

**Supporting Peaceful Reintegration of High Risk youth into their Communities through Facilitating rural transport livelihood Opportunities**

**ANNUAL programme[[1]](#footnote-1) NARRATIVE progress report**

**REPORTING PERIOD: 1 january – 30 november 2010**

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| Programme Title & Number |  | Country, Locality(s), Thematic Area(s)[[2]](#footnote-2) |
| * Programme Title: Supporting Peaceful Reintegration of High Risk youth into their Communities through Facilitating rural transport livelihood Opportunities * Programme Number *(if applicable):* 00071058 * MDTF Office Atlas Number: | *(if applicable):*  Country: Liberia  Locality(s): Monrovia  Thematic Area(s): To Promote peace and resolve conflicts |

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| Participating Organization(s) |  | Implementing Partners |
| Same as implementing partners | YMCA, LNP, UNMIL, Ministry of Transport, Bureau of Immigration and Naturalization |

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| --- | --- | --- | --- | --- |
| Programme/Project Cost (US$) | |  | Programme Duration (months) | |
| MDTF Fund Contribution:   * *by Agency (if applicable)* |  |  | Overall Duration: 18 months |  |
| Agency Contribution   * *by Agency (if applicable)* |  |  | Start Date[[3]](#footnote-3): January 1, 2010 |  |
| Government Contribution  *(if applicable)* |  |  | End Date or Revised End Date, November 30, 2010  *(if applicable)* |  |
| Other Contribution (donor)  *(if applicable)* |  |  | Operational Closure Date[[4]](#footnote-4): November 30, 2010 |  |
| TOTAL: US$233,644.00 |  |  | Expected Financial Closure Date: |  |

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| Programme Assessments/Mid-Term Evaluation |  | Submitted By |
| Assessment Completed - if applicable *please attach*  Yes No Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Mid-Evaluation Report *– if applicable please attach*  Yes No Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | * Name: John K. Walker * Title: ARR Pro Poor Growth Pillar * Participating Organization (Lead): YMCA * Email address: jwalk@undp.org |

# NARRATIVE REPORT

# Purpose

* The project entitled “Supporting Peaceful Reintegration of High Risk Youths into their Communities through Facilitating Rural Transport Livelihood Opportunities (Motorbike)”is designed to enhance the socio-economic reintegration of high risk youths mainly operating informal transport services (motorcycles) and promoting mechanism for conflict resolution among motorcyclists, the community and Police. In order to effectively and efficiently operate/manage the motorbikes, motorcyclists undergo training in high-way code and other safety measures including compliance with rules and laws as well as promoting human safety and lives as well as property.

**Objectives:**

* To enhance the socio-economic reintegration of high risk youth operating informal transport services (motorcycles).
* To promote mechanism for resolving conflict among motorcycle riders, communities and Police.
* To ensure motorcyclists receive training on highway Codes and other safety measures in compliance with rule of law while riding thereby promoting human safety and properties.

**Planned Outcome**

* Well organized mode of transport with safety standards and respect for traffic rules;
* Enhanced capacity of motorcycle unions to manage the institution and membership;
* Peaceful co-existence in the community through enhanced relationship with motorcycles, taxi drivers, police and communities.

It is envisaged that this project will support the UNDP to provide training assistance for needy groups of the populace.

**Planned Output & Key activities**

* 1500 motorcyclists mobilized and trained in target areas
* Leadership training workshops conducted with motorcycle riders associations, codes of conduct developed
* Conflict management, problem-solving and advocacy training conducted
* Media and outreach activities conducted to raise public awareness
* Identify systems that improve visibility and safety standards for 1500 motorcycle riders
* Community relationship-building centers established in targeted communities

# Resources

*Financial Resources:*

In an effort to adhere to the requirements for matching the project grants, the Liberia YMCA provided the sum of US$150,000.00 as matching fund to the Peace building Fund. This is 37% of the total PBF budget.

* Provide details on any budget revisions approved by the appropriate decision-making body, if applicable.

Over the reporting period, YMCA did not go through any budget revisions with UNDP. However, request was made for additional funds to ensure the implementation of the project.

* Provide information on good practices and constraints in the mechanics of the financial process, times to get transfers, identification of potential bottlenecks, need for better coordination, etc.

Bringing relevant stakeholders including the Government of Liberia through the Ministry of Transport, the Liberia National Police and the Bureau of Immigration & Naturalization, UNMIL, the Liberia Motorcycle Transport Union and the YMCA on a joint effort to address this critical post was challenge boosted results and strengthened network among the partners.

Financial resources was often challenge in terms of the timeliness of remittances to support activities. YMCA also has difficulties in mobilizing its match resources of 37% of project funds. This affected monitoring and the capturing of results. Only in two out of three project locations covered could YMCA afford to place peer mediators.

*Human Resources:*

YMCA covered staff persons that provided services under the project were 1 Project Manager, 1 Project Accountant and 18 Peer Peace Mediators who provided support in two sites. YMCA Finance Officer and Development Officer also provided shared time to ensure the quality control of the program.

# Implementation and Monitoring Arrangements

* Summarize the implementation mechanisms primarily utilized and how they are adapted to achieve maximum impact given the operating context.

In response to a baseline assessment conducted by YMCA and the overall goal of the project, the YMCA tailored the project activities in a way that addressed specific and critical needs for interventions to increase knowledge and skills of beneficiaries on the issues of livelihood, rights and responsibilities, rule of law and improved social capital for peace in the local communities covered. Beneficiaries’ consciousness on the rule of law and shared benefits of peace communicated and supported increased their receptiveness of a peaceful community for their own development and the growth and development of the larger society. Youth knowledge, skills and efforts for improved lifestyles and life choices were promoted and appreciated by beneficiaries as a result of the Motorcycle training sessions. The interventions by UNDP through YMCA enabled youths to develop their purpose, meaning and self-esteem as peaceful Liberians. The project helped to scale up and support youth education for skills development and also education on civic roles and responsibilities to promote peace and become law abiding.

YMCA ensured proper implementation and quality control of the program through close coordination and joint program planning and activity review with major stakeholders such as the National Police, UNMIL, BIN, Liberia Motorcycle Transport Union and the Ministry of transport. A total of six coordination meetings were held and key points that were forwarded and acted upon were - identification of the roles and responsibilities of stake holders; setting timeline for project launch; and strategies to meet project deliverables in a timely way. The team’s responsiveness to project implementation issues was also highlighted.

***Planned Activity # 1: 1500 motorcyclists mobilized and trained in target areas***

* **Ten motorcyclist mobilization meetings held in target areas, 2 per locatio**n.

Four motorcyclists’ mobilization meetings were conducted in Bong & Margibi Counties. These meetings were intended to create pre-training awareness and follow on engagements on rolling out results of traing and challenges common to the motorcycle unions’ leaderships and to provide certified beneficiaries with information on the project.

* **Ten technical training meetings with, motorcyclists and other key transport unions;**

A total of 6 pre-training and post training mobilization meetings held in 2 target locations - Gbarnga & Kakata followed by two 5-day technical training sessions held with one session in each location with total 700 beneficiaries.

During the project period, YMCA worked with the local transport and motorcycle unions to identify 900 motorcyclists in three out of six targeted counties. Simple tracking forms were used to collect basic information for enrollment of motorcyclists in the program. BIN assisted in the screening and validation of the beneficiaries.

The delivery of training services was participatory and included contributions of YMCA staff and external facilitators from the National Police. As a result of the training received, motorcycle unions that participated in the project became more strategic and considered opportunities for addressing the needs of their memberships through engagement with motorcycle owners and police authorities on issues of prolonged or illegal detention of motorcyclists on traffic related offenses. They also perceived the project as a better means of reaching their interest by strengthening their unions and making them more cohesive and responsive. It can be claimed that the various training components such as the psychosocial and peace building sessions served as impetus in leveraging community buy-in and restoring hope and confidence once again in the motorbike riders. This aspect of project activity also led to considerable reduction in the number of traffic accidents and conflicts involving motorbike riders, passengers and law enforcement officers**.**

***Planned Activity #2: Leadership training workshops conducted with motorcycle riders associations, codes of conduct developed***

* **Five leadership training workshops conducted with bike rider associations.**

The leadership structures of the motorcycle unions were reviewed during these sessions. This was in response to the baseline survey findings. During the survey, while 70% of respondents said they chose they leaders through elections compared to 25% that said they chose their leaders through appointments, transparency appeared to be a challenge in union leaderships. 87% of the baseline survey respondents said they contribute to the union funds, however, 66% indicated that they are not aware of how unions collected funds are used. 62% of the respondents said that they have confidence in their leaders to advocate on their behalf as compared to 38% who said they have no confidence in their leaders.

Leadership sessions therefore targeted to promote core virtues of good leadership such as members’ participation, tolerance and appreciation for feedback, democratic procedures for choosing union leaders and transparency and accountability for group resources. This increased the frequency of meetings and provided opportunity for members to ask their leaders on issues of concern to them and for the leaders to report or pass on information to their groups.

* **Code of conduct developed, with provisional requirements for admission to the association**

The survey findings revealed that most of the motorbike riders (80% of respondents) were not aware of high way codes and traffic rules and other safety measures that could avoid accident from occurring. Code of Conduct was therefore developed during sessions. While the sessions were facilitated by the National Police and the YMCA, participants mainly discussed and agreed on virtues they were to be observed by a union member and all times be in compliance. A system of monitoring compliance and enforcing penalties was also agreed by the union members. This was to be achieved by the role of union inspectors.

***Planned Activity # 3: Conflict management, problem-solving and advocacy training conducted***

* **Five conflict management, problem-solving and advocacy trainings conducted with the leadership of bike rider associations.**

Findings of the survey revealed that Liberian youth do not have much confidence in their political leaders and law enforcement authorities. When probed into the confidence level of respondents in their leaders (including law enforcement personnel), 45% said they did have confidence. 67% of the respondents reported conflict among its membership is resolved through the union, 19% said through the police and 12% indicated through that conflicts are settled through other peaceful means. While a higher percentage of conflict settlement by union leaders was appreciated, the low level of confidence of respondents in political leaders and law enforcement authorities was considered a risk factor by the report of the research.

The findings of the survey also revealed a general discontentment of the public about the riding habits and comportment of riders towards passengers and the public thereby putting them (passengers and public) at risk of harm.

On the other hand, bike rider respondents and workshop participants expressed dissatisfaction on the general stigmatization of them as unruly ex-combatants, abuse they suffer from bike owners who employ their services, ill treatment by police officers including extortions and illegal detentions.

Leadership sessions were mainstreamed in two 5-day workshops held at two project locations. Problem-solving probes were therefore promoted during conflict management training sessions to discuss common issues of conflict in the groups (unions), with the police and with community people (including passengers). Best practices for resolving such conflicts were solicited and encouraged for practice in the unions, and concerns of stigmatization abuse and other forms of ill treatments communicated to form advocacy platform of their leaderships.

As a result of the awareness and training and the support of the 18 YMCA peace peer mediators, unions covered, especially in Gbarnga and Kakata became more responsive to their members’ needs. Cooperation increased between the police and union leaders on the management of traffic related offenses involving union members. The union in Gbarnga advocated and got the cooperation of some motorcycle owners on the hiring of riders to be done with the involvement of the union to ensure proper bargaining and the protection of both the rider and the motorcycle owner’s interest.

***Planned Activity # 4: Media and outreach activities conducted to raise public awareness***

Interactive radio talk shows involving police authorities, immigration authorities and the YMCA were held on project objectives & recruitment process on two community radios in Kakata & Gbarnga and on UNMIL radio. The talk shows were helpful in communicating Project objective & information on activities to over 100,000 listeners nationwide of the three media outlets. The talk shows provided education on the fit of livelihood opportunities provided by the project and peace promotion component all intended to reintegrate ex-combatants and other war affected youths into communities and the overall benefit of the intervention to consolidating and sustaining the peace.

***Planned Activity# 4: Identify systems that improve visibility and safety standards for 1500 motorcycle riders.***

* Develop an identification system for motorcyclists that will be targeted under this Project (plate number and jackets with number that matches the plates;

Stickers depicting the project title and lead partners were produce and distributed to certified beneficiaries who carried them on their motorcycles and safety helmet. This additionally increased public awareness on project objectives and institutional partners supporting the intervention.

Heavy duty reflector jackets were also printed with project logo. This achieved the purposes of visibility and tracking as individual members were assigned each jacket and a corresponding union member’s name

***Planned Activity # 5: Community relationship-building centers established in targeted communities***

* Motorcycle Parking garages and assembly centers will be transformed into Community relationship-building center where conflict can be resolved.

One of such centers was established in Kakata. It initially served the purpose of a space for meetings and workstation for the union. The frequency of such meetings and the general utilization of space gradually declined over period. It is now owned by the union but now used as a work station for repair works.

* Details on the procurement procedures utilized and explain variances in standard procedures.

YMCA has a standards procurement policy that guided the process for procurement of good and services under this project. YMCA secured three quotes from vendors before procuring goods and services. However, the procurement issue concerning the licesences and registration was different as this was based on government’s own regulations and requirements.

YMCA was able to complete registration processes for 845 motorcyclists validated by the Liberia National Police for operators’ licenses.

* Details on the monitoring system(s) that are being used and how you identify and incorporate lessons learned into the ongoing project.

Monitoring was a management tool used to identify and scale up on best practices of the intervention and to also learn from challenges and work towards mitigating their impasse on project results. Monitoring was done at the levels of UNMIL Civil Affairs offices at the concerned counties levels, by the UNDP and by the YMCA. The YMCA made periodic field visits to engage with its staff providing support services to the unions and their memberships and also to follow up with the unions, the police, UNMIL Civil Affairs and local authorities. This helped the YMCA address challenges it could and to communicate others to UNDP and other stakeholders.

* Summary of assessment/ studies undertaken

A baseline survey conducted by the YMCA covered 172 sampled respondents in five of the six targeted project communities to establish the conditions/situations of commercial motorcyclists in the targeted communities before the intervention. This was to help establish benchmarks to measure changes in the situation of the beneficiaries, if any, and how said change(s) could be attributed to the intervention. The survey findings revealed that 57% of the respondents were in the age range of 18-25 years, followed by 41% in the age range of 26-30; and only 2% in the age range of 13-17 years. In addition, 41% of respondents said they were single, 31% indicated they were living together with their girlfriends and 26% said they were married.

84% of respondents said they fought or associated with one or more of the fighting forces during the civil conflict and only 16% said they did not fight or associate with any fighting force in Liberia. When asked on their levels of education, 51% of respondents claimed to have attended school up to high school level; 37% said they had up to junior high school education and 9% said they have up to only elementary level education and only 3% said they had never attended school. 77% indicated the lack of fees as the primary reason for dropping out of school.

In linking the relevance of the specific intervention to the need and safety of the beneficiaries and the communities, 74% of respondents said they learned to ride motorcycle through informal means and thereafter had received no formal training. Also 68% of respondents said they had no formal skills to earn a living. The survey findings also revealed that up to 80% of the respondents were not aware of high way codes/traffic signs although they were active road users. 77% had already being involved in road accidents at different levels.

When ownership of the motorcycles they operate was probed into, 52% of the 172 respondents said, they owned the motorcycles, and 48% said the motorcycles belong to other people and they were hired drivers. 73% of the respondents said they live on their own and are self-supported.

When probing into their civic and democratic knowledge and participation, the survey findings revealed that 70% of respondents said they choose their leaders of the motorcycle unions through elections; 25% said they choose their leaders through appointments and 5% said they had no idea how their current leaders were chosen. On their involvement in national politics, 45% of the respondents said they were registered members of political parties, while 55% said they were not members of any political party.

Based on these findings and the overall goal of the project, the YMCA tailored activities to address the needs critical to this specific category of youth and to achieve the specific results of the project. These interventions led to increased knowledge of beneficiaries on the issues of livelihood, rights and responsibilities, rule of law and improved social capital for peace in the local communities covered. Beneficiaries’ consciousness on the rule of law and shared benefits of peace communicated and supported increased their receptiveness of a peaceful community for their own development and the growth and development of the larger society. Youth knowledge, skills and efforts for improved lifestyles and life choices promoted and appreciated by beneficiaries as a result of the training sessions developed their purpose, meaning and self-esteem to transform mostly their deviant behaviors to become protectors of a peaceful Liberia. Scaling up or sustaining these results/achievements, however, depend on a number of follow-up actions or supports including the pro-activeness of law enforcement, opportunities for youth education or skills development, youth employment and other livelihood opportunities and the constant mentoring and coaching for value-based living of youth by different actors.

# Results

*Deliverables and Percentage of achievement :*

# Motorcyclist mobilization meetings and technical training meetings conducted in 40% targeted ofareas. 56% Completion

* 6 pre-training and post training mobilization meetings held in 2 targeted locations (Gbarnga & Kakata) . 100% completion.
* Codes of conduct along with provisional requirements for admission to motorbike riders associations developed & adopted.
* Leadership training and motorbike rider association code workshops conducted; two 5-day technical training sessions held (1 session in each location). 100% completion
* Leadership training sessions mainstreamed in two 5-day workshops per location. 100% completion.
* Conflict management, problem solving and advocacy trainings conducted. 100% completion.
* 8 peer educators hired under the YMCA matching fund for 10 months. 100% completion.
* Weekly engagements & follow ups of peer educators on conflict mitigation & problem-solving interventions with motorcycle unions & members in Kakata & Gbarnga conducted. 100% completion.
* Relationship building & information sharing meetings held involving local motorbike union leaders, motorbike riders and motorbike owners on common challenges. 100% completion.
* Media and outreach activities to raise public awareness established. 100% completion.
* Interactive radio talk shows on project objectives & recruitment processes aired on 2 community radio stations in Kakata & Gbarnga. 100% completion.

*Output Achieved*

* Improved knowledge in local motorbike unions management and information sharing, accountability, team work and relationship improved;
* Increased utilization of developed and adopted Standard Operational Procedure (SOP) for motorbike riders associations;
* Increased involvement and participation of union leaders & members on issues of common concern;
* Increased commitment of LNP to enforce compliance;
* Increased memberships with local Motorbike Unions;
* Improved Problem solving skills and relationship building skills in local Motorbike Unions;
* Enhanced communication and peaceful conflict resolution;
* Improved structural relationships between the Motorbike Unions and LNP on issues of violations and/or crimes involving motorcycle union members;
* Improved system with visibility and safety standards;
* Increased visibility of safety on motorcycles and safety helmets displayed on various motorbikes by beneficiaries’ motorcyclists;
* Enhanced communication and peaceful conflict resolution;
* Enhanced peaceful co-existence among motorcyclist and service users;
* Established and operational mode of transport with safety standards and respect for traffic rules;
* Increased coordination between LNP and motorbike union leaders on traffic, safety and welfare issues for motorcyclists.
* Improved coordination and control mechanism up scaled for motorbike riders and Motorbike Union members
* Improved supervisory role and relevance of local Motorbike Unions;

*Verifiable Indicators:*

* Number of training sessions conducted
* Number of motorcyclists trained
* Number motorcyclists registered and licensed by the Ministry of transport and
* Number and type of safety materials distributed
* Number of trained motorcyclists with limited inclement in accidents.

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**V. Lessons Learned**

* The unregulated cash report requirement of motorcycle owners is a leading factor of overloading and recklessness associated with commercial motorcycling in Liberia as operators work to earn some excess cash in addition to what they earn to report because they also make savings for their own survival;
* That peace building cross-cuts in economic empowerment and social activities involving local transporters;
* Large numbers of youth are concentrated in motorcycle taxi due to unemployment and the lack of the requisite skill set to earn a job.
* Disenchantment of the public on the behaviors of motorcyclists and of motorcyclist’s on their stigmatization remains major conflict factor in all communities.
* The safety risks of commercial motorcycle riders to themselves and the public cannot easily be addressed as there are daily new entrants of very young and untrained riders while the law enforcement and other regulatory bodies are weak to address this challenge.
* The government’s exercise of authority to enforce the law and ensure compliance is also undermined by the intransigent nature of this group that makes it (the group) a national security risk.

**VI. Constraints**

* Experience of lost opportunities in scaling up on achievements due to poor or low enforcement of the law by government regulatory agencies.
* Passive commitment of most Motorbike Union leaders who are not paid and need also to seek livelihood.
* The burden of daily cash report requirements posed on riders by motorcycle owners, and motorbike riders’ vulnerability of losing their employment if they did not ensure working towards meeting these cash demands caused a decline in enrollment for training and affects attendance at unions meetings.
* A critical challenge during project implementation was the inability of the Ministry of Transport to produce operators’ licenses for 845 participants covered despite payment of the required revenue to government. The continuous lack of licenses for beneficiaries for over four months interrupted project implementation schedule.
* There was also very inconsistent price structure offered by the government on the cost of operators’ licenses. Price was galloped by a 150% resulting in budget shortfall.
* Expectations/demands of other partners, particularly the LNP and the motorcycle national union to support activities was usually high and placed constraints of time, cost and cooperation on the YMCA.
* The timeliness, responsiveness and follow-up contacts made by YMCA to UNDP on project performance were not prompt enough to provide the desired support required to move the project forward. For example, reports were not acknowledged or responded to in a timely manner and remittance of funds was unduly delayed.
* Lack of response to a no-cost extension request made by YMCA to complete project activities in Monrovia, Greenville and Zwedru.

# Future Work Plan (if applicable)

* Summarize the projected activities and expenditures for the following reporting period (1 January-31 December 2011), using the lessons learned during the previous reporting period.
* Indicate any major adjustments in strategies, targets or key outcomes and outputs planned.

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**VIII. INDICATOR BASED PERFORMANCE ASSESSMENT**

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| **Output** | **Performance Indicators** | **Indicator Baselines** | | **Planned Indicator Targets** | **Achieved Indicator Targets** | | **Reasons for Variance**  **(if any)** | | **Source of Verification** | | **Comments**  **(if any)** |
| **Outcome 1. Component 1: Training & Empowerment** | | | | | | | | | | | |
| Motorcyclist mobilization meetings and technical training meetings held in target areas.  Leadership training w/shops conducted with bike riders association, code of conduct developed  Conflict management, problem-solving & advocacy trainings conducted  Media and outreach activities to raise public awareness.  Identity system with improved visibility and safety standards    Enhanced communication and peaceful conflict resolution | % of meetings held and # of participants at each of the meetings | | Of 97% of 172 respondents who claimed to be members of bike riders assoc, 86% said they took part in unions meetings | 10 meetings | | 6 meetings held of 60% | | Other locations not covered under life of project | | Minutes of meetings, YMCA activities implementation reports |  |
| # of training sessions conducted | | 80% of respondents said they have never taken part in training, no code of conduct available | 5 l/ship training w/shops conducted with bike riders associations | | 2 w/shops held (+ 1 in previous year)  Code of conduct developed with 2 unions (+ 1 in previous year) | | Other locations not covered under life of project | | YMCA activities implementation reports.  Attendance log |  |
| # of training sessions conducted | | 67% of respondents said conflict among bike riders is resolved through the union, 19% through the police and 12% through other peaceful means | 5 l/ship training w/shops conducted with bike riders associations | | 2 w/shops held (+ 1 in previous year) | | Other locations not covered under life of project | | YMCA activities implementation reports.  Attendance log |  |
| # of radio stations & print media involved | | No organized education on reintegration of bike riders into their communities | 5 local community radio stations hired  10 local talk shows carried out  5 drama performances conducted  Variety of stickers produced | | 2 local radio stations hired for spot messages/education  2 talk shows involving police, immigration officials held  4 interviews & special features on project carried by UNMIL radio  Stories in print media | | Other locations not covered under life of project | | Testimonies of other partners |  |
| # of printed information materials | | Uncoordinated numbering of bikes by unions; no tracking #s for riders  97% of respondents did not possess driving licenses | 1,500 riders have unique identification #s & other visibility signs, ie, stickers, on bikes & numbered vests | | 845 pcs of numbered vests supplied & at least 2,535 stickers  All 845 beneficiaries that completed training received licenses | | Target of 1,500 beneficiaries not reached under life of project | | Items distribution log, photographs/copies of printed visibility signs, testimonies of beneficiaries |  |
| # of communications exchanged between the two institutions, joint meetings, training programs, etc | | N/A | N/A | | N/A | |  | |  | There was active communication/coordination with local unions training mobilizations, training management, screening of beneficiaries, etc |
| # of members registering and relating to the union on a regular basis | | Due payments including registration was ongoing in unions. 97% respondents said they were registered members of unions; 86% said they took part in union meetings | N/A | | N/A | |  | |  | Leadership & technical trainings & provision of safety materials were incentives for increased union membership & relevance of unions |
| **Component 2: Behavioral Change, Peace Education** | | | | | | | | | | | |
| **Output 2.1**  Conflict management, problem-solving and advocacy trainings conducted | Indicator 2.1.1  # of cases being reported to the Police and or the motorcycle union for redress | 67% of respondents said they reported cases to Union,  19% o police & 12% said conflict was resolved through other means | | N/A | N/A | |  | | |  | With low level of riders in political & other leaders, strengthening of local leadership increased frequency of meetings & relevance of unions to their members and thus an increase in referrals to the unions compared to other options. Eg, in Gbarnga, relating to bike riders, the Union president, Mr. Samuel Elliot was more influential & respected by riders compared to the local police chief |
|  | # of cases involving disputes with motorcycle riders. | N/A | | N/A | N/A | |  | | |  | Respondents & local police authorities said there were many such cases but there was no formal data |
| **Component 3: Establishment of Community Relationship-building Centers (CRBC)** | | | | | | | | | | | |
| **Output 3.1**  6 CRBCs built | Indicator 3.1.1  % reduction in the number of complaints from bike riders and commuters | Previous meeting spaces not very accessible | | Set up 1 CRBC at each site | 2 set up in Tubmanburg & Kakata | | Only 3 out of 6 locations covered under life of project.  No public land was identified in Gbarnga for CRBC construction | | | Physical infrastructure,  Testimonies of users |  |

1. The term “programme” is used for programmes, joint programmes and projects. [↑](#footnote-ref-1)
2. Priority Area for the Peacebuilding Fund; Sector for the UNDG ITF. [↑](#footnote-ref-2)
3. The start date is the date of the first transfer of the funds from the MDTF Office as Administrative Agent. Transfer date is available on the [MDTF Office GATEWAY](http://mdtf.undp.org/) (http://mdtf.undp.org). [↑](#footnote-ref-3)
4. All activities for which a Participating Organization is responsible under an approved MDTF programme have been completed. Agencies to advise the MDTF Office. [↑](#footnote-ref-4)