

# Recycling of Taxis and Taxis-Bus Conductors in the Democratic Republic of Congo: Case of the City of Lubumbashi

Kabatantshi Tujibikile Alain<sup>1</sup>, Kadima Tshibenji<sup>2</sup>, Tshilemba Ntumba Viviane<sup>3</sup>

## 1. Introduction

The Democratic Republic of Congo (DRC) in general, and the city of Lubumbashi in particular has experienced in the last decade an exponential increase in the number of vehicles of all kinds and more specifically taxis and taxis-buses mostly Toyota brand. The road network of Lubumbashi, 2nd city of the Democratic Republic of Congo seems to overflow during the peak hours especially in the city center and on the main axes leading to its various communes.

New habits are appearing in driving and are evolving more and more towards the blatant violation of the rules of the road. The most accused are taxi drivers and taxis. This situation had pushed a few years ago, the political and administrative authorities of the city to organize a recycling on the new Highway Code for all car drivers. This recycling was mandatory and was generally followed by several drivers. Its objectives were to clean up the road traffic sector, which was seriously threatened by unpatriotic practices.

The communication focused on the following topics:

- Road regulations (With speaker, Inspector Dominique LUPIKA);
- Road regulation (led by the PCR, Inspector André BINDASHI KATUMBA);
- Road signs (Intervenant, Inspector BUKASA);
- Professional ethics of the driver (Speaker, Inspector Laurent MONSENGO, Trainer-examiner at CONADEP);
- Driving Technique (facilitated by Inspector Godefroid SEFU);
- Fire Regulations (As a speaker, Inspector Jean Chrysostome FATAKI, National Road Safety Commission);
- First Aid (facilitated by Inspector Jacques NGOYI WA KATIGO).

Today, after a relevant content of the subject that was the subject of driver training in 2016, some evaluation is required given the behavior of these on the ground.

We sought to know how the recycling of automobile drivers was lived or considered in Lubumbashi. This is how we tried to understand the impact of this recycling on the people who had suffered it and on the population. That's why we decided to undertake a study on the recycling of taxi drivers and taxis-buses in the Democratic Republic of Congo: Case of the city of Lubumbashi.

However, in the first part, we will explain the initial question, the literary review, the problematic, the research hypotheses, the work objectives and the research methods. After, we will define the concepts of recycling, driver and automobile.

In the second part, we will focus on the field research methodology. And, we will analyze and interpret the results.

**PART 1:** From the initial question to the definition of basic concepts

### 1.1. First question

Our object of research came to us from an observation and not spontaneously. We have seen that many road users did not observe road regulations (professional ethics of the driver, road regulations, road signs, etc.) in a scrupulous manner; although they have been subjected to a training action to be able to prevent and mitigate road risks.

Our starting question was: Why are there so many traffic violations after mandatory driver refresher?

But after a few moments of reflection, we changed the wording of the question. Rather than focusing on the causes alone, we decided to look at the effects of this recycling on the behavior of car drivers. Which gives: How is the taxi drivers and taxis-drivers a compulsory recycling on the new code of the road?

This new version has led us to realize that we want to take a special interest in ensuring that people who have undergone knowledge update act in their driver activities after initiation.

## 2. Literature Review

We have pinpointed some scientific studies on recycling, among which we will mention the studies of Graiz D. (m.leparisien.fr/economie/emp), Bernard J.L. et al. (2007), Petitclerc J.M. (2004), Viollet M.P. (2011).

For Graiz D. (m.leparisien.fr/economie/emp), pointed out that a young driver who has already lost three points on his license will pay his insurance more expensive than an experienced motorist irrefragable.

Bernard J.L. et al. (2007: 249), considered that training developed within the disciplines or trades. But this framework that has had its relevance, perhaps counterproductive in a world where the frontiers between

disciplines, between trades, between functions are questioned. As a result, trainers have sought to overcome these difficulties by formulating professional skills required by observed or imagined work situations. These "required skills" replace the "requirements of the trades" as the guiding thread of the training design. But beyond words, where is the change? We must see that the job knows its borders. This activity comes from one profession and another does not come out. These professions have taken identity values and borders become conflicting objects. Some defend them; others try to move them to their advantage, etc. In companies with rapid and profound organizational change, professional boundaries need to be overcome ... and the best way to overcome them is to abolish them. And rather skills required by new organizations.

Petitclerc JM (2004: 153), has shown that the temptation of confinement resurfaces forcefully, and that so many discordant voices of police officers, magistrates, teachers, politicians rise, allow the educator that he is to utter a cry from the heart: "Let's stop arguing all the time. Education is the central problem of our society. And this mission is only possible against a background of coherence. This is how he went through Jean Bosco, making his cry: "Let us take care of young people, otherwise they will not be long in taking care of us!

The examination of the state of the question leads us to note that recycling is a theme that has already been the subject of many studies. All of this research has shown that retraining needs to be supported and encouraged as it enhances the skills of men at work. Our study is in line with this research, because we propose to describe the compulsory recycling in the city of Lubumbashi to finally show its impact on the behavior of drivers of taxis and taxis.

### 2.1 Problematic

For some time now, in the Democratic Republic of Congo and more specifically in the city of Lubumbashi, roads and major arteries have been flooded by an influx of vehicles of all brands following technological emancipation.

Indeed, the technical revolutions in transport and communication routes have virtually emerged. Thus, in Lubumbashi, the urban authority in collaboration with the Ministry of Transport and the National Road Safety Commission (CNPR) had launched the operation of upgrading (recycling) all drivers of vehicles traveling in the area city of Lubumbashi and its surroundings. To the extent that any development must absolutely go through the valuation of technical and human resources.

To this end: "The development of human capital involves the improvement and maintenance of technical and professional competence and the motivation of employees at all levels; by the abolition of all obstacles to mobility; by relaxing the possibilities of personal and professional training in the life of trades; avoiding the so-called exclusive selection of talents by the "cozy" way of gymnasiums; by promoting the attractiveness and effectiveness of training courses better oriented towards the professional path. "(S.Borner and B.Simma, 1984: 35)

Our question then became: how is the mandatory recycling of the new Highway Code by the drivers of taxis and bus taxis in Lubumbashi?

For many users, road traffic has become a headache that is to say that the recycling of motorists is currently very necessary, for two reasons:

- Driving drivers of taxis and taxis was a permanent danger for the Lushoise population on one side and the driver on the other;
- The knowledge and know-how on the new Highway Code must be updated and stored as specific benefits for each driver (taxi, bus-taxi) to avoid the violation of the Highway Code, traffic accidents, conflicts with traffic police officers and those of the Bureau 2.

However, we have undertaken a study on the recycling of drivers of taxis and taxis in the Democratic Republic of Congo: Case of the city of Lubumbashi. Is it not said that "a trained man is a wise or balanced man".

Our objective is to determine the behavior of taxi drivers and taxi-bus after the organization of mandatory recycling during this period of territorial division taking the case of the city of Lubumbashi in the Province of Upper Katanga.

To carry out this study, we used the descriptive method. The data is collected by two techniques, namely: maintenance and observation. Thus, our reflection will be articulated around the following points:

## 3. Theoretical Framework

### 3.1. Definitions of concepts

In this part, we will define the basic concepts. We will define the following concepts: recycling and driver.

#### 3.1.1. Recycling

According to wiktionnaire the word "recycling" comes from the verb recycle, which means "put in a new cycle, revalorize by talking waste". Recycling is considered to be the action of recycling.

For Nkongolo Mukendi J.P. (2015-2016), the term recycling is the updating and improvement of knowledge. It is the updating of the knowledge acquired at the School or at the University. In some factories, it may be a quasi-continuous professional education caused by the rapidity of the evolution of the techniques.

In this study, the word recycling refers to an upgrade in a specific area.

#### 3.1.2. Driver Driver

The term car driver includes two expressions namely: driver who is synonymous with "driver" and automobile that is equal to "vehicle". We defined each expression here.

In the dictionary, the concept of "conductor" comes from the verb conduct, which translates as leading, guiding, directing to a specific place.

The term "driver" also means the one who has the controls of a vehicle.

As for us, the term driver or driver refers to the driver of a vehicle whose mission is to transport its customers from one place to another.

According to the website [m.futura-sciences.com/infos/dico/m...](http://m.futura-sciences.com/infos/dico/m...), the term automobile means a land vehicle with wheels and equipped with a boat engine that propels it.

For us, the word automobile refers to any four-wheeled vehicle that travels by road and provides public transit services.

In this study, the term car driver translates to a person whose job is to ensure the transportation of people and goods by road.

**Part 2:** From the description of the field of investigation to the counting

We will describe the field of investigation, the population, the sample, the method and techniques of research as well as the techniques of counting.

### 2.1. Description of the field of investigation

We are talking about the city of Lubumbashi, capital of the Province of Upper Katanga, specifically our living environment. The mandatory recycling campaign in the said city was launched in January of the year 2016 which coincided with the territorial division.

### 2.2. Description of the target population

Our target population consists of all the drivers or drivers of taxis and taxis in Lubumbashi used in urban transport whose number has not been determined. They departed on the various public transport lines: Downtown, Kilobelobe, Ruashi, Congo, Zambia, Bel-air, Schools, Texaco, Craa, Taba-congo, Bongonga, Kenya, Katuba, Kisanga, Gecamines, Golf ... where they work in group according to the destinations with the vehicles of the private individuals.

The urban vehicular transport sector does not include female drivers. That is to say, there are only men working there, whose number is not well known by the two associations who manage the drivers of taxis and taxis (ACCO "Association des chauffeurs du Congo" and MUC "Mutuelle des chauffeurs"). Their age varies between 18 and over.

This sector receives everyone. The level of education ranges from primary school to university. Most drivers of taxis and taxis belong to the ethnic groups that make up our Congolese society. They speak almost all the languages of the DR Congo, the most spoken is Kiswahili.

### 2.3. Description of the sample

For this study, we opted to use occasional sampling "to take the available topics."

We have a sample of 70 participants. Among them, there are married and single. They come from different ethnic groups in DR Congo. Their level of study is very varied: there are participants who have studied primary, secondary, technical, university and other did nothing as a study, and it is the illiterate.

### 2.4. Description of the method and research techniques

To carry out this study, we used the descriptive method. The data collection was done using the observation technique. The descriptive method allowed us to describe recycling in Lubumbashi and its impact on the behavior of taxi drivers and taxis.

The term observation refers to the learning of a reaction that occurs without the subject concerned realizing the task to be learned, or emitting the reaction, but while an individual (the observed) realizes it or emits it. (Petit Larousse of Psychology, 2008: 817)

This technique allowed us to observe, after recycling, the behaviors adopted by taxi and taxi drivers in Lubumbashi in a spontaneous and unconstrained manner.

We organized the interviews for several weeks with taxi drivers. They were taken unexpectedly according to their availability and the handover was done orally in Kiswahili. The interviews took place in the different urban transport car parks.

### 2.5. Data Analysis Technique

We used the content analysis technique to perform the data analysis. The processing of the information will be qualitative.

PART 3: From Presentation to Interpretation of Data

To gather the information we needed, we used our sample to investigate.

Question n° 1: In your opinion, how is the compulsory recycling of drivers of taxis and taxis in Lubumbashi?

This question is used to describe the possible attitudes of practicing urban transit drivers who have been trained in respect of road safety. Several information related to this concern were collected from our surveyed or 70 vehicular drivers, here are the most frequent:

- Squeeze or roll at high speed without worrying about other road users (is said in Kiswahili meza moto ie the one who swallows fire, the fearless or the uncomfortable);
- Unconsciousness because taxi drivers and taxis do not measure risks before acting;
- Provoking traffic jams, turning anywhere that is said in Lushois two zeros;
- overtaking that produces accidents;
- Verbal aggression: you do not pay, let us pass; live your life do not take care of mine "kipeyayo", insults and provocations;
- Insensitivity to advice related to the conduct of the driver;
- Impatience and intolerance in displayed attitudes;

- Disturb the road by forming the second or third line although the road is narrow, footpath on the sidewalk or bike path, go through the fuel station with passengers on board because one is in a hurry and must be poured money to the owners of the vehicles;
  - Park anywhere and abruptly in search of customers;
  - Tétutesse and inability to perceive the danger, it is necessary to let go because the accident is a chance;
  - Ignorance or neglect of road regulations, traffic regulations, road signs, professional ethics of the driver, driving techniques, fire regulations, first aid, ... because they are unaware (the drivers) of the incalculable consequences that such negligence may cause good for themselves as for society itself;
  - Proceed by the "dirty", that is to say that when the taxi driver or taxi-bus finds that he is tired, that he wants to go do other things "he leaves the vehicle in the hands of his receiver to allow him to become familiar with the trade or another driver of the stop who does not have a vehicle for solidarity so that he can cover his absence, but the temporary driver or the receiver will behave as a delinquent to maximize revenue without worrying about the rest ...);
  - Impaired driving: use of drugs (hemp, valium, pattex glue), alcoholism, smoking, etc.
  - Sensation to follow or listen to unhealthy music on the speaker without respect of decibels that generates distraction or contemplation;
  - Feeling strong and powerful while driving;
  - Work tirelessly causing abnormal sleep for some and insomnia for others;
  - Lack of respect for passengers or customers;
  - Increase of transport prices and delimitation of stops according to the will of the driver.
- Realize the payment for the drivers of the vehicles in time and after starting to look for the "Lagos" that is to say, the money that the drivers keep on their behalf apart from the daily payment and fuel costs;
  - Do not be overtaken by other drivers in order to have a good place on the long line in taxi stops or taxi-buses;
  - The "Mukunga" phenomenon, that is to say, to cheat, deceive or take passengers before his turn when following the line in the car park;
  - Do your best so that the basket of the housewife has the necessary;
  - Unemployed landlords or drivers, to whom we lend our taxis or taxi-buses when we are tired or busy driving the worst;
  - It has become a new habit in us to behave this way and it's hard to change;
  - The harassment of the traffic police (PCR), the agents of office 2 prejudices us;
- 4) Granting driving licenses to anyone;
  - 5) Frustration, hatred, hostility, conflict and tension with the associations in charge of coaching drivers;
  - 6) Difficult working conditions in car parks and stops;
  - 7) Insufficient space allocated to car parks and taxi or bus stops compared to the plethora of transport vehicles that the city has to offer;
  - 8) Unemployment due to a lack of work or when one has failed in another sector one takes refuge in transportation;
  - 9) Infiltration of the military authorities (general, colonel, captain...), civilians (governor, mayor, burgomaster...), judicial (magistrate, lawyer...), politicians (deputy, senator, activist of a political party in power...) push drivers to act as ramblers because they think they are untouchable;
  - 10) Inadequacy between the need for training and the expectation of the vehicular drivers.

This finding on the attitudes adopted by taxi drivers and taxis bus corroborates with the conclusion of David Graiz (m.le parisien.fr/economie/emp), who proposed that any recalcitrant driver be fined or sanctioned.

On our part, we note that the deviant behavior of taxi drivers and taxi-drivers is favored by the laissez-faire that keeps them away from the respect of the established order. This is why professionalism-based recycling is important to develop the skills of careless or ignorant drivers on sensitive matters related to the Highway Code.

Question 2: According to you, why so many traffic offenses in the head of taxi drivers and taxi-buses after compulsory recycling in Lubumbashi?

To this question on the causes of traffic offenses among urban transport drivers. The majority of our participants, 70 drivers, pinned the following:

- 1) Lack of respect or implementation of the concepts learned during the training (road regulations, road regulations, road signs, professional ethics of drivers, driving techniques, fire regulations, first aid);
- 2) Lack of official regulation of daily payments (each owner of an urban transport vehicle sets the price of the payment as he sees fit);
- 3) Socio-economic and financial imperatives:

This finding is consistent with the conclusions of our predecessors, especially those of Petit Clerc J.M. (2004: 153), Bernard J-L. et al. (2007: 249), Viollet P. (2011: 3), have shown that all can only be solved by a healthy education and not by force or constraint; that is to say, education is at this time a central problem in our society, it has a great influence on the behavior of man when there is implication of motivation.

#### 4. Suggestions and Recommendations

Referring to the results obtained, we suggest to the leaders of associations in charge of coaching drivers (ACCO and MUC) and the Congolese State to fight against any risky conduct of reckless drivers called Meza motorcycle who violate the code of the road; restore the image of taxi drivers and taxis; consider expanding road infrastructure to the size of the agglomeration; to recycle the officers of the Traffic Police and the Bureau to avoid the annoyance of the drivers; speak regularly to urban transit drivers, always using common sense; confiscate driver's licenses for any driver who is driving while intoxicated; find and repress illicit drug and alcohol traffickers; provide for draconian provisions prohibiting the practice of salting; reduce the presence of the agents of the town hall or Bureau 2 in the stops and car parks; censor the products offered by advertising and the



mass media; provide the repressive apparatus of the State with the means necessary to better fulfill their role; to punish with imprisonment drivers who take refuge in alcoholism or drug addiction; proceed to the medical examination of blood test as is the case of large companies.

It is up to the state to protect its people at all levels of life. That the law applies to everyone without discrimination, complacency or tolerance. It would be necessary to bring the various partners as well as the high-frameworks of the country (military, political, civil, judicial, etc.) working in the sector of transport to change the mentality not to slow down the emergence of this sector for lack of seriousness.

## 5. Conclusion

To put a final end to our study, we recall the hypothesis that has been the subject of our research, is that for many users road traffic has become a headache, the recycling of drivers of taxis and taxis bus would be very essential for two reasons:

- Driving drivers of taxis and taxis was a permanent danger to the Lushoie population on both sides for the driver himself;
- Knowledge and know-how on the new Highway Code needs to be updated and stored in the form of specific benefits for each driver (taxi, bus-taxi) in order to avoid non-compliance with the Code of Conduct road, traffic accidents, conflicts with traffic police officers and those of the Bureau 2.

To carry out this study, we used the descriptive method. The data was collected by two techniques namely: maintenance and observation. In terms of data processing, we applied content analysis.

After analyzing the data, we found that mandatory recycling on the new Highway Code is essential for the category of these drivers of taxis and taxis-buses but it would be necessary to take into account the real need of the drivers of automobile for it to be an effective panacea in the urban transport sector. Driving without respecting the rules of the road is a serious and permanent danger for road users in general whether they are motorists, motorcyclists, cyclists or pedestrians.

To conclude on this analysis, we can remember that the failure to comply with the new highway code to the letter is mainly caused by the lack of follow-up after recycling, by the presence of the authorities in their capacity as owners of taxi and taxi -bus, by the phenomenon "report" or the pocket money of the agents of PCR and those of the Bureau 2 or the town hall by way of recognition to be saved from the nuisance, by the drunkenness at the wheel, by the greed or the search for surplus value by drivers, precipitation, intolerance, lack of control or lack of control, and inappropriate overtaking.

The recycling on the new Highway Code in Lubumbashi has an influence on the drivers of taxis and taxis because it is a source of discouragement for lack of follow-up or evaluation of the said training action. Before and after recycling, things seem to get worse and nothing has changed. That is to say

that the fees set for recycling were paid by the participants, unfortunately the training action was not sanctioned by a patent surrender until then many car drivers complain. This action has indeed remained at the level of text, syllabus... But on the ground nothing is controlled or felt by those concerned.

By itself the compulsory or binding recycling does not solve all the problem related to the road traffic (the crashes, to roll at high speed, the phenomenon "kimbirikité" or to make the half-ground, the dirty, the non-respect of fire and road sign, drunk driving, the "suicidal" phenomenon in Kiswahili "meza motorbike", the infiltration of authorities in the urban transport sector, etc.

## References

- [1] Bernard J-L, et al. (2007), *Traité de psychologie du travail et des organisations*, 2è Ed. Entièrement revue et augmentée, Dunod, Paris.
- [2] Borner S. et al. (1984), *Mutations structurelles et conduite de l'entreprise*, Banque populaire Suisse, Berne.
- [3] [m.leparisien.fr/economie/emp](http://m.leparisien.fr/economie/emp)
- [4] Nkongolo Mukendi J.P. (2015-2016), *Questions approfondies de Psychologie du travail*, Cours inédit, L1 Psychologie du travail, FPSE, UNILU.
- [5] Patrick V. (2011), *Méthodes pédagogiques pour développer la compétence « Manuel pratique à l'usage des formateurs »*, Ed. De Boeck/ESTEM, Paris.
- [6] Petit Clerc J-M. (2004), *Enfermer ou éduquer ?*, Dunod, Paris.
- [7] *Petit Larousse de la Psychologie*, 2008.
- [8] Wiktionnaire