where the activity was being carried out. The jacket had to be fitted with a luminous reflecting horizontal band often centimeters in front and behind. The jacket was also marked by the identification numbers and symbol of the council covering the exploitation zone. See plate 2 below showing the colourful jacket of a motorbike rider with an identification number.

Plate 2: A Commercial Motorbike rider in Muyuka.



Source: Authors collection on the Field at Mankanga in Muyuka, 15/ 03/2015.

Plate 2 above shows a commercial motorbike rider in Muyuka putting on an identification jacket as spelled in the decree which had a horizontal reflecting line in front and behind with an identification number determined by the Muyuka Council. Through this jacket, the forces of law and order could easily

¹⁰⁶ Ibid

identify commercial motorbike riders in Muyuka and this has helped to contain the spread of criminality and any illegal act.

Accessing the profession of commercial motorbike rider commonly known as *bendskin* was an easy process. The first step was to obtain a motorbike which was to serve the purpose. This was obtained mostly through a proprietor and rider patterns. The rider underwent a short term training which usually lasted between one to three days. The training was carried out by a more experienced rider who had mastered riding of motorbikes. In Muyuka, there were no training schools for motorbikes. The football field of the Government primary school Group one and two in Muyuka served as a practice ground for many apprentices. It's relatively flat and sandy nature permitted riders to have a basic knowledge of motorbike riding.¹⁰⁷ The main objective of the training was to permit the apprentice maintained equilibrium on the motorbike before facing the challenges of the rough roads.¹⁰⁸

More so, if the rider proved to be courageous enough and had a *strong hand* to maintain the motorbike straight, then the teacher declared him fit to practice the activity. The training was short because the essentials were given to the rider; that is, how to sit on a motor bike, how to handle the breaks, a basic knowledge of the important parts and how to remain in a state of equilibrium. The rider was then to learn all the rest on the field in order to acquire more experience in riding. Thus, the training received by most commercial motorbike riders remain informal as Muyuka town still remained backward when looking at the number of driving schools. Presently, we have only a branch of the OIC driving school.

¹⁰⁷ Idem.

¹⁰⁸ Idem.

Commercial Motorbike Operations

Commercial motorbike operations were likely to dominate transport developments in many parts of rural Africa. In Muyuka, Operations such as riding positions, ownership patterns, category of users of commercial motorbikes and the status of commercial motorbike riders were seen.

Riding Positions

Commercial motorbike riders in Muyuka transported both passengers and goods or both at the same time. Some motorbikes such as Sanili and Cocimecam had a greater accompanied load carriage capacity. Passengers and goods could be carried on the long pillion seat and the normal load being two. The number of passengers varies from one to four, the rider inclusive. The more the passengers, the more the rider sat nearer his head gear and on top of the engine to give some space behind. Men and women sat behind the rider while in cases where children were also transported; they were put at the front and advised to hold tight the head gear. In a normal situation, *bendskin* bike carried one or two passengers at a time.

While in an abnormal situation, commercial motorbikes carried more than two passengers at a time. That was, three to four or even five passengers at a time. That occurred in a situation whereby the passengers that it took were going together to the same place, destination or route either they were friends, family members or not, it was risky, and usually called an overload. See plate 3 below showing a normal and an abnormal loading of a commercial motorbike rider in Muyuka.

Plate 3: Showing a Normal Loading of a commercial Motorbike rider in Muyuka.



Plate 4: Showing an abnormal Loading of a Commercial Motorbike Rider in Muyuka.



Source: Authors collection on the Field, Muyuka, 20th /03/2015.

Plate 3 above, shows a normal loading of a motorbike, a passenger and the rider occupying the two seats as recommended by the 2008 decree regulating the activities of commercial motorbikes. Plate 4 above presents a commercial motorbike rider transporting 3 passengers; two ladies and one little boy. The little boy and the rider sat on the engine of the motorbike which was risky.

Apart from carrying passengers, commercial motorbike riders also transported goods. Most of the goods transported included bags of coco yams, cassava, cocoa, coffee, bunches of plantains, crates of beer, utensils, and human corpse. See plate 4 which shows how a commercial motorbike was loaded with heavy goods.

Plate 5: A Commercial Motorbike Rider Tying bags of Cocoyams on the pillion of a motorbike.



Source: Author's collection, shot at the Mbanga Mpundo Ferry Corner, Muyuka, 28/12/2015.

Plate 5 above elucidates a commercial motorbike rider tying goods on a motorbike around the Mbanga Mpundo ferry corner in Muyuka. Many people crossed the Mungo river on a ferry with their goods and it was mostly transported on a motorbike into the town.

Category of Users

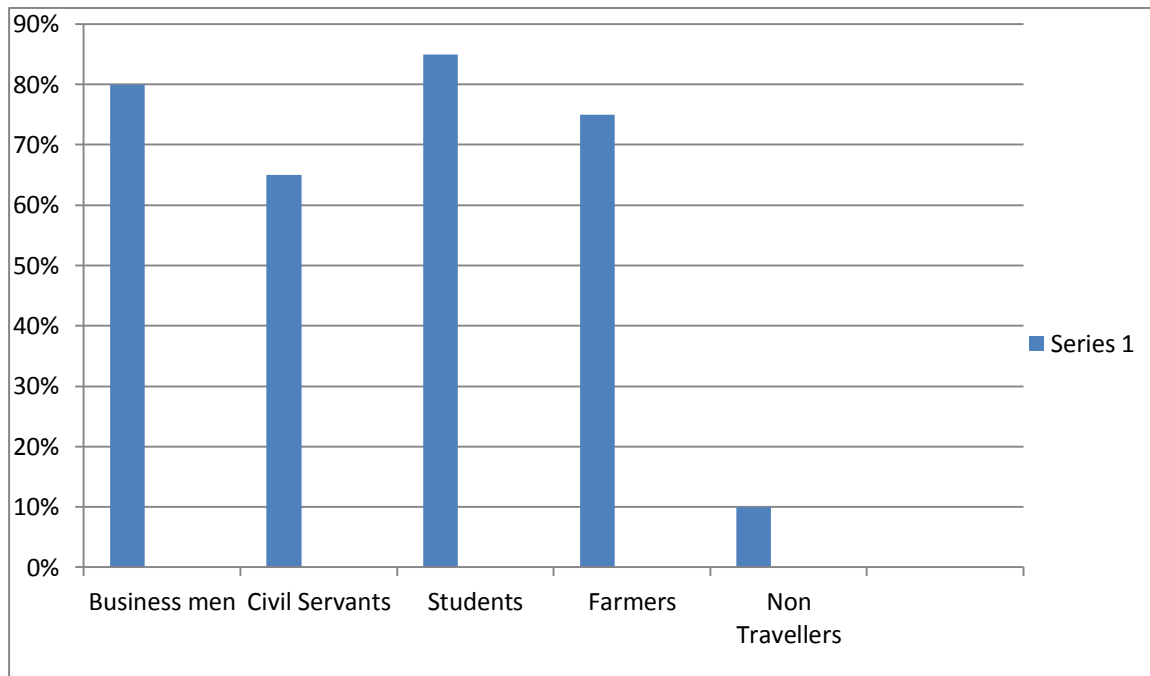
Transport reflects the conditions, needs, and preferences of user's. Mobility and transport are strongly involved in shaping the society and had greatly facilitated intra- and inter-village trips. Users were mainly drawn from labourers, the business community, students, and health personnel's, patients, and civil servants.¹⁰⁹ More than two third of the people in Muyuka used commercial motorbikes almost on daily basis. Most users also affirmed that there were destinations such as the interior quarters of Muyuka which were solely covered by commercial motorbikes. Examples include; the farm to market roads which were virtually impossible to escape from their use. Even those who possess cars sometimes had to use the services of commercial motorbikes because the roads to some quarters and villages were practically unusable.¹¹⁰

There were fairly wide spread distinctions across Muyuka regarding the use and operation of commercial motorbike transport. The classification of individuals according to the reasons for using commercial motorbikes vary from one user to the other. See chart 1 below which shows five categories of users of commercial motorbikes in Muyuka from 1997 to 2011.

¹⁰⁹ Idem.

¹¹⁰ Idem.

Chart 1: Estimated Percentages of Category of Users of Commercial Motorbikes in Muyuka by Taah Marcus from 1997 to 2011.



Source: Adapted from Commercial Motorbike Rider’s Association office, Muyuka on 16/08/2015.

Chart 1 above shows that, students were amongst the highest category of users of commercial motorbikes in Muyuka with 85%. Many students used commercial motorbikes as a principal means of transport to school.¹¹¹

The business men and women accounted for the second highest users of *bendskin* with over 80%. Businessmen such as traders, whole sellers, retailers, shop owners transported their goods and also to meet up with other engagements.¹¹²

¹¹¹ Interview with Taah Marcus, 40 years, President of Commercial Motorbike Union, Muyuka, 22 July 2015.

¹¹² Idem

Farmers were the third highest users with over 75% because farmers used this means of transport to go to their farms in the interior villages and also to transport farm products such as cocoa, coffee, cassava, banana, cocoyam, firewood and many more items from their farms to the markets.¹¹³

Salary earned personnel's included civil servants and private workers followed the fourth highest users of *bendskin* in Muyuka. People with wages and salaries accounted for a little over 70% of users of commercial motorbikes.¹¹⁴

The last category included individuals who stayed at home all day, *non-travelers*, individuals who made all their trips on foot, *walkers*. Users of other modes of transport such as private motorbikes and private cars were the lowest users of commercial motorbikes in Muyuka with over 10%. However, the flexibility of commercial motorbikes means dominated walking and private cars due to its accessibility and the possibilities of passing through routes of which other modes could not do.

Commercial Motorbike activities was so successful among users because of their availability and their ability to satisfy demand for trips that could not be covered by other public transport modes. For example short door-to-door trips in the town or peripheral areas and access and egress journeys in zones with poor transport services. It was a rapid mode of transportation because it avoided congestion and operating constraints that affected taxis and buses, such as; the generally fixed nature of roads or the need to wait until the vehicle was full before starting out.¹¹⁵

In addition to these advantages, commercial motorbikes were affordable and Four-fifths of the users in Muyuka town considered the *bendskin*

¹¹³ Idem.

¹¹⁴ Idem.

¹¹⁵ Interview with, Azong Rita, 42 years, Trader, Muyuka, 11th September 2015.

business to be cheap.¹¹⁶ The availability and flexible pricing made commercial motorbikes affordable to the vast majority of the people in Muyuka that utilize it as a means of commuter transportation. It could reach any nook and cranny of the towns at a price often considered reasonable by the commuters, thus, it was relatively cheaper and faster than taxis called *clandos*.

The fares charged by the commercial motorcyclist range from 100 to 200 FCFA depending upon the distance and the price which was debated upon between the rider and the passenger.¹¹⁷ Also, prices of destinations vary according to the season and the state of the roads. Using Muyenge as an example, a ride using a commercial motorbike from Muyuka town to Muyenge cost 3500 FCFA during the rainy season and during the dry season it cost 3000FCFA. However, the same distance will cost a pick up or taxi but the only advantage was that, what the commuter derives from using a commercial motorbike was the time saved.¹¹⁸

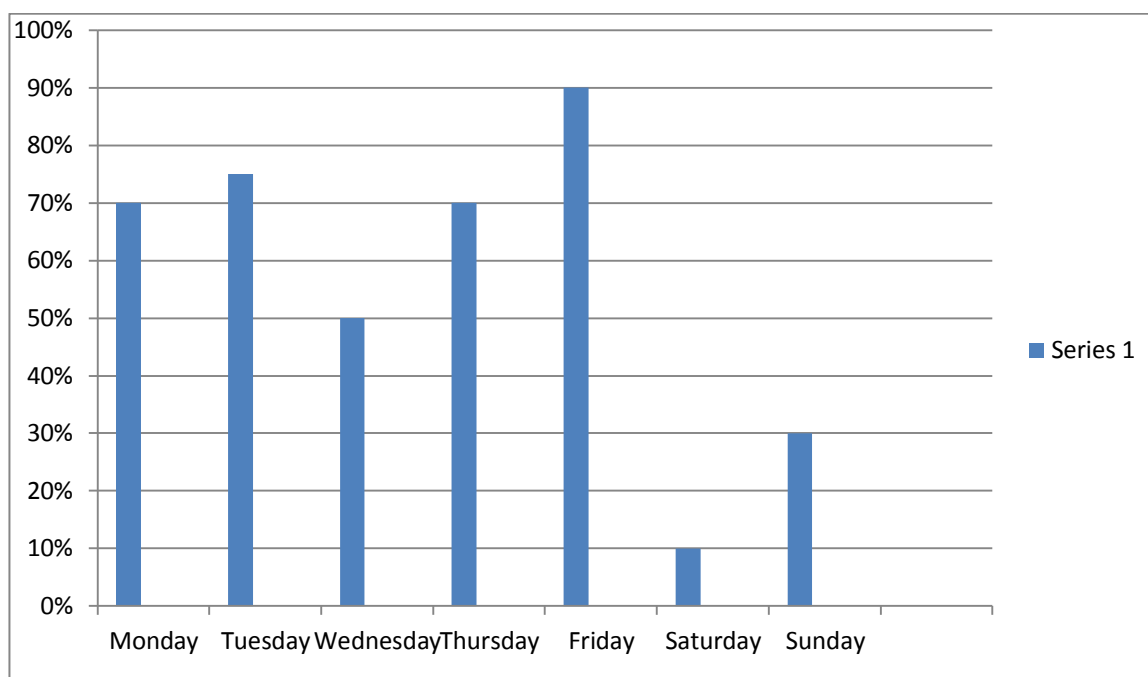
The fare per passenger depended on the distance whether short or long. The minimum fare per passenger cost 100 FRS, although it may be more based on the distance. Like other transport modes, prices may be negotiated by either the driver or the client and which was directly linked to the length of the journey. Thus the classification of commercial motorbike riders returns according to their days of work is shown on chart 2 below.

¹¹⁶ Idem.

¹¹⁷ Interview with, Ewenye Martha, 56 years, Farmer, Muyuka, 28th July 2015.

¹¹⁸ Idem

Chart 2: Commercial motorbike returns according to their Days of Work in a week.



Source: Adapted from Motorbike Rider’s Association’s office, on 21/06/2015.

Chart 2 above presents the days of heavy returns of riders. During the weekly days from Monday to Sunday, it was evident that, Tuesdays and Fridays were days of heavy returns for riders with 75 and 90 % respectively. Friday was the main market day whereby people leave nearby villages and towns to come and trade or buy. The returns on Fridays were on an average of 10 000 FRS while Tuesday had an average return of about 6000 FRS. On Wednesday’s riders started working at noonday due to the keep up clean day. This was an authorization granted by the Divisional Officer to the commercial motorbike association in Muyuka to systematically control all commercial motorbikes circulating during days of keep up clean.¹¹⁹

¹¹⁹ Interview with Tambe Thomas, 54 years, Senior Divisional officer, Muyuka, 8th August 2015.

Mondays to Saturdays were the days of the proprietor who gives out the motorbike for daily balance while Sunday was for the rider. Weekends such as Saturdays and Sundays usually had low percentage of returns. Weekends accounted for low percentage of returns because most people do not go to work and students don't go to school as well. 30 % was attributed to Sundays because people went to church and social meetings. Saturdays accounted for the lowest of rider's returns because it was a day of rest of most users. Some farmers go to their farms on this day.

Over 90% of the users of commercial motorbike services have resulted in significant changes in their lifestyles by increasing the range and number of activities in which they were engaged into. These motorbike services have also enabled them to save time , be more punctual , make activities easier; and increased their personal performance and output.

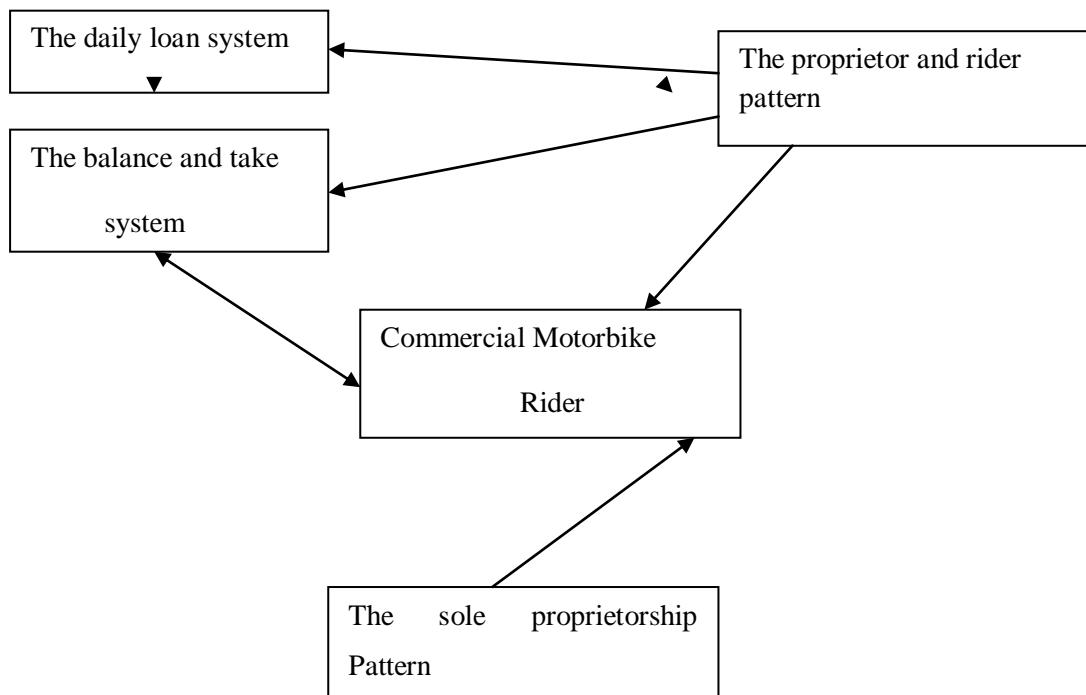
Ownership Patterns

Commercial motorbike riding involves several actors who interact in a complex manner for the smooth functioning of the activity. In essence, the ownership of the motorbikes varies in relation to the rider. The development of a conceptual framework in the ownership patterns of commercial motorbikes in Muyuka will permit us better apprehend the phenomenon. The patterns included the sole proprietorship pattern and the proprietor and rider pattern.¹²⁰ Young men, many of whom would otherwise be unemployed were usually the principal operators; ownership commonly rests often among business men and salaried professionals who had good profits in the business. See figure 1 below showing the structure of ownership patterns of commercial motorbikes in Muyuka.¹²¹

¹²⁰ Interview with Ataba Johnson, 45 years, Lawyer/ Proprietor of Commercial Motorbikes, Muyuka, 12th August 2015.

¹²¹ Interview with Tambong Rene, 32 years, Motorbike Rider, Muyuka, 3rd January 2016.

Figure 1: The Structure of Ownership Patterns of Commercial Motorbikes in Muyuka.



Source: Adapted from Nkede Laurence, 12/08/2015.

The structure above presents the various patterns of commercial motorbike ownership; the sole proprietorship pattern and the proprietor and rider pattern. The proprietor and rider pattern was mostly defined by economic relationships and was of two sub patterns namely; the daily loan system and the balanced and take system. All these patterns were centered on the commercial motorbike rider.

The sole proprietorship pattern

The sole proprietorship pattern was one by which an individual buys a motorbike and owns it. He becomes the sole proprietor and rides at will.¹²² This was the case with many farmers in Bafia who after a good cocoa season decided to use part of their earnings to buy and run a motorbike on profit basis.¹²³

¹²² Interview with Tanwani Adolph, 40 years, Policeman, Muyuka, 5TH August 2015.

¹²³ Interview with Taku Mathias, 40 years, Farmer, Muyuka, 10th/ 08/2015.

The proprietor and rider pattern

The proprietor and rider pattern defines ownership through economic links. In this wise, we can distinguish two sub categories; ownership through a daily loan system and ownership through ride and pay system.¹²⁴

A daily loan system

In the sub-category of ownership through a daily loan pattern, the exploiters of this pattern were proprietors of commercial motorbikes who lent out their motorbikes on daily basis to the riders. These proprietors were mostly civil servants and other business operators who have invested in this transport domain by buying commercial motorbikes and putting them on rents on daily basis. Their perception of the activity was first of all commercial and, it was an additional source of income for many who already had a primary income generating activity and used the business to make extra cash.¹²⁵

The rider then took this option and works in an employer-employee relationship with the owner. He was expected to deposit 3000FCFA per day as revenue accrued from the day's work. This figure varies according to the state of the motorbike. The more it had the tendency of having technical faults, the less the revenue to be deposited. Any surplus which arises belongs to the rider and constituted his pay.

The balance and take system

In the commercial motorbike balance and take pattern, a motorbike was given out to a rider on the condition that he owned the motorbike after having paid a certain amount of money agreed upon at the beginning of the contract with the owner. A financial objective was to be attained before a rider owns the motorbike. He could be asked to deposit revenue on a daily basis until it was

¹²⁴ Interview with Mbue Catherine, 55 years, Retired Head mistress/Proprietress of Motorbikes, Muyuka, 28 July 2015.

¹²⁵ Idem

about 500,000FCFA. After which the rider owned the commercial motorbike.¹²⁶ In case everything went on well, the business became lucrative for the owner as he or she gets back his initial investment in less than a year and the revenue accrued was doubled. With this system, the loan-riders had the obligation of bringing back a fixed sum of money on a daily or weekly base. A few months after subtracting the daily fee paid to the owner of the motorbikes and the purchase of petrol, the excess remained as income for the rider.¹²⁷

It should also be noted that the relationship linking the owner to the rider was purely commercial. An agreement document was signed between the proprietor of the motorbike and the prospective rider. The document simply stated the terms of the agreement. The two parties signed and it was handed over to a third party who kept the document. In case of any misunderstanding, it was the third party who was habilitated to solve the matter with impartiality. Sometimes, the agreement document was signed at the police station.¹²⁸

The Social Status of Commercial Motorbike Riders in Muyuka.

To better apprehend a motorbike rider, his social status has to be known. In this perspective, we are going to exploit the age distribution of riders, their professional and educational status.

Age distribution of commercial motorbike operators

The socio-demographic structure and situation or condition of commercial motorbike riders in Muyuka accounted for the ages between 18 to 43 years old. 15 years was below the age required by the prime ministerial decree of 2008 regulating the activities of motorbikes while 18 years was the required age

¹²⁶Interview with Nguide Elias, 37 years, Accountant, Proprietor of Motorbikes, Muyuka , 13th December 2015.

¹²⁷ Idem.

¹²⁸ Idem.

according to the Prime Minister's Decree of 2008.¹²⁹ See table 2 below which shows the age distribution of commercial motorbike riders in Muyuka.

Table 2: Age distribution of commercial motorbike riders from 2000-2011.

Age Range	Percentage Range
18-20	15%
20-35	70%
35-45	10%
45-58	5%

Source: Muyuka Council File, No 925/Vol 1/ FAMORSYN, 2000, on 20/06/2015.

Table 2 above presents the different range of ages of riders of commercial motorbikes in Muyuka. From 2000 to 2011, it was observed that the activity was largely dominated by youths between the ages of 20 to 35 years. In other words 70% of the riders were between the ages of 20 to 35 years. The proportion of adults between the ages of 45 to 58 years was weak with 5% only. The forties stood as the age limit of riders. Above this age, it was difficult to find a rider. At a certain age of about 40 years, the older riders had to give way.¹³⁰

The riding of commercial motorbikes in order to prove one's courage and power has pushed many teenagers to embark in riding first for pleasure and pride, then with time adopted the riding of commercial motorbikes as a profession.

Professional status of commercial motorbike riders from 1997-2011.

Commercial motorbike riding profession embraces people from various sectors of the socio-economic landscape of Muyuka, being an essentially

¹²⁹ Decree No 2008/3447/PM of 31 December 2008, Fixing the Conditions, pp. 242-243.

¹³⁰ Idem.

agricultural area. Most inhabitants of Muyuka were farmers who either work in the CDC plantations or cultivate cash and food crops to earn a living. The main occupation within the rural settlements was farming. Muyuka was one of the highest producers of cocoa beans in Cameroon.¹³¹ The cultivation of cocoa was the main income generating activity in Muyuka. But, the cocoa business was an activity that was carried out on seasonal basis. Harvest usually comes out from October to December. And for the year, cocoa farmers were mostly idle. As such, most of them engaged into commercial motorbike riding.¹³²

Commercial motorbike riding constituted a secondary activity for some temporal riders. Temporal riders came from all works of life but, they were mostly composed of students of secondary and High schools, teachers and farmers. Students rode most often during the weekends to make some money in order to cover their academic expenses,¹³³ Farmers migrated between cultivation of crops and riding of motorbikes, especially when the cultivation season was on a recess. That is, after the December harvest of cocoa and coffee, they indulge in motorbike riding from January to March. The riding of commercial motorbikes appeared as a lucrative activity in order to occupy themselves and make more money. Many farmers engaged into the activity, firstly on a temporal basis after the harvest seasons and later on, adopted riding as a full time activity. More so, some teachers indulge into commercial motorbike activity as a complementary job suitable for producing immediate cash and also to increase their incomes.¹³⁴

Educational status of commercial motorbike riders.

The Muyuka municipality has several government and private secondary and high schools made up of youths to receive formal education.

¹³¹ Idem

¹³² Idem

¹³³ Interview with Mbah Benjamin, 18 years, student, Muyuka, 2nd September 2015.

¹³⁴ Idem

Most of the riders in Muyuka have received basic and secondary education. Some riders were holders of the first school leaving certificate. A few were holders of the “O” and “A” Level Certificates. The pioneer of this activity was a holder of an A Level Certificate.¹³⁵ Most of the Executive members of the rider’s association were educated with O and A Level certificates. The core of commercial motorbike riders was made up of secondary school drop outs that have left school prematurely to engage themselves in commercial motorbike riding.

According to Tanchi Joseph, a 66 years old retired teacher, the activity of commercial motorbike sector recruited most of its riders in the secondary schools from 1998 to 2008. This happened most especially when the students were in forms three, four or five. They either began as temporal riders during holidays and when school resumed, they refuse going back to school and preferred this job which procures them immediate cash. This encouraged most students to drop out of school.¹³⁶

From these words of Pa Tanchi Joseph, it was realized that most commercial motorcyclists were not a well-educated group. The vast majority of commercial motorbike riders had primary school drop outs or graduates. Few of them continued up to secondary school, but very few had completed it. A sizeable group had not completed primary school. Most riders attributed their limited schooling to poverty. Either they could not afford school fees or the demands of their families or livelihoods meant that they had to leave school to earn money before pursuing their education. Few riders returned to school because they valued education as a gateway to a well paid job. Others found it

¹³⁵ Idem

¹³⁶ Interview with Tanchi Joseph, 66years, Retired Teacher, Muyuka, 5th September 2015.

difficult to cope with their academic studies and so turned to riding as a solution to move on with life.¹³⁷

This was the case with Ebune Claud, Nzume Elias and Njang Pius, former students of the first cycle at the Government Bilingual High School Muyuka who turned to riding after successive failures at the G.C.E Ordinary level examination.¹³⁸

Very few commercial motorbike riders were degree holders from the State universities. They have not been able to get jobs after their graduation from the University and have returned home to make earnings meet through riding. They considered motorbike as a propelling activity as it provided their basic needs while waiting for greener pastures in the future.

Challenges Faced by Commercial Motorbike Riders

The growth of commercial motorbikes in Muyuka has encountered a myriad of challenges including those encountered by the motorcyclists themselves, those encountered through motorbike traffic controls, those encountered through local planning authorities and other safety and security concerns of motorbike transport. The challenges are discussed below.

Commercial motorbike riders in Muyuka were faced continually with increases in the prices of fuel and shortages of fuel, coupled with the high cost of motorbike spare parts. The prices of fuel sometimes fluctuates which affected riders and thus hindered the growth of commercial motorbike activities.¹³⁹

There was also constant stealing of commercial motorbikes by arm robbers. This was becoming more and more rampant thus, making riders and owners insecure with their respective commercial motorbikes.

¹³⁷ Idem.

¹³⁸ Interview with Ebune Lewis, 24 years, Commercial Motorbike Rider, Muyuka, 25 July 2015.

¹³⁹ Idem.

According to operators of *Bendskin* business, some of the challenges they faced were health related. For example, *Bendskin* riders operated under harsh conditions which exposed them to various illnesses due to the tedious nature of the activity.¹⁴⁰

Commercial motorbike riders were usually exposed to the scorching sun in Muyuka and dust during the dry season. In the rainy season, they were under the rains, windy, muddy and pot hole roads. This accounted for the constant bumpy rides which affected the rider's physical health and strength to control the handlebars of the motorbike. All of these conditions made the job at times a nightmare and difficult to be exercised for more than 5 years. Most often than not, at the age of about 40, the older riders had to give way. At times, some of them indulge in taking alcohol, in order to reduce the effect of the direct cold they were often exposed. This, especially as they operated in the early hours of the morning and late at night.¹⁴¹

Apart from health problems, there was also the issue of social stigmatization from members of the public. This was because, people generally looked down on *Bendskin* riders in Muyuka. They were usually seen as people who were uneducated and could not get better jobs in the society.¹⁴²

Another challenge confronting most commercial motorbike riders or operators was the high cost of setting up the business. A prospective business man willing to go into the *Bendskin* business would need between 400,000 to 500,000 at the beginning. This included the cost of purchasing a motorbike depending on the brand, the cost of registering or licensing it and registration with the riders or owners association. Given the high cost of buying a

¹⁴⁰ Interview with Arey John, 25 years, Commercial Motorbike Rider, Muyuka, 29th June 2015.

¹⁴¹ Idem.

¹⁴² Idem.

motorbike, it was often difficult for new comers to raise sufficient funds to start the *Bendskin* business.¹⁴³

Another frequent complaint was the harassment by the forces of law and order especially the police forces who demanded a sum of 500 FRS even when the rider had not committed an offence. This usually brought antagonism between the police officer and the riders.¹⁴⁴

Lack of credit facilities was also a problem to riders. Commercial motorbike riders were not regarded by most banks as suitable for hire purchased because most of them could not provide any collateral or a secured address. The major retailers have in the past offered a limited credit of about 5% of the purchase price and retained the registration papers of riders until the debt has been cleared.¹⁴⁵ However, this had not worked well as some creditors have never returned for their registration papers over some past years. Other retailers said credit default was manageable as long as the Police were able to ensure reasonable compliance with the vehicle registration regulations and by frequent checks that operators carry the appropriate documents.

Trained mechanics and stocks of spares parts were uncommon out of the main town. This added to cost and logically lower service ability levels, thereby further increasing costs or depressing operating returns.¹⁴⁶

Lack of protection was another problem faced by riders. Insecurity was one of the biggest problems of commercial motorbike riders in Muyuka. Due to lack of protection, *bendskin* riders were much more vulnerable than users of other transport modes like cars or buses. Furthermore, commercial motorbikes could reach high speeds of more than 90 km/h and most *bendskin* riders do not wear helmets or provide helmets for their passengers. Moreover, most riders wear

¹⁴³ Interview with Tanwani Francis, 27 years, Motorbike Rider, Muyuka, 17th July 2015.

¹⁴⁴ Interview with Ekwin Bernard, 23 years, Motorbike Rider, Muyuka, 17th July 2015.

¹⁴⁵ Interview with Tening Constance, 38 years, Loan Officer, Muyuka, 22nd October 2015.

¹⁴⁶ Idem

flip-flops instead of properly fitted boots. In combination with reckless driving and over speeding, they were more prone to crash injuries than car occupants.

Conclusion

From the foregoing, commercial motorbikes have played an important role in Muyuka town. The rapid expansion of commercial motorbikes had been a particularly important element in the development of Muyuka. Thus, this development had special significance as it widened accessibility in the area.

CHAPTER THREE

ORGANISATION OF COMMERCIAL MOTORBIKE ACTIVITIES IN MUYUKA. 1997-2011.

Introduction

Over the years, commercial motorbike operators in Muyuka have organized themselves into an association. It was necessary for anyone willing to operate as a commercial motorbike rider to register with any affiliated associations of the transport trade unions. With the emergence of commercial motorbikes in Muyuka, there was need for a strong syndicate to protect the social, economic and financial interest of riders. This led to the creation of a commercial motorbike association. So far two associations were created since the start of this economic activity in Muyuka. This chapter deals with the creation of the commercial motorbike association in Muyuka. It also focus on the objectives, functions, challenges and achievements of the association. The civil and administrative regulators of commercial motorbike activities in Muyuka will also be seen in this chapter.

THE CREATION OF COMMERCIAL MOTORBIKE RIDERS ASSOCIATION IN MUYUKA.

Commercial motorbike operators organized themselves into various associations since the start of commercial motorbike activities in Muyuka. Circumstances under which the association was created can be seen below.

In 1997, commercial motorbikes in Muyuka started with Muyuka motorcycle riders union created thanks to law No 90/053 of 19 December 1990

relating to the freedom of associations. The association was later discredited because it was not officially registered.¹⁴⁷

In 2004, the National trade union of Moto Taxis in Cameroon (SYNAMOTAC) Muyuka branch was created more precisely on the 2nd December 2004 by the Minister of labour and social security in Yaounde with registration No. E4/139/02/04.¹⁴⁸ The union aimed at protecting and defending the rights of proprietors and riders of commercial motorbikes in Cameroon in general and Muyuka in particular. It was represented in Muyuka by Mr. Niba Ignatius Asah, the branch president. The association was banned for contravening Municipal order No 007/2013 of 13/01/2013 and refusal to implement prime ministerial decree No 2008/3447/PM of 31st December 2008.¹⁴⁹

As a result of the collapsed of the former union called, Muyuka Motorcycle Riders Union due to its non- registration, the union members contributed money to legalize the association. The money was handed to Taah Marcus who proceeded to change the status from Muyuka Motorcycle Riders Union to Fako Motorcycle Owners and Riders Syndicate (Famorsyn). In accordance with the provisions of section 6 of law No 92/007 of August 14th 1992, instituting the labour code and especially section 11 Sub1 (a) and (b), laid down conditions for registration of trade unions. See appendix 1. Fako Motorcycle Owners and Riders Syndicate abbreviated FAMORSYN was created on the 14th Of March 2010 as Workers Union, and became operational in 2011. See appendix 3. The Syndicate belonged to the Ministry of labour and social security and the Ministry of transport.¹⁵⁰

The association was a non political group which consisted of both commercial motorbike owners and riders in Fako Division, with headquarters

¹⁴⁷ Muyuka Council File, Famorsyn Muyuka, Ref No 791/vol 1/01. 1997-2014, pp. 10-20

¹⁴⁸ Ibid.

¹⁴⁹ Muyuka Council File, Famorsyn Muyuka, Ref No 925/Vol 2. 2000-2012, pp. 23-25.

¹⁵⁰ Ibid

in Muyuka and whose branches were formed in the other sub-Divisions subsequently. The area of jurisdiction of the Syndicate was in Fako Division with its head quarter in Muyuka. The Syndicate was to exist for an unspecified duration.¹⁵¹

Famorsyn was created to confront common problems that affected both commercial motorbike owners and riders. The riders had many needs for the association to cater for. These were processing documents for the motorbike and the rider himself (driver's license), ensuring his safety while on the road, acquiring knowledge on road and customer ethics and even acquire loans to either set up a new business or expand old ones.¹⁵² The association addressed the educative and social problems faced by members. Also, the association was not only concern with the transportation of passengers, but was to help fight criminality and vandalism in Muyuka in which the administration was bent to put an end. Apart from its creation, the association had several objectives.

OBJECTIVES

The association aimed at consolidating togetherness, defend and protect the interest of members of the organization. It also aimed at creating sub groups of security intelligence within the Syndicate to monitor and track down culprits who hide under the banner and canopy of being a commercial motorbike rider. The association aimed to uphold the right of members, individually or collectively as a syndicate in representation before the administration, public occasions and private groupings. The association also had to suggest and work in collaboration with other related syndicates in other parts of the South West Region and the Nation as a whole, to better improve on the organization of the

¹⁵² Muyuka Council File, Famorsyn Muyuka, Ref No 791. p.28

transport sector in the country.¹⁵³ The union aimed at organizing educational forums and seminars for its members and the entire public on road usage.¹⁵⁴

Membership was opened to all commercial motorbike owners and riders within the Fako Division and who have accepted the fundamental principles laid down in the association and the internal rules and regulations binding them. The association acted as the mouthpiece of the riders, represented them in cases of harassment by security personnel, traces members in cases of theft, or their relatives if there was an accident, enforce discipline and hygiene through fines, suspension of membership and the right to operate and order sanctions. Some have also tried to ensure that members wore uniforms, helmets and ride with proper shoes. Slippers were not allowed.¹⁵⁵

Members of the association paid an entry fee of 2000 FRS as registration. The required registration fee was paid once and the amount was required from any newly registered member.¹⁵⁶ Part of the registration fee was not acceptable. The money was paid to a financial treasurer who was compelled to issue a receipt and members were required to give photocopies of their National Identity Card and their driving licenses and filled a registration form. With the registration fee the rider received an identification card. The number of registered members vary since 1997 when commercial motorbikes were introduced in Muyuka. The association then was called; the Muyuka Motorcycle riders union.¹⁵⁷ In 2011, Famorsyn came into being replacing the former. See table3 below showing the number of commercial motorbike riders registered in the association in Muyuka from 1997 to 2011.

¹⁵³ Idem

¹⁵⁴ Muyuka Council file, Famorsyn Muyuka, Ref No 925, p.33

¹⁵⁵ Interview with Fon Divine, 36 years, Vice President of Commercial Motorbike Riders Union, Muyuka, 22nd August 2015.

¹⁵⁶ Idem.

Table 3: The Number of Commercial Motorbike Registration from 1997 to 2011 in Muyuka.

Year of Registration	Number of Commercial Motorbikes Registered
1997	80
1998	150
1999	200
2000	265
2001	299
2002	350
2003	400
2004	430
2005	450
2006	500
2007	590
2008	650
2009	690
2010	720
2011	780
2012	803

Source: Muyuka Council File Ref No 791/vol 1/01. 1997-2014, p.57.

Despite the formation of Famorsyn, other sub branches of Famorsyn were created in villages like Ekona, Yoke, Ikata, Malende, Bafia, Muyenge, Mautu with their subsequent presidents and these sub-organizations created their own organizational structures, but remained answerable to Famorsyn Association which acted as the central umbrella organization of Commercial motorbikes

operating in Muyuka.¹⁵⁸ While not all the commercial motorbike riders were registered with Famorsyn Association, it remained the largest commercial motorbike association operating in Muyuka with a total number of 803 members registered as seen on table 3 above. Leadership for the umbrella Famorsyn was elected, there by forming the association. The riders could then register with the umbrella association. However, the formation of the association was not centrally organized. First and foremost, the Association was formed then leadership was elected by the riders. These elected leaders formed a structure with the following organs namely the president, the vice president, the secretary general, the treasurer, the financial secretary, auditors and the financial management.

The Structure of Fako Motorcycle Owners and Riders Syndicate (FAMORSYN Association)

The Fako motorcycle owners and riders syndicate was organized into organs to achieve its aims .The syndicate was made up of the president, the vice president, the secretary general, the treasurer, the financial secretary, the auditors and financial management which led to the smooth running of the association.¹⁵⁹

Members elected into the bureau were registered members for at least one year and were regular contributors to the growth of the Syndicate. They were also intellectuals and physically fit and honored all financial engagements. The area of jurisdiction was Fako Division, with its head quarter in Muyuka and the Syndicate was to exist for an unspecified duration. Thus, the bureau members were also known as executive members (EXCO). See table 4 below showing the executive members of Famorsyn in 2011.

¹⁵⁸ Interview with Enko Francis, 29 years, Financial Secretary of Commercial Motorbike union, Muyuka, 15th December 2015.

¹⁵⁹ Interview with Tonkeng Earnest, 34 years, Secretary General of Motorbike union, Muyuka, 18th December 2015.

Table 4: Executive (EXCO) Members of Famorsyn Muyuka in 2011.

Name	Post
Taah Marcus Timah	President
Fon Divine	Vice president
Enko Francis Ambo	Financial Secretary
Tonkeng Earnest	Secretary General
Nanga Fon Simon	Treasurer
Arrey John	Discipline Master
Tambong Rene	Sanitation
Musa Chupipwoh	General Coordinator
Francis Tanwani	Publicity Secretary

Source: Muyuka Council File Famorsyn Muyuka, Ref No 925/Vol 1/01.P.57

Table 4 above presents members of the bureau of commercial motorbike association (Famorsyn) Muyuka in 2011 whereby, each member of the bureau had its functions which led to the smooth functioning of the association. The leading members were; the president, the vice president, the secretary general, the treasurer, the auditors and financial secretary.

The president of the association was the highest authority of the association. The president coordinated the activities and convened and presided over meetings of the association. He was the signatory to the association's bank account and represented the association at the National and international levels.¹⁶⁰ A case in point was the authorization to control commercial motorbikes during keep- clean days campaign in 2011 which was granted to the president by the Divisional Officer of Muyuka Sub-Division, Mr Tambe

¹⁶⁰ Idem

Thomas Egbe. The president of the association and his executive members were also given the right to impound all recalcitrant motorbikes.¹⁶¹ See appendix 4. The president also represented the association in meetings especially sensitization meetings on commercial motorbike riders and management meetings on the follow up of commercial motorbike riders activities within the Muyuka Municipality. These meetings were held precisely in the Muyuka Council conference hall. Examples of meetings held included; a meeting held with the ministry of labour and Social Security and the ministry of transport in 2010.¹⁶²

The vice president assumed the duty of the president in his absence. He carried out specific duties assigned him by the president. He was in charge of signing all permission tickets (passes) of riders.

The secretary general was in charge of keeping the minutes and records of Famorsyn and received all financial correspondence and presented it to the president for instructions and treatment for the final approval by the president. He supervised staff recruitment, evaluation, performance and prepared payments vouchers of workers' salaries. He also kept all important documents of the association.¹⁶³

The treasurer kept all the association's money in a bank account in Muyuka community Bank and after transactions; all the bank documents were forwarded to the financial secretary. He also kept the union's bank book. The auditors once every four months audited the financial records of the association and the financial secretary kept the financial records of the syndicate and raised all payment vouchers and kept all bank tellers for auditing.¹⁶⁴

¹⁶¹ Interview with Tambe Thomas , Senior Divisional Officer , Muyuka, 13th September 2015.

¹⁶² Idem.

¹⁶³ Idem.

¹⁶⁴ Idem.

Apart from the role of the executive members of commercial motorbikes association, the union also had functions that it handled both to members and owners of commercial motorbikes.¹⁶⁵

Functions of Muyuka Commercial Motorbike Riders Association (FAMORSYN).

The motorbike transport association performed various functions under economic and social domains. These functions ranged from the protection of the welfare of members to the enforcement and regulation of the activities of motorbike operators. They also serve in disseminating information from the government to their members. They organized activities to enlighten their members on government regulations and traffic rules.¹⁶⁶

The association equally assisted members financially in raising funds to remain in business. In addition to this, they ensured that law enforcement agents such as the Police and Road Safety Corps do not take undue advantage of their erring members. Above all, the association also checked the conduct of illegal riders who often infiltrate the business with the aim of perpetrating criminal activities. This was usually achieved through the issuance of identity cards and vests to registered members of the association.¹⁶⁷

Economic Functions

Registered riders had access to all of the services which the association provided to its members. Several of the association's functions were economic in nature. When listing benefits received from being a member of the association, riders were able to obtain loans through the association.¹⁶⁸

Loans took the form of money from the association's account which was lent to riders. The account was opened at Muyuka Community Bank (MCB).

¹⁶⁵ Muyuka Council File, Famorsyn Muyuka, Ref No 925, p. 40.

¹⁶⁶ Ibid, p.25.

¹⁶⁷ Muyuka Council File , Bendskin Union, Ref No 801/Vol 2, 1997-2011, pp 33-35.

¹⁶⁸ Ibid, p.45.

However, when asked about obtaining loans from the association, most riders made it clear that the loans were mostly in the form of motorbikes. The association leadership, Taah Marcus was able to acquire motorbikes through motorbike sales shop in Muyuka. The association then provided motorbikes, helmet, and license plate to riders at affordable loan basis. The motorbikes cost approximately 350,000 to 400000 FCFA.¹⁶⁹ The creditor paid the association 15 000 per week and over a 12 months period accruing between 180 000 FRS until the cost was attained.¹⁷⁰

After a period of time, the rider became the owner of the motorbike and no longer expected to pay back the association. Of the total amount of money collected by the association, approximately 90% went to the commercial motorbike sales shop owners. The other 10% goes to the association. What was a little more certain was that some association leaders were able to personally acquire a motorbike for someone else to ride on loan basis where by the rider made daily payments to that leader until the motorbike and interest was paid.¹⁷¹

Another economic function the association offered was that of welfare. The form of welfare the association offered was primarily an emergency fund to the riders. Should a rider have an accident, marriage, or burial, all of which caused individuals to incur high costs in a short period of time, the association contributed money to the rider's need. The amount usually ranged from 3000 FRS to the member victim to support him if the passenger was less injured. In a situation where the rider and passenger were both injured, they were given 5000FRS as support from the union. In case of a fatal accident, the EXCO sat urgently for a more serious contribution.¹⁷²

¹⁶⁹ Ibid.

¹⁷⁰ Idem.

¹⁷¹ Idem

¹⁷² Muyuka Council File, Famorsyn Muyuka, Ref No 791, pp. 40-55

Social Functions

In addition to economic functions, the association had functions which catered for the social needs of members such as in cases of death, birth, sport events and security purposes.

In case of the death of a participating member within Muyuka town, each member contributed 2000 FRS, and 1500 FRS for a participating member who died out of the municipality. Contribution for a mere rider was 500 FRS. The union took responsibility for two days mortuary bills and provided a coffin or prepared an envelope for the family. The association would then send two representatives from the group to accompany the corpse to wherever it would be taken. Death donations to family members like sisters, brothers, mother, father and children was 800 FRS contribution per member.¹⁷³

As concerns birth, contributions of 800 FRS was made by every member to a member who wishes to celebrate his new birth. Birth occasions were limited only to members and not relatives.

With the issue of sports, the president and the social coordinator were responsible for the organization of sporting events mostly football games. These games were usually free of charge and there were various football teams made up of commercial motorbike riders facing one another. To this effect, the association provided leisure activities to its members which helped to foster a sense of unity and integration.¹⁷⁴

Security was another important service that the association provided to its riders. Should a motorbike be stolen or impounded by the police, the association stood a better chance to recover the motorbike than individual riders would have.¹⁷⁵ Members of the association could also help keep other road users accountable for their recklessness. When a motorbike rider was struck by a

¹⁷³Ibi d p. 47.

¹⁷⁴Ibid p.49

¹⁷⁵Interview with Musa Chupipwoh, 33 years, Motorbike rider, Muyuka, 3rd September 2015.

motor vehicle, other riders would often make sure the driver of that vehicle provided a form of compensation. Furthermore, the association worked to keep its leadership accountable to the members of the Association and, in turn, worked to keep the riders responsible to their customers, why not to the leadership.¹⁷⁶ While the association provided a wide variety of services to its members, it met several challenges.

Challenges of the Association

The association faced difficulties in encouraging riders to register in the association. Efforts to register members were met with some resistances.¹⁷⁷

The association lacked funding to organize seminars and to compensate the riders for their time during seminars. The association also faced the problem of underfunding and unable to fulfill all of the needs of its riders.¹⁷⁸

The association also faced the problem of mismanagement. In 2011, a complaint was levied to the Divisional officer of Muyuka against the president of the association for falsifying the union's constitution by changing the term of office of the president from three years to five years. Also he was accused of isolating other EXCO Members and non accountability of the Union's funds, embezzlement of burial fee which almost led to the ousting of the president.¹⁷⁹

Achievements of the Association

In many ways, the association had satisfied riders by providing a unified force able to represent the interest of its members. The association acted as the mouthpiece of the riders. The association had the capacity to mobilize riders during road safety campaigns and other sensitization programs.¹⁸⁰

The association had also led political mobilizations whereby riders were mobilized to support political figures. The commercial motorbike riders were

¹⁷⁶ Muyuka Council File, Famorsyn Muyuka, Ref No 791, pp. 40-55

¹⁷⁷ Idem.

¹⁷⁸ Idem.

¹⁷⁹ Idem.

¹⁸⁰ Idem.

critical people in Muyuka because they were part of the people who supported those to come to office especially during elections. The association went beyond being voters, politicians namely Nkeng Michael, the Mayor of Muyuka Municipality used riders of the association in the 2011 Municipal elections during campaigns and rallies to drum up support and made them appear popular.¹⁸¹ Most riders were being given fuel money, t-shirts, and a meal to ride in front of the Mayor to fostered support. The riders acted as escorts.

Also, many companies have hired the services of commercial motorbikes for publicity. Notably companies such as Orange, MTN and Brasseries were mostly involved.¹⁸² Any time a politician wished to mobilize a large number of riders, he does so through the association.

Commercial motorbikes have played a role of an ambulance in Muyuka thanks to the association. The association had succeeded to mobilize riders to volunteer to operate the motorbike ambulance on a rotating basis. Riders on duty could respond to accidents and other emergency medical scenarios in return for fair compensation of the time they are not riding their motorbikes. One rider called Ewune Paul¹⁸³ whose services were being used for emergency medical transport explained he was hired by the association to work as an ambulance rider in a village in Muyenge, gave him an allowance for his services, and paid for his fuel.

Some riders have transported patients in and out of the hospital. In emergency cases, they were usually called upon for their flexibility and easy access through rough roads, bumpy paths and other foot paths. Pregnant women, sick, injured were most transported to the Muyuka district hospital as Mrs Muluh Patience, a nurse confirms:

¹⁸¹ Interview with, Nkeng Michael, 54 years, Mayor of Muyuka Municipality, Muyuka , 30th July 2015.

¹⁸² Idem

¹⁸³ Idem

In big towns, the ambulances are available to transport people to the hospitals but here in Muyuka, the fastest means of getting to the hospital is to take a commercial motorbike. Even those who suffer road accidents due to motorbikes are transported by other motorbikes to the hospital.¹⁸⁴

The Association has helped to promote riders awareness on issues of health and safety. The association in 2011 advised all riders to wear helmets, to carry only one passenger, not to over-speed, and to drive defensively. This was so because most riders didn't go to driving schools to learn how to drive safely and follow the rules of the road. The association also provided road safety seminars to riders.

From the creation of the association in 2011, the association boasts to have hosted some safety seminars, with many participants in attendance, and to have supplied over 650 reflective jackets and helmets to riders. A case in point was the sensitization meeting on commercial motorbike riders on the 13th of February 2011.¹⁸⁵ The meeting was held within the framework of ensuring a smooth functioning of the commercial motorbike sector in Muyuka Municipality by improving the safety and economic livelihood of Muyuka commercial motorbike riders, owners and the Muyuka community.¹⁸⁶ The coordinating institution was the Divisional Delegation for Small and Medium sized Enterprises, social economy and Handicrafts (MINPMEESA).¹⁸⁷ The objectives of the meeting was to improve the living standards of the rider and increase the per capital income of the riders thereby, improving their economic and social viability. The meeting also aimed to create a forum for the exchange of ideas, talents and experiences. The overall cost of the project was 3,800,000 as shown on table 5 below.

Table 5: Project Overall Cost of the Sensitization Meeting on Commercial Motorbikes in Muyuka.

¹⁸⁴ Idem

¹⁸⁵ Muyuka Council File, Famorsyn Muyuka, Ref No925, p 37.

¹⁸⁶ Muyuka Council File, Famorsyn Muyuka, Ref No 802,p 42.

¹⁸⁷ Interview with, Taah Marcus, 40 years, President of Commercial Motorbike Union, Muyuka, 22 July 2016.

No	Item	Quantity	Unit price	Amount
1	Helmets	175	10,000	1,750,000
2	Safety jackets	150	5,000	750,000
3	Eye transparent glasses	200	1,000	200,000
4	Training, follow-up/supervision	/	/	450,000
5	Transportation	/	/	150,000
6	Entertainment	/	/	350,000
7	Miscellaneous	/	/	150,000
	Total budget	/	/	3,800,000

Source: Muyuka Council File, Famorsyn Muyuka, Ref No 925/Vol 2. 2000-2014, p.57.

From table 5 above, it is worth noting that for any business or enterprise to succeed, proper and efficient management was essential to realized good returns on investment. Therefore, close supervision and monthly follow-up by the Delegation of the meeting was necessary. Thus, with the implementation of the above project and its objectives attained, other future projects will be put up aimed at helping the riders acquire licenses, loans and other accessories.¹⁸⁸ At the end of the presentation, the consultant held a brief question and answer session before concluding the safety seminar. Riders were given questions on road safety before and after the seminars. They were then observed to determine the impact that the seminars had on the riders' driving behaviour. The association also helped educate riders on the process of acquiring driving licenses.

¹⁴³ Ibid.

Civil and Administrative Regulators of Commercial Motorbikes in Muyuka: The State, The Forces of Law and order (police), Road Safety Corps, Council.

Regulation of commercial motorbike activities in Muyuka is essential to ensure that the services which were provided by *Bendskin* riders were safe, efficient, and beneficial to the town. Regulations were meant to guide the actions of commercial motorbike operators. Administrative actors such as the state, the police, road safety officials and the council were in charge of the regulatory operations by running the daily affairs of commercial motorbikes in Muyuka.¹⁸⁹ Thus, an interrelation of these actors has helped a great deal in the smooth running of commercial motorbike activities although these actors have different functions or roles that each played as stated below.

The State

In an effort to regulate the commercial motorbike transport sector, two decrees were passed by the government since the beginning of this transport sector. The first was passed in 1995 by the Prime-Minister Decree No 1995/650/PM of 16 November 1995.¹⁹⁰ It laid down the conditions and modalities for the exploitation of commercial motorbike transport sector in Cameroon. Due to laxity the decree was inapplicable and another decree came up in 2008. According to decree No 2008/3447/PM of 31st December signed by the Prime Minister, Ephraim Inoni, laid down the conditions and modalities regulating motorbike activities in Cameroon.¹⁹¹ See appendix 2. The decree showed the willingness of the government to regulate the activities of commercial motorbikes which has employed many young Cameroonians in Cameroon in general and Muyuka in particular. Following the decree, the state

¹⁸⁹ Interview with Mokambi Njilla, 48 years, Secretary General Muyuka Council, Muyuka, 22nd December 2015.

¹⁹⁰ L. Yuven, "The Emergence of Commercial Motorbike Transport in Kumbo Town and its Environs-(Constraints and Prospects)", DIPES II in Geography, ENS, University of Yaounde , 2010, pp. 60-62.

¹⁹¹ Decree No 2008/3347/PM Du 31 December 2008 Fixing the Conditions, pp.242-243.

levied taxes and it was the representative government such as the council that had to ensure that the decree was vigorously implemented and respected. The decree had the following dispositions.

The decree fixed the conditions and modalities on commercial motorbikes into public transportation in and out of the urban and rural zones. Also the decree laid down the Characteristics of Commercial Motorbikes and its Equipments which were; all commercial motorbikes before operating must be registered by a competent territorial service of the Ministry of Transport and to possess an identification number attributed by the council of the area of operation.¹⁹²

Also for all information on the modalities of attribution and respect of the identification numbers of commercial motorbikes were defined by the local council of the concerned area. All commercial motorbikes must possess the equipments and accessories namely; a fuel tank must be painted yellow, two place seat including that of the rider. Two pairs of foot seat, a maintenance tool kit, two side mirrors, a complete dispositive of lightening and signalization, a functional breaks device and, a resonant warning, one helmet for the rider and another for the passenger, a front and back shock.¹⁹³

The Forces of Law and Order (police)

The forces of law and order under the auspices of the central administration were in charge to control all commercial motorbikes plying the roads in Muyuka town to be in possession of the required legal papers and identified recalcitrant riders who did not have all required registration documents and apply sanctions on them.¹⁹⁴ The forces of law and order were also out to check the driving licenses of riders and if riders drove registered commercial motorbikes. Also to make sure that, all other documents were

¹⁹² Ibid.

¹⁹³ Ibid.

¹⁹⁴ Interview with Tambu Aldolf, 38 years, Police Officer, Muyuka, 18th December 2015.

complete. They also controlled overloading because riders carried more than two passengers on one motorbike and sometimes even more. In a semi-rural area like Muyuka, all kinds of goods were transported, including heavy or hazardous goods like petrol, which further compromised safety. In the case where the rider was at fault, the motorbike was impounded and kept at the police station as seen in plate 5 below.

Plate 6: Impounded Commercial Motorbikes at the Police Station in Muyuka.



Source: Authors collection on the Field, the police station in Muyuka, on the 22/12/2015.

Plate 6 above shows impounded commercial motorbikes at the police station in Muyuka which were examples put in place by the forces of law and order to recalcitrant riders who failed to possess complete documents.¹⁹⁵

Road Safety Corps

In principle, all commercial motorbikes must be registered under the Road Traffic Rule and Regulations. Operators must possess a driving license and a road worthiness certificate, and also use and provide customers

¹⁹⁵ Idem.

with protective helmets. Road safety corps focuses on improving helmet wearing and reducing speed of riders.¹⁹⁶

The Council

The council in Muyuka was in charge of the task of organizing the activities of commercial motorbikes by scrupulously respecting the decree of the Prime Minister for the proper functioning of the activity. The council played a central role in the organization of commercial motorbikes in Muyuka. With the collaboration of the administration, the secretary general and the mayor of Muyuka council, commercial motorbike activity was better put in place as order was maintained.¹⁹⁷ The council also disseminated information to commercial motorbike riders through their main organization (Famorsyn). The strategy adopted was that of dialogue between the administration and the association of commercial motorbike riders to ensure that riders conform to the requirements such as the painting of the fuel tank yellow.¹⁹⁸

In addition to implementing the conditions and modalities under which commercial motorbikes should be operating, there were also documents needed from commercial motorbikes as prescribed in the text that the council had to ensure that riders succumb to it. These documents included: Driving license, Transport license, Insurance, Global tax, Vignette, registration certificate (carte grise) and road worthiness certificate (visite technique) amongst others.¹⁹⁹ These documents were presented with their corresponding costs as seen in table 6 below.

Table 6: Overall documents of commercial motorbikes and their costs in Muyuka

¹⁹⁶ Idem

¹⁹⁷ Idem

¹⁹⁸ Idem.

¹⁹⁹ Decree No 2008/3347/PM Du 31 December 2008 Fixing the conditions, pp. 224- 225.

Document	Costs (FCFA)
Driving license (category A)	30,000
Insurance policy	18,000
Transport license	20,000
Windscreen (vignette)	2,000
Public transport card (carte bleue)	4,500
Registration certificate (carte grise + N° plate)	25,000
Road worthiness (Visit technique)	3000
Global tax	10,000
Park fee	8000
Mixed control (to Gendarmes and policemen)	400
Out station charges (to other municipality)	250
Total	102,650

Source: Muyuka Council File, Famorsyn Muyuka, Ref No 925/Vol 2. 2000-2014, p. 65.

From table 6 above, the Muyuka council on its part ensured that, those documents were respected and riders in Muyuka municipality were obliged to be in possession of a park fee receipt. Other expenses on daily basis were mixed, Road safety and out station charges.

Conclusion

In all, it was essential that commercial motorbike riders have an association that was to foster cooperation and uphold their views in public. The association needed members to participate in their mobilization efforts and to offer feedback on the services they provided. By working together under the direction of the association, riders were ensured they guaranteed the best out of the organization and working at their full potentials. Thus, both the association and the government with transparency in their actions and open dialogue between the two parties should enable a proper functioning, effective and

mutually-beneficial plans for the future of public transportation in Muyuka town.

CHAPTER FOUR

THE IMPACT OF COMMERCIAL MOTORBIKE ACTIVITIES IN MUYUKA.

Introduction

The use of commercial motorbikes as a means of public transportation has contributed to the socio-economic development of Muyuka town .This included not only on the social and economic domains but equally the cultural and environmental domains. *Bendskin* business had impacted significantly on the economy and society in many ways.²⁰⁰ More importantly, it has impacted positively following the provision of employment for many unemployed people, contributions to revenue and the alleviation of poverty in the society. Thus, the significance of commercial motorbikes cannot be overemphasized because it came with accompanying challenges like motorbike accidents involving fatalities, theft, environmental and public health concerns from emissions, non-compliance to traffic regulations for instance helmet use is generally low in Muyuka. At this juncture, this chapter seeks to find out what were the effects or consequences of commercial motorbike activities in Muyuka. The merits and demerits of commercial motorbike activities were seen.

Merits of Commercial Motorbike Activities in Muyuka.

Social Merits.

The growth of commercial motorbike activities had spilled over some social effects as shown below.

²⁰⁰ Interview with Andrew Young, 55 years, Owner of Motorbike Sales Shop, Muyuka, 15th August 2015.

Employment.

Transport by commercial motorbikes has been one of the sectors which have attracted many of the unemployed. Commercial motorbikes have employed many people in Muyuka economically. Indeed, many unemployed youths and retired people have found gainful engagement in commercial motorbike business.²⁰¹ Some of those who were employed in government services still engaged in *bendskin* business either as owners or riders in order to augment their regular income with whatever they were able to make from *bendskin* business.²⁰² The activity has also created auxiliary jobs such as motorbike mechanics that are specialized in repairs of motorbikes as well as a number of spare part dealers. Over thirty repair spots were already present, employing youths who also earn a living by their technical knowledge.²⁰³ Fuel vendors were another category of those who had found employment in connection to this activity. It must also be added that on average, commercial motorbike repair shops employ about three persons, spare part shops about two persons and fuel filling stations about four persons, thereby increasing the ratio of employment among the youths.²⁰⁴

Poverty alleviation

Worthy of note was the fact that the increasingly use of commercial motorbikes in Muyuka has provided income to jobless youths which was also a means of alleviating poverty. Some state governments in other countries like Nigeria have used commercial motorbikes as poverty alleviation schemes by procuring and distributing motorbikes to the unemployed in various regions as part of poverty eradication programmed.²⁰⁵ A good example was that of Oyo State where the then governor of the state, Chief Alao Akala bought and

²⁰¹ Idem

²⁰² Interview with Maimo Jude, 34 years, Owner of a Motorbike Spare Part Shop, Muyuka, 22 December 2015.

²⁰³ Idem

²⁰⁴ Idem

²⁰⁵ O. Olubomehin, "The Development and Impact of Motorcycles as a Means of Commercial Transportation in Nigeria" Masters Dissertation in History and Diplomatic Studies, University of Olabisi Onabanjo, 2012, p 6.

distributed motorbikes to various beneficiaries during one of his visits to the local governments in the State in 2009. Also, in 2005, the Borno State Government procured and distributed 5000 motorbikes to its citizens to boost public transportation and alleviate poverty.²⁰⁶

A Change in Social Status of most people in Muyuka.

The lifestyles of most people in Muyuka town have greatly changed with modification in the means of transport within and around Muyuka with respect to movements. Before the coming of commercial motorbikes, movements in the town was basically dominated by walking, bicycling and a few taxis.²⁰⁷ The advent of motorbikes has indeed enhanced and improved the mobility needs and social relations of many people in varying ways. Family heads especially the men, used motorbikes to transport their wives and children to the market place and school respectively. Also, both men and women particularly the young ones used commercial motorbikes to visit friends, entertainment centers like night clubs and sports stadiums as well as wedding ceremonies. Commercial motorbikes are also used to attend social gatherings like funerals, children's birth ceremonies, churches and mosques. In addition, commercial motorbikes are seen as symbols of economic success and honoured by the people of Muyuka.²⁰⁸

ECONOMIC MERITS

A Source of Revenue

Commercial motorbikes have contributed income to riders and to owners. Some owners have bought commercial motorbikes and given out to riders which has made them to also benefit because of the returns they received as their own investment income. Moreover, and most importantly, the government and the Muyuka council were not left out from revenue gains obtained from the

²⁰⁶ Ibid

²⁰⁷ Idem

²⁰⁸ Idem

commercial motorbike business.²⁰⁹ Most garages, washing points, dealers in new motorbikes and spare parts as well as the dynamism of fuel filling stations and food sellers have generated income with the emergence of commercial motorbikes in Muyuka.

A Source of Income to Riders

Most commercial motorbike riders through this activity have generated a monthly wage of about 90.000FCFA. The revenue was usually spent on the upkeep of families and other personal projects. Thus, it could be rightly affirmed that the commercial motorbike activity has gotten a great financial impact on the society at large, for most riders became socially responsible and spent money not only for leisure but also in satisfying the needs of other members of their families. Special trips permitted them to also earn much more; this was the case of hiring riders to transport a corpse for example earns the rider over 30,000FCFA.²¹⁰ Also, income generated by the riders from this economic activity has offered a lot of investments in the society as most riders have built houses, some have bought lands, and others have become sole proprietors with more than three motorbikes on the way. Some have bought even taxis. A close look at plate 7 and 8 illustrates income obtained from commercial motorbike riding by Fon Divine who had invested in buying a taxi and another rider called Enko Francis constructed a house 2005.

²⁰⁹ Idem.

²¹⁰ Idem

Plate 7: A Commercial Motorbike Rider , owner of a Taxi.



Source: Authors collection, Muyuka, 20/12/2015.

Plate 8: A commercial Motorbike Rider’s House.



Source: Authors Collection, Muyuka, 27/03/2016.

Plate 7 above shows how revenue from commercial motorbike riding has led to developments. This was seen in a case whereby, a motorbike rider called Fon Divine, had been a rider for thirteen years and was able to buy a taxi with income generated from the business. Plate 8 also presents a house constructed

by another rider with income generated from this commercial activity. More has been done as most riders sponsor their children and relatives to school, others owned building material shops and documentation places in Muyuka.²¹¹

A Source of Revenue to the Government

The government as the highest authority in the management of commercial motorbikes transport sector through laws or decrees it passed could also boast of some revenue they obtained from commercial motorbike activities. Apart from import duties paid by those who imported motorbikes into the country which went into the state coffers, commercial motorbikes have also generated revenue into the state coffers from the Global tax that they paid. The amount was 10,000 FCFA that has to be paid annually. Government also derived much revenue from money paid for plate numbers and licenses by commercial motorbike operators.²¹² Thus, given the sheer number of commercial motorbikes operating for commercial purposes in Cameroon in general and Muyuka in particular, the revenue to the government ran into billions of FCFA per annum.

The council also generated income from this sector. Commercial motorbikes paid taxes to the Muyuka Council such as; the park fee which costs eight thousand FCFA entitled to each commercial motorbike rider. This was always paid annually to the council. This was a ready source of income for the council which relied on such contributions to realize its objectives. On daily basis, the riders paid 100FCFA as entry ticket. The over 1000 riders in Muyuka provided the council with a daily revenue of 100,000FCFA and an annual revenue evaluated at about 1,200 000 FCFA. The money goes into the council's coffers for the development of the Municipality.²¹³

²¹¹ Idem.

²¹² M. Hubert, « Le Transport par Mototaxis et ses Impacts Socio-Economiques a Ndikiniméki » DIPES II Géographie, Université Yaoundé I, 2010, P 74.

²¹³ Idem

Apart from those directly engaged in the riding of commercial motorbikes, many people were into the sale of different brands of motorbikes and the sale of motorbike spare parts. In addition to this, there were a good number of people engaged in the business only for motorcycle repairs and maintenance, washing points and petrol stations.

A Source of income to Motorbike Sales Shops

The emergence of commercial motorbikes in Muyuka attracted new business ventures like the sale of new motorbikes and motorbike spare part shops. Most of the motorbikes sold have different trademarks such as Kymco, Sanili and Cocimecam. Cocimecam and Sanili dominated the markets in Muyuka.²¹⁴ Those who own shops where motorbikes were sold in turn employ people to be working under them. Some of the motorbikes were imported in cartons where there were specialists whose work was to assembled up the various parts up to a complete bike. It was then exposed to the public for sale. See plate 10 and 11 which depicts motorbike sales shops in Muyuka

Plate 9: Commercial Motorbike Sales Shop,



Source: Authors collection, Muyuka, 10/08/2015.

²¹⁴Interview with Nkem Ireaneaus, 37 years, Manager of Motorbike Sales Shop, 2 January 2016,

Plate 10: A Commercial Motorbike Spare part shop.



Source: Authors collection, Muyuka, 10/08/2015.

From plate 9 and 10 above, the emergence of commercial motorbikes have triggered the rise of motorbike sales shop and spare part shops in Muyuka town. This is because of high demand, thereby generating revenue to owners.

A Source of income to Garages

Apart from revenue to commercial motorbike shop owners, there has been a rapid increased in the number of garages especially for mending or repairing motorbikes. A rapid increased in a number of garages due to the emergence of commercial motorbike transport in Muyuka provided revenue to garage owners. Plate 11 below shows the situation of revenue generation in one of the garages.

Plate 11: Revenue Obtained from garages through repairs.



Source: Authors collection, Muyuka, 27/03/2016.

From plate 11 above, the repairer could amend six to seven motorbikes a day, the prices of repairs varied depending on the intensity of the problem, thus, generating revenue to the owner.

A Source of income to washing points

Due to the proliferation in the number of commercial motorbikes in Muyuka, many washing points were opened which could be found in all corners of the town. Most of the people working in the washing points were made of youths who did this as a means to fight against poverty and unemployment. It should also be noted that apart from washing motorbikes in town, prominent rivers also acted as washing points.²¹⁵ This created not only employment but provided revenue to the washing point owners. A glance over plate 11 below shows how many people obtained revenue from a river washing point.

²¹⁵ Interview with Fungang David, 34 years, Owner of a vehicle washing point, Muyuka, 13th April 2015.

Plate 12: Income generated from washing points.



Source: Authors collection, Muyuka, 29/03/2016.

Plate 12 shows how owners of washing points generated income through the washing of commercial motorbikes. It cost 100 Frs to have a motorbike washed, About twenty motorbikes could be washed a day, especially on Fridays which was the main market day in Muyuka.²¹⁶ In a week or month the owners generated much money to sustain their livelihoods.

A Source of Income to fuel stations

Before 1997 when commercial motorbikes started in Muyuka, the only fuel stations that existed were Shell and Total fuel stations. With the upsurge of commercial motorbikes, it led to an increased in the number of fuel filling stations as a result of continuous increased in demand for fuel. As many as fifty motor spare part shops, twenty five motorbike repair shops, five motorbike sales shops and six fuel filling stations namely Bocom, Elf, Total, Shell, Texaco and Socamit.²¹⁷ An increasing number of these stations meant an increased in

²¹⁶ Idem
²¹⁷ Idem

demand for consumption. About 50 motorbikes filled their fuel tanks a week which generated income to fuel stations.²¹⁸ A close look at plate 13 below shows a general view of how a rider puts fuel into his fuel tank at Socamit fuel station in Muyuka.

Plate 13: A Commercial Motorbike Rider filling his tank at Socamit Fuel station.



Source: Authors collection shot at Socamit fuel station in Muyuka on 25/06/2015.

From plate 13 above it should be noted that many fuel filling stations sprouted in Muyuka town as a result of the growth of commercial motorbike activities in the area. Thus, it helped to reduce congestion at the filling stations. The presence of fuel filling stations has helped commercial motorbike activities to grow as fuel was always available.

²¹⁸ Interview with Akono Stephany, 23 years, Sales girl at Socamit fuel Station, Muyuka, 22nd March 2015.

Easy accessibility

Commercial motorbikes have eased transport difficulties encountered by the people considering the nature of the roads into the periphery quarters which were in bad shapes. This made transportation by other modes like cars and taxis quite uneasy. Commercial motorbikes therefore had been the most patronized means of transport in Muyuka. Also, the highly inaccessible areas within Muyuka town such as the interior quarters and neighbouring villages of Muyenge, Ikata, Bafia, Mautu and Mpundo has given commercial motorbikes more prosperity since they could easily maneuver their way in and out of the suburbs. Thus, the *bendskin* business has filled a big gap in the public transport system in Muyuka.²¹⁹

Its flexibility has also changed the public transport atmosphere in its door to door capacity as it leaves its customers directly at their homes. With the operation of commercial motorbikes, people can now go to areas previously impregnable by conventional means of transportation.²²⁰

Despite the merits of the use of motorbikes for commercial transportation highlighted above, commercial motorbikes can be described as a double-edged sword because they have been a necessity as they have filled the gap in public transport and fulfilled an abundance of other roles within the Muyuka community, but they were also at high risk to riders, passengers, and other road users. It had impacted so negatively on the society as many accidents have been recorded, many people have been injured and handicapped and many instances of theft and insecurity have been taken note of with the use of commercial motorbikes in Muyuka.

²¹⁹ Idem.

²²⁰ Idem

Demerits of Commercial Motorbike Activities in Muyuka.

Commercial motorbikes have impacted so negatively on the society as many accidents have been recorded, many people have been injured and handicapped and many instances of theft and insecurity have been taken note of with the use of commercial motorbikes in Muyuka.²²¹

Accidents

Road traffic injuries and deaths are a growing public health concern worldwide. Commercial motorbikes are one of the most dangerous forms of motorized transportation. Due to its small size, commercial motorbike users represent a vulnerable group of road users. The risk of dying from a motorbike crash is more higher than a motor vehicle crash in most developing countries.²²² It was as a result of the negative effects which include; the increase in criminal activities such as armed robbery and kidnapping, and phenomenal rise in the number of motor traffic accidents, many of them fatal. That were some of the reasons why the activity of commercial motorbikes was banned in Benin in 2013 and in some cities in Nigeria in 2009, namely Borno, Adamawa, Oyo and Calabar states.²²³ Thus, majority of the road traffic fatalities and injuries occurred on roads in rural areas because commercial motorbikes constituted one of the main types of vehicles used in most rural areas.²²⁴

In Muyuka, road accidents have been a leading cause of deaths. Accidents associated with commercial motorbikes in Muyuka had been alarming. Thus, more than half of those killed in accidents involving all vehicles were motorbike

²²¹Idem

²²² Idem

²²³ C Eraye “Abolition of Commercial Motorbikes and Its Implication on Transportation and Criminality in Calabar Metropolis” *International Journal of Social Science Studies*, Vol. 1, No. 1, 2013. p.206.

F. Asekhome “Ban on Commercial Motorcycle Operations in Benin City, Nigeria: An Appraisal of the Benefits and Business Opportunities” PhD Thesis, Department of Business Administration, Benson Idahosa University, Benin City, Edo State, Nigeria, pp.11-12.

²²⁴ R. Dinye, “The Significance and Issues of Motorcycle Transport in the Urban areas in Northern Ghana”, *Scientific Journal of Review*, 2013, p.265.

riders and passengers. In Muyuka town for example, the motorbike accidents recorded in 1997 to 2011 were about 500 cases of *bendskin* accidents.²²⁵ As a result of these accidents, several people lost their lives, many were injured with permanent disabilities.

High rate of accidents were attributed to lack of training and traffic education among motorbike operators, over speed, over load, ignorance of the high way code, impatience on the part of the bike riders, flagrant disregard for traffic rules and regulations and over taking.²²⁶ Statistics drawn from the Muyuka General Hospital and the police office following the high rate of commercial motorbike accidents recorded daily across the town of Muyuka from 1997 to 2011 is shown on table 7 below.

Table 7: Accidents associated with commercial motorbikes in Muyuka from 1997 to 2011.

Year	Injurious	Fatal	Total
1997	15	8	23
1998	25	10	35
1999	17	20	37
2000	30	28	58
2001	20	10	30
2002	17	20	37
2003	10	20	30
2004	32	20	52
2005	32	25	57
2006	16	11	27
2008	12	17	29
2009	20	11	31

²²⁵ Interview with Tambu Aldolf, 38 years, Police Officer, Muyuka, 18th December 2015.

²²⁶ I. Gerarh, “Commercial Motorcycle Activity, Value Creation and Environment in the Developing world: The case of Nasarawa state, Nigeria”, *International Journal of social science*, Vol 1, No 1, 2013.p.134.

2010	16	13	29
2011	15	10	25

Source: Statistics from the Muyuka police office.

Table 7 above shows a trend of commercial motorbike accidents in Muyuka over the years including those injured and fatal from the year 1997 -2011. The total number of motorbike accidents in 1997 to 2000 increased steadily and thereafter fell at a decreasing rate in the year 2001 and 2003. It however started to increase again steadily from the year 2004 to 2005. In 2010 commercial motorbike accidents started to decrease up to the year 2011. The steady growth of motorbike accidents from the year 1997 till 2000 was due to the reportage of motorbike accident cases. The situation improved in the year 2010 to 2011, after an intensive educational program jointly carried out by road safety and the ministry of transport.²²⁷ So far, 500 cases were recorded from 1997 to 2011. Many people have criticized its usage as a result of some of the identified negative influences associated with it.²²⁸

Theft and Banditry

Another negative effect of the use of motorbikes for commercial transportation was its use for criminal acts. It was estimated that more than seventy percent of crimes committed in Muyuka were traceable to armed bandits operating with commercial motorbikes.²²⁹ The picture was the same in other towns and cities across the country notably in the North of Cameroon whereby commercial motorbikes were banned in 2014 because it was used by *Boko Haram* militants for criminal activities.²³⁰ Such criminal activities included snatching of personal things like bags, phones; abduction and killings including raping of innocent people. People of questionable character are

²²⁷ Idem

²²⁸ Idem.

²²⁹ Idem

²³⁰ Idem

among the bike operators. When an unsuspecting passenger stops a rider, a criminally-minded rider could take the passenger to spots where she could be raped or robbed. Such criminal activities were usually perpetuated in the early hours of the morning or late at night.²³¹

Environmental Pollution

Reliable, affordable and safe transport is a prerequisite for development. However, commercial motorbike transport is a major source of air pollution and contributes to greenhouse emissions that caused a climate change. The emission from motorbikes was adding to the pollution of the environment in Muyuka.²³² In most developed countries in Asia like china and Thailand and some African countries such as Nigeria, the effect was grievous due to its high population growth rate.²³³ In many cities of developing countries, they are among the source of air pollution. For example in Nigeria, the pollution of the environment was one of the reasons for the low life expectancy. The country has been losing able-bodied men and women and this was not good for the economy because it meant the country was depleting its source of labour.²³⁴

The main pollutants in motorbikes exhaust fumes depended on several factors such as fuel used. These included particulate matter, hydrocarbons, volatile organic compounds, nitrogen oxides and lead. In addition, emissions of carbon dioxide contributed to climate change. These pollutants seriously affected human health and the environment including respiratory diseases and cardiovascular disease (diseases of the heart and lungs).²³⁵

School Drop Outs

Furthermore, evidence has shown that it was generally difficult for youths to go to school or repeating a class since two third of the riders were school

²³¹ Idem

²³² Idem

²³³ O. Samuel, Performance Assessment of Motorcycle Operation, p.347.

²³⁴ Ibid p. 347.

²³⁵ Idem.

drop outs.²³⁶ Artisans were also faced with the problem of having people who were willing to learn their trade. From bricklayers and plumbers to mechanics and carpenters, the story was the same. Young people were no longer ready to endure the patience of learning under any master or going back to school after failure. They preferred to work as *bendskin* riders where they could make between 3000 to 5000 Frs a day. If the trend continues, a time may come when some of these trades may die down in Muyuka town due to the difficulty of getting successors in the profession.²³⁷ Thus, this has had a negative impact on the Muyuka economy and society.

Conclusion

Conclusively we can rightly say that commercial motorbike activities had left a great impact in the town of Muyuka. This impact can be seen in the domain of employment in dealers of new motorbikes and spare parts as well as offering job opportunities in garages. It was also a lucrative source of income and revenue especially to riders, Muyuka council, and the government at large. Most importantly, the role of commercial motorbikes in facilitating mobility within and out of Muyuka town cannot be minimized. Despite the negative aspects such as accidents, theft and banditry, environmental pollution just to mention a few, commercial motorbikes remains the dominant means of transport in Muyuka, which has contributed to economic growth of the town.

²³⁶ Idem

²³⁷ Idem

GENERAL CONCLUSION

Rapid advancement in technological development has brought changes in daily life mobility in our urban, semi urban and rural areas today. Commercial motorbikes are used for public transportation in most towns and cities in Cameroon. The inadequate means of transport paved the way for the rise of commercial motorbikes as a means of public transportation in most towns and cities in Cameroon.

Commercial motorbikes emerged in Muyuka, as a result of the obvious inadequate circulation of taxis because demand was high and due to an upsurge in the population of Muyuka town, coupled with the high rate of unemployment thus, set the stage for the introduction of an affordable means of intra-city transport. This was found in the use of commercial motorbikes.

It was equally realized from the study that, the increasing use of commercial motorbikes in Muyuka can be ascribed to social, human and economic factors. The emergence of commercial motorbike transport as a new form of mobility in Muyuka had become a dominant means of transport as it played a greater role of transporting people and goods from one part of the town to the other.

This study was of the opinion that, Commercial motorbike transportation has grown into a major business concern in Muyuka. Transport developments by commercial motorbikes however have been responsible for economic growth in Muyuka town. An x-ray of activities contributed to the growth of commercial motorbike sector in Muyuka and this was mainly driven by economic arrangements such as the spread of commercial motorbikes, access into the activity, operations of commercial motorbike activities, category of users just to mention a few.

From our findings we realized that, the rapid expansion of commercial motorbikes has been a particularly important element in the development of Muyuka. This development has special significance because it occurred at the same time as the expansion of mobile phone networks and the acquisition of handsets.

With the potentials of commercial motorbike services, Commercial motorbike operators organized themselves into an association. The commercial motorbike transport association performed various functions under socio-economic domains. These functions ranged from the protection of the welfare of members to the enforcement and regulation of the activities of motorbike operators. They also serve in disseminating information from the government to their members. They organized activities to enlighten their members on government regulations and traffic rules.

This study was of the opinion that, regulation of commercial motorbike activities in Muyuka was essential to ensure that the services which were provided by riders were safe, efficient, and beneficial to the town. Regulations were meant to guide the actions of commercial motorbike operators. Administrative actors such as the state, the police, road safety officials and the council were in charge of the regulatory operations by running the daily affairs of commercial motorbikes in Muyuka.

With these treasures of commercial motorbikes at hand, it revealed that by working together under the direction of the association, riders were ensured they got the most out of their organization and working at their full potentials. Thus both the association and the government with transparency in their actions and open dialogue between the two parties should enable a proper functioning and effective and mutually-beneficial plans for the future of public transportation in Muyuka town.

Apart from mobility and other vital services of this economic activity, commercial motorbikes has created a landmark especially when looking at its economic importance in terms of employment it offered, a source of revenue, poverty alleviation as well as a dominant transportation means which was highly demanded by the population. This was so because of its rapidity, time saving and accessibility to remote areas.

Looking at the constraints, such as theft, insecurity, accidents, and challenges faced by riders, it has been a hindrance to the smooth functioning of commercial motorbikes in Muyuka. Thus, it would be of prime importance if driving schools were set up for better training of riders, speed brakes were erected on roads to contain over speed by commercial motorbike riders in order to reduce the risk of accidents.

This study would not have claimed to have exhausted transport by commercial motorbikes. Thus, this provides a forum for other researchers in the sector. We came to a conclusion that although many negative aspects resulted from this economic activity, commercial motorbikes remains the dominant means of transport in Muyuka which has contributed to economic growth of the town.

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Manilla Flat File N° 925/Vol1/01/FAMORSYN Muyuka, 2000-2014.

Muyuka Council File N° 791/Vol 2/FAMORSYN Muyuka, 1997-2011.

Muyuka Council File N° 802/Vol 2/Bendskin Union Muyuka, 1997-2011.

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Decree No 2008/3447/PM of 31 December 2008, Fixing the conditions and modalities for the exploitation of commercial motorcycles

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B) Interviews

Names	Age	Social status	Place of interview	Date of interview
Acob pius	47	Farmer	Muyenge	27 th December 2015
Andrew yong	54	Owner of motorbike sales shop	Muyuka, Balong quarter.	30 th December 2015.
Asong Rita	42	Trader	Muyuka	11 th September 2015
Ataba Johnson	45	Lawyer	Muyuka	12 th August 2015
Awah Bosco		Bus driver	Ekona	22 nd July 2015
Bah Roland	39	Commercial motorbike rider	Muyuka	10 th September, 2015
Besong Michael	52	Secondary school Teacher	Muyuka	10 th September, 2015
Efande Peter	42	Chief of Agency of Post and tele Communication	Buea	10 th August 2015
Ekema Muambo Musuka	42	Former president of motorbike riders union	Muyuka	16 th July 2015
Ekile Michael	55	Balong native	Muyuka, old road	July 18 th 2015
Enko Francis	35	Commercial motorbike rider	Muyuka	15 th August 2015.
Ewenye Martha	56	Farmer		28 th July 2015
Fon Divine	33	vice President of commercial motorbike riders union	Muyuka	22 nd August 2015

Fru Terence	30	Ex –student of G.B.H.S Muyuka	Muyuka	15 th August 2015
Mbah Benjamin	18	Student	Muyuka	2 nd September 2015
Mbah Titus	54	Farmer	Bafia	31 st July 2015.
Mbue Catherine	55	Retired head mistress	Yoke	28 July 2015.
Mesumbe Elias	34	Accountant	Muyuka	13 th December 2015.
Moka Liwonjo		Retired registrar court of first Instance Muyuka	Mbangha	20 th December 2015
Mokambi Njilla	48	Secretary General of Muyuka Council	Muyuka	22 nd December 2015.
Mua Felix	36	Commercial motorbike rider	Muyuka	5 th August 2015.
Ndim Blasius	36	Commercial motorbike rider	Muyuka	20 th March 2015.
Ngong Daniel	34	Commercial motorbike rider	Muyuka	2 nd August 2015.
Ngong Ezekiel	54	Former rider	Muyuka	4 th September 2015
Ngwi Constance	38	Accountant	Muyuka	September 12 th 2015
Nkem Ireaneaus	34	Manager of motorbike sales shop	Muyuka	2 nd January 2015,
Nkeng Michael	54	Mayor of Muyuka Municipality	Muyuka	30 th July 2015.
Nkule Matter	66	Retired Nurse	Muyuka	July 17 th 2015.
Taku Magdeline	72	Farmer	Muyuka	29 th December 2015.
Taku Mathias	40	Farmer	Ikata	10 th August 2015.

Tambe Thomas	54	Divisional Officer Muyuka	Muyuka	3 rd January 2015.
Tambong Rene	28	Commercial motorbike rider	Muyuka	8 th August 2015
Tambu Adolph	40	Policeman	Muyuka	5 TH August 2015
Tanchi Joseph	66	Retired secondary school teacher	Muyuka	5 th September 2015
Tanwani Francis	27	Commercial motorbike rider	Muyuka	17 th July 2015
Taah Marcus,	40	President of Motobike riders Union	Muyuka	4 th January 2015
Tonkeng Earnest,	34	Secretary General of Motorbike union	Muyuka	15 th December 2015.

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APPENDICES

Appendix 1: Registration Certificate of Commercial Motorbikes in Muyuka

<p>REPUBLIQUE DU CAMEROUN Paix – Travail – Patrie</p> <p>MINISTRE DU TRAVAIL ET DE LA SECURITE SOCIALE</p> <p>SECRETARIAT GENERAL</p> <p>GREFFE DES SYNDICATS</p>		<p>REPUBLIC OF CAMEROON Peace - Work - Fatherland</p> <p>MINISTRY OF LABOUR AND SOCIAL SECURITY</p> <p>SECRETARIAT GENERAL</p> <p>REGISTRY OF TRADE UNIONS</p>
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CERTIFICAT D'ENREGISTREMENT D'UN SYNDICAT
Délivré conformément aux dispositions de l'article 6 de la loi n° 92/007
du 14 Août 1992 portant code du Travail

REGISTRATION CERTIFICATE OF TRADE UNIONS
Issued in accordance with the provisions of section 6 of law No. 92/007
of the 14th August 1992 to institute the Labour Code.

CERTIFIED TRUE COPY
POUR COPIE CERTIFIEE
CONFORME

Le Greffier des Syndicats
The Registrar of Trade Unions

Certifie que : **FAKO MOTORCYCLE OWNERS AND RIDERS SYNDICATE**
(FAMORSYN)

Hereby certifies that

dont le siège est établi à **MUYUKA BP 58**
TEL : 70 17 60 91

whose registered office is situated at

a été enregistré sous le numéro **SID /97**
was registered under the number

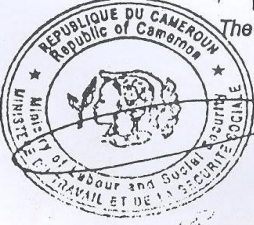
En foi de quoi le présent certificat est délivré pour servir et valoir ce que de droit.
In witness there of this certificate is issued to serve wherever necessary

Yaoundé, le **15 NOV 2010**

Le Greffier des syndicats
The Registrar of Trade Unions

01 MAR 2011

The Division Officer
(Le Secrétaire)



Source: Obtained from the Ministry of Labour and Social Security

Appendix 2: Decret no. 2008/3347/PM of 31 December 2008, fixing the conditions and modalities for the exploitation of commercial motorcycles.

DECRET n°2008/3347/PM du 31 décembre 2008 fixant les conditions et les modalités d'exploitation des motocycles à titre onéreux.

LE PREMIER MINISTRE, CHEF DU GOUVERNEMENT,

Vu la Constitution ;

Vu le Code Communautaire révisé de la route de la Communauté Economique et Monétaire de l'Afrique Centrale ;

Vu la loi n°2001/015 du 23 juillet 2001 régissant l'activité commerciale au Cameroun ;

Vu la loi n°2001/015 du 23 juillet 2001 régissant les professions de transporteur routier et d'auxiliaire des transports routiers ;

Vu la loi n°2001/017 du 22 juillet 2004 portant loi d'orientation de la décentralisation ;

Vu le décret n°78/341 du 03 septembre 1979 portant réglementation de la circulation routière, ensemble ses divers modificatifs ;

Vu le décret n°92/089 précisant les attributions du Premier Ministre, modifié et complété par le décret n°95/145-bis du 04 août '995 ;

Vu le décret n°20Q4/0607/PM du 17 mars 2004 fixant les conditions d'accès aux professions de transporteur routier et d'auxiliaire des transporteurs routiers ;

Vu le décret n°2004/320 du 08 décembre 2004 portant organisation du Gouvernement, modifié et complété par le décret n°2007/268 du 07 septembre 2007 ;

Vu le décret n°2004/321 du 03 décembre 2004 portant nomination d'un Premier Ministre ;

Vu le décret n°2005/152 du 04 Mai 2005 portant organisation du Ministère des Transports ;

DECRETE :

CHAPITRE I :

DISPOSITIONS GENERALES

ARTICLE 1 :

Le présent décret fixe les conditions et les modalités d'exploitation à titre onéreux des motocycles appelés « motos-taxis », affectés au transport public de personnes dans les zones périurbaines et rurales.

SECTION IV :

DES CARACTERISTIQUES DES MOTOS-TAXIS ET DE LEURS EQUIPEMENTS

ARTICLE 12 :

(1) Toute moto-taxi doit, avant sa mise en exploitation :

- être immatriculée par les services territorialement compétents du Ministère chargé des transports ;

- posséder un numéro d'identification attribué par la commune de ressort du lieu d'exploitation.

(2) Les conditions et les modalités d'attribution ou de suspension du numéro d'identification de la moto-taxi sont définies par les communes concernées.

ARTICLE 13 :

(1) Toute moto-taxi doit disposer des équipements et accessoires ci-après :

- un réservoir de carburant peint en jaune ;

- un siège à deux places, y compris celle du conducteur ;

- deux (02) paires de pose pieds ;

- un trousseau de dépannage ;

- deux (02) rétroviseurs ;

- un dispositif complet d'éclairage et de signalisation ;

- un dispositif de freinage fonctionnel,

- un avertisseur sonore ;

- un casque pour le conducteur ;
- un casque pour le passager ;
- un pare choc avant et arrière.

(2) La conduite d'une moto-taxi est subordonnée au port obligatoire d'un casque et d'un gilet.

(3) La couleur du gilet visé à l'alinéa (2) ci-dessus est déterminée par la commune de ressort du lieu d'exploitation. Il doit être muni d'une bande réfléchissante horizontale de dix (10) centimètres à l'avant et à l'arrière et marqué du sigle de la commune de ressort du lieu d'exploitation, des numéros d'immatriculation et d'identification de la moto-taxi.

SECTION V : DES SANCTIONS

ARTICLE 14 :

(1) La licence de transport public par moto-taxi peut faire l'objet de suspension ou de retrait par le Ministre chargé des transports, sur proposition de la Commission consultative départementale, pour l'un des motifs suivants ;

- usage d'une licence de transport falsifiée ;
- utilisation d'un motorcycle frauduleusement acquis;
- exploitation d'une moto-taxi sans police d'assurance valable ou carte de transport public (carte bleue) ;
- condamnation à une peine privative de liberté pour des infractions liées notamment au proxénétisme, à la pédophilie, à la violence sur mineurs ;
- tout autre motif pertinent, sur proposition motivée de la Commission consultative départementale.

(2) La Commission consultative départementale visée à l'alinéa 1 est organisée par acte du Ministre chargé des transports.

(3) La décision suspendant l'exploitation d'une licence de transport par moto-taxi en fixe la durée, sans que celle-ci puisse excéder un (01) an.

(4) Toute décision de suspension ou de retrait de la licence de transport par moto-taxi doit être motivée et notifiée au propriétaire de la licence.

ARTICLE 15 :

Le permis de conduire de catégorie A ou le certificat de capacité de moto-taxi peut faire l'objet d'une suspension ou d'un retrait par le Ministre chargé des transports sur avis de la Commission consultative prévue à l'article 14 ci-dessus.

ARTICLE 16 :

Sans préjudice des sanctions prévues à l'article 14 ci-dessus, le Préfet territorialement compétent peut, à titre de mesure conservatoire, retirer le permis de conduire ou le certificat de capacité d'un conducteur de moto-taxi lorsque celui-ci est l'auteur d'homicide et de blessures involontaires, tel que prévue à l'article 289 du Code pénal.

ARTICLE 17 :



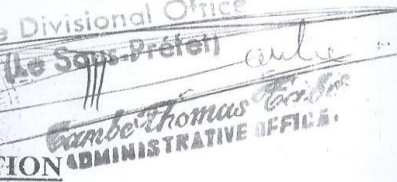
Les décisions de suspension et/ou de retrait de licence ou de permis de conduire, visées à l'article 14 alinéas 3 et 4 ci-dessus, sont exécutées, le cas échéant, avec le concours des forces de maintien de l'ordre.

ARTICLE 18 :

Sans préjudice des sanctions plus sévères prévues par la législation et la réglementation en vigueur, les infractions aux dispositions du présent décret sont punies conformément à l'article R369 du Code pénal.


Yaoundé, le 31 décembre 2008

Appendix 3: Authorization to Commercial Motorbike Association to go Operational in Muyuka

<p>REPUBLIQUE DU CAMEROUN PAIX – TRAVAIL – PATRIE</p> <p>MINISTERE DE L'ADMINISTRATION TERRITORIAL ET DECENTRALISATION</p> <p>REGION DU SUD – OUEST</p> <p>DEPARTMENT DE FAKO</p> <p>COMMUNE DE MUYUKA</p>	<p>REPUBLIC OF CAMEROUN PEACE – WORK – FATHERLAND</p> <p>MINISTRY OF TERRITORIAL ADMINISTRATION & DECENTRALIZATION</p> <p>SOUTH WEST REGION</p> <p>FAKO DIVISION</p> <p>MUYUKA COUNCIL</p>
	
	
<p>14 JAN 2015</p> <p>MUYUKA, THE 20/09/2011</p>	
<p>Tel/Fax: (237) 33-32-12-24 Ref. NO.M.C 788/NO.1/92/SC</p>	
<p>TO WHOM IT MAY CONCERN:</p>	
<p>AUTHORIZATION</p>	
<p>I Chief Dr. Mokoto Njic Johannes Mayor for Muyuka Municipality, do hereby authorize the President of Fako Motorcycle Owners and Riders Syndicate (FAMORSYN) Muyuka to go operational in Muyuka Municipality in consonance with the regulation in force and the enactment of the article of Association Presented to the Muyuka Council Administration, duly approved by the competent administrative authority.</p> <p>Your Syndicate may seize to operate in Muyuka Municipality when you fail to be law abiding.</p> <p style="text-align: center;">Done in Muyuka this 20th day of September 2011.</p>	
<p>MAYOR.</p>	
<p>CC:</p> <ul style="list-style-type: none"> - Senior Divisional Officer/Fako-Limbe - Divisional Officer/Muyuka Sub-Division - Secretary General/M.C - Municipal Treasurer/M.C - Chief of General Affairs/M.C - Chief of Economic and Finance/M.C - File. 	
 <p>Le Maire Muyuka Council</p>	

Source: From the Ministry of Territorial Administration and Decentralization

Appendix 4: Authorization to control motor cycles during keep clean days in Muyuka

<p>REPUBLIQUE DU CAMEROUN PAIX - TRAVAIL - PATRIE</p> <p>MINISTERE DE L'ADMINISTRATION TERRITORIALE ET DE LA DECENTRALIZATION</p> <p>REGION DU SUD OUEST</p> <p>DEPARTMENT DU FAKO</p> <p>ARRONDISSEMENT DE MUYUKA</p> <p>SOUS PREFECTURE DE MUYUKA</p> <p>Tel : 33 32 11 29</p> <p>REF: 001/G.37/01/PS/A19</p> <p>SUBJECT: AUTHORIZATION TO CONTROL MOTOR- OBJET CYCLES DURING KEEP-CLEAN DAYS AND AFTER MID-NIGHT IN MUYUKA SUB - DIVISION.</p>		<p>REPUBLIC OF CAMEROON PEACE - WORK - FATHERLAND</p> <p>MINISTRY OF TERRITORIAL ADMINISTRATION AND DECENTRALIZATION</p> <p>SOUTH WEST REGION</p> <p>FAKO DIVISION</p> <p>MUYUKA SUB DIVISION</p> <p>DIVISIONAL OFFICE, MUYUKA</p> <p>Muyuka, the 25 JUN 2014</p> <p>The Divisional Officer, Le Sous Prefet.</p> <p>To: The President of the Fako MOTOR CYCLE OWNERS AND RIDERS SYNDICATE (FAMORSYN) MUYUKA BRANCH IN MUYUKA SUB - DIVISION (70 17 60 91) B.P 58 MUYUKA.</p>
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Authorization is hereby granted to the Fako Motorcycle owners and riders syndicate (FAMORSYN) Muyuka Branch in Muyuka Sub-Division, to systematically control all motorcycles circulating during days of keep-clean and after mid-night in Muyuka Sub-Division.

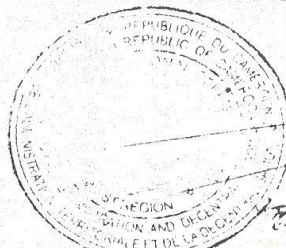
The President of FAMORSYN and his executive members are charged with impounding all recalcitrant motorcycles at the Public Security Police Station Muyuka and a report forwarded to me within 24 hours as of the date of the exercise.

All impounded bikes will comply to Municipal Order Reference NO. 054/vol 5/586/SG of 31st January, 2014 (NO.007/2013/M.C and Prime Ministerial Decree NO. 2008/3447/PM of 31st december, 2008.

These measures are geared towards making Muyuka Sub-Division very clean and equally to fight criminality in order to make the 50th Anniversary celebrations of Re-unification in Buea a resounding success.

6C

- The S.D.O. Fako/Limbe
- The FLO Muyuka S/D
- The concerned
- File/Chrono.



THE DIVISIONAL OFFICER
MUYUKA SUB - DIVISION

Ambe Thomas
ADMINISTRATIVE OFFICE

Source: From the Ministry of Territorial Administration and Decentralization.