**SOCIAL- CHANGE -INITIATIVE REPORT**

***Mobilizing Commercial Motorcyclists To Serve As Agents Of Peace In Sierra Leone***

**

**ABSTRACT:**

The vast target group of West African Commercial Motorcycle Riders has built a community that could be used to advance security and peace outreach. With specific references to Sierra Leone, several obstacles that commercial motorcycle riders must overcome put them in legal hot water (Challenges) with law enforcement. These challenges have occasionally brought violent acts, which have sometimes resulted in the loss of life and property.

Creating strategic social change initiatives (SCI) across different communities is important to resolve the frequently tense interaction between motorcyclists, the local communities, and law enforcement.

Social Change Initiatives ((SCI) are often created because they offer the venue for gathering law enforcement officials, community leaders, and commercial motorcyclists for various activities, such as motorcycle training sessions, discussions, and creating a Local Peace Network.  In this context, this particular (SCI) was primarily created in response to the untapped potential of commercial motorcyclists (CMs) as peace ambassadors in Sierra Leone if adequately handled.  Many times,  commercial motorcyclists (CMs)  are left out of peace-building initiatives and have their energy negatively exploited. This project's hypothesis was built on the fact that commercial motorcyclists are a representation of the large group of Sierra Leonean Youths; hence it's the political environment in the nation might be changed if such discourse can be leveraged if Sierra Leone truly seeks to foster a culture of peace and nonviolent elections.

**SECTION 1**

* **INTRODUCTION AND BACKGROUND**

2002 marked the end of the eleven (11) years of civil war in Sierra Leone. The Revolutionary United Front (RUF) invaded the border town of Bamaru to start the 11-year civil conflict, which sent the nation into a violent phase[[1]](#footnote-1). All sides in the conflict recruited young men, who in turn helped to intensify the fighting. The battle came to a formal end in January 2002 with the disarmament of combatants from the various warring factions, following numerous peace meetings around the sub region[[2]](#footnote-2). According to [Britannica,](https://www.britannica.com/place/Sierra-Leone/Civil-war) [[3]](#footnote-3)Sierra Leone has had four elections in a row since the conflict's end in 2002, and there have been two changes in political party leadership throughout those four elections. In addition, the nation has started a phase of nation-building and is putting several programs into action to deal with the underlying causes of the conflict. Among these efforts were the creation of the Special Court for Sierra Leone (SCSL), the Truth and Reconciliation Commission (TRC), and security sector reform. Sierra Leone is still recuperating from the devastation caused by civil conflict, notwithstanding these achievements.

An extensive nationwide demobilization, disarmament, and reintegration exercise was started as part of the peace-building process. Young warriors were disarmed throughout the nation as part of the drill. Though the demobilization and disarmament aspects were deemed successful, the reintegration process was not without several difficulties.

Few former fighters dabbled in commercial bike riding to gain financial independence. Since the end of the fighting in Sierra Leone, motorbikes have become a new method of transportation for the country's commercial transportation industry. Commercial motorcycles, referred to as "okadas" in the region, have quickly gained popularity among many Sierra Leoneans. In addition to offering assistance to individuals who needed to travel, this new mode of transportation gave thousands of young people nationwide new options for work and business ventures. They typically impact their business and, consequently, their way of life. Commercial motorbike riders' relationship with the communities they ride and their tense relationship with law enforcement officials are two areas of concern. Tension soon developed between commercial motorcycle riders and law enforcement officials and between commercial motorcycle riders and locals. Tensions arose when security officials prohibited motorbike riders from using certain main thoroughfares in large cities to control them. The motorcyclists' initial vigorous resistance to these measures led to several incidents between the motorcyclists and law enforcement, which furthered the animosity and hostility between the two groups.

Additionally, some in the community had the incorrect impression of commercial motorbike riders and occasionally referred to them as rebels. On the fares, both parties have frequently disagreed. Tensions between locals and motorbike riders have always been a problem, frequently turning into fights that endanger entire towns. This high level of mistrust has led to a rise in occurrences nationwide, some of which have escalated into violent, severe episodes that could disrupt efforts to consolidate peace and plunge the nation deeper into disarray.

Given these circumstances, I created this SCI as a requirement for my coursework toward Makerere University's Post Graduate Diploma in Peace and Conflict Studies. It is supported by the theory of change, which holds that essential players will be better equipped to work towards their shared objectives if they can engage in a non-confrontational forum. This will help them recognize and comprehend their shared values. The initiative aligns with the Institute for Economics and Peace's (IEP) definition of the significant pillars of constructive peace. These pillars—crucial for building a peaceful society—include encouraging cordial neighborly relationships, ensuring others' rights are respected, and cultivating a favorable business climate.[[4]](#footnote-4)

The project also fits nicely with Rotary International's focus areas, which include community and economic development, peacebuilding, and conflict avoidance. This program aims to enable local actors, including motorcycle riders, to support peace initiatives in their areas. Rotary's worldwide commitment to peace and development supports it. The SCI has been effectively deployed in Bo and Freetown during the past few months. Major players were there, including law enforcement, local officials, and riders on commercial motorcycles. It was put into action in cooperation with the West African Youth Network (WAYN).

* **PROBLEM STATEMENT:**

Commercial motorbikes, commonly known as "okada" riders, are essential to Sierra Leone's informal sector, especially for young people between the ages of 18 and 35[[5]](#footnote-5). However, because of their involvement in traffic infractions, sporadic violent altercations, and criminal activity, these bikers are frequently seen adversely by local communities, police enforcement, and government authorities. Motorcyclists and the community have frequently clashed due to this tense relationship, and there is mistrust between motorcyclists and police enforcement. According to data from Sierra Leone, 67% of all traffic events between 2017 and 2021 involved commercial motorbike riders. This indicates that these riders are disproportionately implicated in accidents. This information is provided by the Sierra Leone Road Safety Authority3. Furthermore, studies have connected youth unemployment and economic hardship to increased tensions in metropolitan areas, and bikers have been implicated in civic disturbances and protests4. These issues have only worsened because there hasn't been any official interaction with motorbike riders, who frequently feel left out of larger peacebuilding initiatives[[6]](#footnote-6).

The lack of a formal forum for communication and cooperation between law enforcement, communities, and motorcyclists feeds the cycle of miscommunication, violence, and insecurity. If actions are not taken, these tensions threaten the area's peace and stability[[7]](#footnote-7). Through education and organized dialogue venues, this movement aims to improve community ties, develop cooperation, and turn motorbike riders from perceived conflict contributors into agents of peace. This project aims to foster enduring peace within the community by tackling the underlying causes of conflict.

* **Goals and Objectives (Past Tense)**

The primary goal of the "Mobilizing Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" initiative was to foster peace at the local level by improving the relationship between commercial motorcyclists and their surrounding communities[[8]](#footnote-8). The project envisioned a sustainable environment where motorcyclists, community members, and law enforcement officers worked together harmoniously to resolve conflicts and promote social cohesion. Through this initiative, commercial motorcyclists, who were often viewed as a source of tension, were transformed into key peacebuilders, contributing to the overall stability and development of Sierra Leone[[9]](#footnote-9).

**Primary Goal:** To enhance the relationship between commercial motorcyclists and local communities, thereby promoting long-term peace and stability at the grassroots level.

**Specific Objectives:**

1. **Empower Motorcyclists as Peace Agents**  
   The first objective was to provide commercial motorcyclists with the knowledge and tools necessary to act as peace agents within their communities. By conducting targeted awareness campaigns and workshops, the project educated motorcyclists on conflict resolution, communication skills, and the importance of fostering good relationships with both law enforcement officers and local residents. The project empowered motorcyclists to play a proactive role in reducing conflicts and promoting peaceful coexistence in their communities.
2. **Build Trust Between Motorcyclists and Communities**  
   The second objective was to bridge the gap of mistrust between motorcyclists and community members. This was achieved through structured dialogues and workshops that facilitated mutual understanding, enabling both parties to recognize the shared goal of community peace and security. By fostering better communication and respect, the project successfully reduced incidents of conflict and created an atmosphere of cooperation.[[10]](#footnote-10)
3. **Establish a Local Peace Partnership Board**  
   The initiative facilitated the creation of a Local Peace Partnership Board that brought together key stakeholders, including motorcyclists, law enforcement officers, and community leaders. This platform provided a formal space for regular dialogue, conflict resolution, and collaboration on community issues. The board was designed to ensure the long-term sustainability of peacebuilding efforts, allowing for continued cooperation beyond the project’s timeline.
4. **Promote Economic and Community Development**  
   Recognizing that economic pressures were a key driver of conflict, the project also aimed to support motorcyclists in contributing to local economic and community development. By positioning motorcyclists as peace agents invested in the stability of their communities, the initiative sought to create a more stable business environment that benefited both motorcyclists and the communities they served.

* **CHALLENGES AND MITIGATION STRATEGIES**

Numerous difficulties arose when this project was implemented, starting with the reluctance of Communities and Motorcyclists.  At first, the motorcycle community and motorcyclists opposed the initiative. A number of motorbike riders expressed skepticism towards the program, perceiving it more as a tool for government control or policing than as a chance to promote peace. Further, some members of the community were still reluctant to interact with motorcyclists because they were frequently thought of as disruptive or illegal. The project employed esteemed community leaders and members of the motorbike community as intermediaries. By utilizing these middlemen, the project was able to build trust and encourage candid conversations between the parties [[11]](#footnote-11). The project also has budgetary limitations. Regarding the project's operational capacity, the project was stretched due to the large resources needed to implement operations across various locations. The project established connections with neighborhood NGOs and community-based organizations to efficiently manage the funds. The in-kind support was made possible by these collaborations. In addition, the project employed economic tactics like utilizing pre-existing community venues for seminars and educating nearby facilitators to oversee events. This community-based strategy preserved project impact while cutting overhead expenses. Another difficulty coordinating with law enforcement was that some were initially hesitant to participate completely in the peacebuilding initiatives. Motorcyclists likewise mistrusted the police, who saw them as harassers rather than peacekeeping allies. This tense connection posed a threat to the cooperation required for sustained peace. By including them in the planning and training stages, the initiative invested in fostering connections with local police officers. Including law enforcement officials in the Local Peace, Partnership Board was crucial because it changed their position from enforcers to active participants in promoting community peace.

This progressively reduced mistrust and increased cooperation between law enforcement, motorcycle riders, and community leaders. Making sure the project's results will last after the specified period was one of the most important issues. There was a chance that the project's gains might erode over time in the absence of ongoing participation and assistance, which would trigger a return of earlier tensions and disputes. The project's solution was to institutionalize peacebuilding efforts by creating a Local Peace Partnership Board and strengthening capacity. The board was intended to operate independently and have the power to resolve local disputes and foster communication. It is made up of bikers, community leaders, and law enforcement personnel. Furthermore, the participants received training on how to run their own mediation and workshop sessions, guaranteeing that the abilities acquired during the project would be maintained. Collaborations with Rotary International and other long-term development organizations supplied the required backing for ongoing operations.

**SECTION 2**

* **Literature Review**

This literature review examines key and fundamental sources for the project "Mobilizing Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone." The review is centers on pertinent surveys, scholarly works, and relevant reports that better articulates issues including youth unemployment, peace building, the function of informal economies, and interpersonal relationships in nations that have experienced violence.

The IPA [2014](https://www.ipinst.org/wp-content/uploads/1970/01/IPI_Annual_Report_2014.pdf) Report[[12]](#footnote-12), looked at the social and economic issues faced by young people in Africa, emphasizing youth unemployment and how it relates to social unrest. Over 70% of Sierra Leoneans are under 35, and the report emphasizes how many young men there work in unstable jobs and frequently turn to the black market, like commercial motorcycling, to make ends meet (Menzel[, 2016)](https://www.researchgate.net/publication/307442019_From_Un-Employment_to_Employability_Localized_Neoliberal_Norms_and_the_Politics_of_Proper_Progress_in_Sierra_Leone)[[13]](#footnote-13). The author also looks at how vulnerability brought on by economic volatility fuels tensions and conflict at the local level. Manzel’s work is essential to comprehending the financial situation of the project's target market, which is commercial motorcycle riders. It illustrates how youth economic distress increases conflict, underscoring the need for peacebuilding initiatives in places like Sierra Leone. The author offers raw statistics on youth unemployment, enabling the relationship to be drawn between this problem and the motorbike riders' predisposition to get into accidents. Although this project fills this gap, the study might have given more detailed recommendations for including informal workers in peacebuilding activities.

Another author who illuminates different frameworks for promoting peace in communities that have experienced conflict is (John Paul, [1997)](https://pestuge.iliauni.edu.ge/wp-content/uploads/2017/12/John-P.-Lederach-Building-Peace.-Sustainable-Reconciliation-in-Divided-Society.pdf)[[14]](#footnote-14). Here, the author highlights that fostering relationships between parties involved in conflict is essential to achieving lasting peace. Lederach makes the case for an inclusive strategy that incorporates all facets of society and recognizes grassroots actors as essential peacemakers. According to his "conflict transformation" approach, formal agreements and ceasefires are insufficient to address the root causes of conflict and achieve lasting peace. Long-term processes are needed. Since the project's concept particularly emphasizes converting commercial motorbike riders into peace agents, one will argue that it connects smoothly with Lederach's views. His focus on community-based peacebuilding is in line with the project's goal of giving marginalized groups, including motorbike riders, the ability to spearhead peace initiatives at the local level. Although Lederach's work is helpful in many post-conflict situations, it is not specifically focused on Sierra Leone's difficulties. For this reason, the theory needs to be modified to account for regional realities like youth unemployment and public mistrust of the police.

In an effort to understand the depth of this issue from a continental perspective, (Howe, [2023)[[15]](#footnote-15),](https://transport-links.com/wp-content/uploads/2023/10/boda-boda-ugandas-rural-and-urban-low-capacity-transport-services.pdf) also looks at the function of motorbike riders, or 'boda boda' riders, in Uganda's transportation industry. He makes the case that commercial motorcycling offers vital services in places with little official transportation infrastructure. Motorcyclists are essential in bridging the transportation gaps in both urban and rural locations. They are primarily young guys from economically challenged backgrounds. However, the research also highlights the informal transportation industry's social problems, such as safety, law enforcement, and disputes with nearby communities. While this study might have been centered on Uganda, Howe's observations regarding the function of motorbike riders in unofficial economies directly apply to the situation in Sierra Leone. The similarities between commercial motorcyclists in Sierra Leone and Uganda's "boda boda" riders highlight the need to consider these workers as vital service providers who also encounter formidable social obstacles. Howe's research, which focuses more on logistical and economic concerns than conflict resolution, supports the case for concentrating peacebuilding efforts on motorbike riders. Building on these observations, the Sierra Leone initiative includes a peacebuilding element not included in Howe's analysis[[16]](#footnote-16).

The UNDP [2023](https://www.undp.org/sites/g/files/zskgke326/files/2023-07/undp-youth-participation-to-sustain-peace-during-electoral-processes.pdf) Report[[17]](#footnote-17) also emphasizes the significance of including adolescents in peace processes, especially in societies that have recently experienced conflict. It makes the case that young people's capacity to promote peace is underutilized and that they are frequently represented as either violent offenders or helpless victims. The study emphasizes the need for focused interventions that give young people the knowledge and tools they need to actively contribute to peace and development while highlighting instances of youth-led peace initiatives throughout Africa. The UNDP report is pertinent to the project's focus on youth motorcyclists. In line with the project's objective of empowering motorcyclists, the case studies in the study provide insightful information about how young people might be recruited as peace agents. However, the paper offers broad suggestions rather than detailed tactics for collaborating with organizations such as motorbike riders, which is the initiative's target audience[[18]](#footnote-18).

While most of the literature gathered has not been able to touch on community interaction, (Baker, [2008](https://www.researchgate.net/publication/233198204_Community_Policing_in_Freetown_Sierra_Leone_Foreign_Import_or_Local_Solution))[[19]](#footnote-19), was able to examine how communities and law enforcement interact in Sierra Leone. The author contends that a lack of public trust in the police frequently undermines community policing initiatives in post-conflict nations like Sierra Leone. According to Baker, law enforcement and local communities no longer work together because people in Sierra Leone perceive the police as corrupt or incompetent. According to his research, more transparent and inclusive policing strategies that include community members in decision-making are needed.

Knowing the background of community-police relations is a crucial part of the study, made possible thanks largely to Baker's efforts. By encouraging communication and collaboration through the Local Peace Partnership Board, the project aims to solve a significant challenge: the mistrust between motorcyclists and police enforcement. Although his emphasis on formal policing models contrasts with the project's more extensive approach of integrating informal actors like motorcyclists into peacebuilding processes, Baker's demand for community-based policing models aligns with the project's goals[[20]](#footnote-20).

Finally, in his work, Why the Poorest Countries Are Failing and What Can Be Done About It, (Collier, [2007](https://treasury.gov.au/sites/default/files/2019-03/05_The_bottom_billion.pdf)), explores the issues that the world's poorest nations—many of which are post-conflict societies—face. He contends that preserving peace in these areas depends on economic growth and emphasizes the significance of jobs and other sources of revenue in preventing war from recurring. As part of the post-conflict recovery process, Collier highlights the necessity of focused efforts to alleviate economic disparities and encourage inclusive growth. Because Collier emphasizes the connection between peacebuilding and economic recovery, his theories are pertinent to the project's focus on commercial motorcyclists. His focus on revenue-generating endeavors is in line with the project's overarching peace strategy, which is to support the development of a healthy business environment for motorbike riders. Though Collier offers insightful analysis of the macroeconomic aspects of post-conflict recovery, the initiative aims to directly address the unique issues that informal sectors like commercial motorcycling face. Collier's work does not address these issues[[21]](#footnote-21).

* **Theoretical Underpinnings**

A solid theoretical basis that links peacebuilding, conflict transformation, and community development is crucial to the success of the "Mobilising Commercial Motorcyclists to Serve as Agents for Peace in Sierra Leone" initiative. The project utilizes pertinent theories to address the cultural, political, socioeconomic, and economic aspects that have exacerbated conflicts and tensions among commercial motorcyclists. The theoretical foundation clarifies the need for this intervention and guides the strategies employed to promote harmony and understanding among communities, law enforcement, and motorcyclists. The main ideas that guided this endeavor were “ Community Development Theory, Peacebuilding Theory, Social Identity Theory, and Conflict Transformation Theory.” These ideas helped the project immensely to make sense of the intricate relationships among authorities, communities, and bikers and shed light on the tactics used to foster lasting harmony and unity. Here are some of the following steps that were taken.

A Theory of Conflict Transformation

Thinkers like J[ohn Paul Lederach,](https://professorbellreadings.wordpress.com/wp-content/uploads/2017/10/the-little-books-of-justice-peacebuilding-john-lederach-the-little-book-of-conflict-transformation-good-books-2014-1.pdf) [[22]](#footnote-22)who developed Conflict Transformation Theory, are foundational to the endeavor. Resolving or achieving a ceasefire is only the beginning of conflict transformation; the real work lies in altering the social and relational systems that fuel conflict. Conflict transformation aims to alter the social dynamics of relationships to forestall future conflicts, as opposed to conflict resolution, which focuses on quick fixes. Sierra Leone, a nation that has suffered long-lasting social tensions and mistrust during its civil war, provides an ideal setting for Lederach's research on conflict transformation. Because of their links to poverty, confrontations with communities and law enforcement, and informal jobs, commercial motorcyclists—who are disproportionately young men—are sometimes seen as emblems of instability and discontent in Sierra Leone. The societal mechanisms that economically and socially marginalize youngsters leaving them more susceptible to violence and crime, give rise to the perception of motorcyclists as a possible cause of conflict. By focussing on the relational and socioeconomic aspects of motorcycle-other conflict, the initiative uses conflict transformation theory. By changing their interactions with communities and law enforcement, motorcyclists can shift their role from troublemakers to peacemakers. Facilitating continuing communication and cultivating cooperative relationships, which are fundamental components of Lederach's method, are crucial roles played by the Local Peace Partnership Board, which was formed through the project. The project aims to help motorcyclists become respected members of their communities who can help bring about social harmony rather than be seen as outsiders who cause trouble. Additionally, this project's strategy relies heavily on Lederach's multi-level peacebuilding model. His strategy stresses the significance of connecting bikers and community members at the grassroots level with local and state governments as well as national and international NGOs like Rotary International at the middle and upper echelons of leadership. To create lasting peace on all social levels, the initiative follows this structure and involves all these players in the peacebuilding process.

2. The Theory of Social Identity

Social Identity Theory, put forward by [Henri Tajfel and John Turner](https://www.simplypsychology.org/social-identity-theory.html), [[23]](#footnote-23)is another important theoretical foundation. The central tenet of this theory is how people's social groupings shape their feelings of self and belonging. Particularly when some groups experience marginalization or alienation, it elucidates how group dynamics can contribute to intergroup conflicts. Sierra Leonean motorcyclists have friction with both the police and members of their communities because their social and economic marginalization shapes their sense of self. Commercial motorcyclists' interactions with other social groups, including police and citizens, can be better understood through social identity theory. In many communities, motorcyclists are stigmatized as a "problematic group," subject to prejudice and exclusion because of their profession and economic standing. Conflict and mistrust are fuelled by us-versus-them mentalities, which are in turn, perpetuated by this identity-based marginalization. Using this idea as a guide, the project seeks to help commercial motorcyclists change their unfavorable social identities to promote harmony and collaboration. The initiative aims to reshape the social identities of community members and motorcyclists through peace building campaigns, community debate, and workshops. The goal is to develop inclusive identities that recognize the excellent contributions that motorcyclists can make to society. Thus, the project promotes a unified identity based on shared aims of peace and development rather than harmful generalizations, and it pushes for the reclassification of social groups. Rethinking one's identity is essential to decreasing intergroup bias, which can escalate conflicts. The project encourages social cohesiveness and decreases the probability of violent confrontations based on negative group identities by promoting acceptance of the rights of others, which is one of the cornerstones of positive peace. With this theoretical framework in place, it is reasonable to prioritize community dialogues and workshops to change minds and construct a shared peaceful identity.

3. The Theory of Community Development

Community development theory, the last theoretical framework for this endeavor, stresses the importance of local communities' ability to govern their development processes. Theorists such as [Robert Chambers](https://www.researchgate.net/publication/359532930_Revolutionizing_Development_Reflections_on_the_Work_of_Robert_Chambers) and Amartya Sen, [[24]](#footnote-24) argue that for development to be sustainable, underrepresented groups must be actively involved in both decision-making and development. An essential tenet of community development theory is the need for grassroots organizing and leadership in bringing about sustainable societal change.

By including local residents and bikers in the planning and execution of peacebuilding events, this project puts community development theory into practice. By incorporating the views and needs of individuals impacted by the conflict into the intervention process, this participatory approach guarantees that it is not imposed from on high. The initiative equips motorcyclists to become long-term community developers by giving them the skills and information to actively participate in peacebuilding. In addition, Sen's and [Tan’s](https://www.nacsw.org/Publications/Proceedings2009/TanACommunity.pdf)[[25]](#footnote-25) Capabilities Approach stresses the need to help people develop the skills they need to become active members of their communities. This strategy aligns with the project's goals of empowering motorcyclists through education, employment, and community service; doing so will help underprivileged kids improve their lives and those around them. This project lays the groundwork for long-term peace by empowering people economically and socially as part of the peacebuilding process.

The project "Mobilising Commercial Motorcyclists to Serve as Agents for Peace in Sierra Leone" builds a robust framework for peacebuilding and community development by drawing from diverse theoretical viewpoints. The initiative is grounded in Conflict Transformation Theory, which aims to change the underlying social structures and relationships that cause conflict, and Social Identity Theory, which explains how negative group identities can be transformed to foster peace, is an essential theoretical framework. Community development theory stresses the significance of local ownership and engagement in peace processes, whereas peacebuilding theory stresses the significance of tackling the underlying reasons for conflict and establishing long-term frameworks for reconciliation. Through the incorporation of these theoretical frameworks, the initiative delves into the intricate social, economic, and relational dynamics in Sierra Leone, turning motorcyclists from excluded outsiders into vital peacemakers and development catalysts. These abstract principles laid the groundwork for lasting peace in the area and provided the rationale for the project's methodology.

* **CHANGE THEORY AND HOW IT WAS APPLIED**

The Theory and Practice of Change When applied to social, economic, or behavioral goals, (ToC) offers a systematic framework for comprehending the mechanisms by which targeted interventions or actions could produce the intended results[[26]](#footnote-26). Applying change theory to the "Mobilising Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" project sheds light on the anticipated outcomes: improved relationships, less conflict, and lasting peace among communities, law enforcement, and motorcyclists. According to the project's change theory, there is a rational development from actions to results, which is based on a mix of frameworks for peacebuilding, community empowerment, and behavioral change models.

Step One: A Review of the Theory of Change (ToC)

The Theory of Change (ToC) model is the backbone of the project's change theory; it outlines the sequential steps for how and why specific interventions should accomplish the intended outcomes. This project aims to reduce conflict and increase cooperation among commercial motorcyclists, communities, and law enforcement personnel. The Local Peace Partnership Board, which was formed, and the project's awareness campaigns and workshops are how this transformation is supposed to take place.

1. The first issue is that locals and police in Sierra Leone tend to look down on commercial motorcyclists. Local tensions stem from their marginalization, unstable economy, and repeated conflict engagement. This perpetuates the vicious cycle of distrust, violence, and societal unrest.  As a key intervention, the project's awareness campaigns and seminars highlight motorcyclists' possible role in peacebuilding, aiming to break this cycle. Forming the Local Peace Partnership Board is another step towards easing tensions between police, residents, and bikers.

2.  When it came to immediate results, the project's immediate goal was to influence stakeholders, including motorcyclists, to adopt a more positive outlook. The goal is to help motorcyclists better understand their role in community relations and provide them with the necessary tools to foster peace. By learning more about motorcyclists' difficulties, law enforcement, and community members will be able to lessen prejudice and bigotry. In this context, the Implications for the Future is that Improving ties between these groups will help bring about lasting peace. Cyclists will subsequently be regarded as causes of strife and factors in fostering social harmony and stability. The project aims to promote community unity by reducing incidents among motorcyclists and other groups through various initiatives.

Step Two: Changing One's Behaviour and Learning from Others

The theory of change utilized in this research is based on the principles of behavioral change theory, namely Albert Bandura's Social Learning Theory (SLT). According to the social learning theory, individuals pick up norms, expectations, and practices from the actions of those around them, especially when those actions are praised or rewarded. Through establishing a communal space where members may witness and learn from one another's new, positive behaviors, this project applies SLT to the motorcycling community and beyond[[27]](#footnote-27).

Practical Use:

Motorcycle riders, community residents and police officers may learn how to be peacemakers from the training and awareness campaigns. In these classes, students see firsthand how having a positive attitude and working together can produce great results. For instance, case studies and role-playing activities emphasize nonviolent methods of resolving conflicts. Because participants are exposed to positive role models and have the chance to practice these behaviors in a safe setting, it is believed that these activities will help them alter their behavior.

The only way to alter long-held beliefs is through modeling and practice. Because they didn't know any better, many bikers may have resorted to aggressiveness or withdrawal when confronted with past disagreements. The workshops show participants how to resolve conflicts peacefully and provide a setting where bikers may see the results of their new habits firsthand. Bandura postulated that when people perceive a direct correlation between a behavior and a favorable consequence, they are likelier to engage in that behavior.

Step Three:  Community Development via Empowerment and Participation

Community empowerment is another essential part of the project's change paradigm. According to this idea, oppressed groups can only experience long-term transformation when they are provided with the means to direct their destinies and decide on matters pertaining to which they have a say. According to proponents of empowerment theory like Julian Rappaport, providing individuals with the tools they need to take charge of their own lives is crucial[[28]](#footnote-28).

Practical Use:

Through the project's courses, motorcyclists will gain the knowledge and skills necessary to become community peacemakers. They will also gain conflict resolution skills and an understanding of their part in community cohesiveness through the workshops, which will equip them to be leaders in the effort to promote peace. This is further supported by their involvement in the Local Peace Partnership Board, where people actively contribute to peacebuilding rather than just receiving it.

Motorcyclists' participation in this process helps alleviate their marginalization and transforms their perception from possible conflict instigators to acknowledged peacemakers. According to empowerment theory, motorcyclists will have more faith in their abilities, be more inclined to participate in constructive community activities, and refrain from actions that could cause conflict.

Step Four: Resolving Conflicts and Building Peace

John Paul Lederach's theories on conflict transformation—the third important theoretical foundation of the change theory—reside in peacebuilding. According to conflict transformation theory, disagreements aren't merely one-off occurrences; they have deep, systemic, and relational roots. Therefore, peacebuilding isn't just about ending the war at the moment; it's also about changing the systems and relationships that fuel confrontation.

Practical Use:

Through an examination of the dynamics among bikers, locals, and cops, this research applies conflict transformation theory. The project aims to alter the long-term dynamics of these groups' interactions, not just to stop short-term conflicts. An important step in this direction is the establishment of the Local Peace Partnership Board, which will serve as a formal forum for continuing discussions, issues, and collaborations. This fits well with Lederach's theory that to have a lasting peace, the parties involved need to be able to meet regularly to discuss the problems that cause conflicts.

Galtung's peacebuilding model also focuses on constructive peace, in which relationships are based on mutual regard, cooperation, and trust. By focusing on the existence of social institutions and relationships that can sustain peace rather than merely the absence of conflict, the initiative aims to foster positive peace. One way awareness campaigns help achieve this goal is by teaching the general public about the value of respecting the rights of others and working to improve relations between neighbors, two cornerstones of lasting peace[[29]](#footnote-29)[[30]](#footnote-30).

Workshops, awareness campaigns, and creating a peace partnership board are all targeted interventions that the "Mobilising Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" project has used to promote lasting social and behavioral change. The project establishes a direct correlation between its behavioral change models, empowerment theory, and conflict transformation theory.

engaging in these processes and achieving these goals: less conflict, better relationships, and lasting peace. This research shows how well-planned interventions can generate long-term change by focusing on both the short-term actions of motorcyclists and the long-term connections between them and the rest of the community.

* **METHODS AND DESIGN**

The "Mobilising Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" project sought to improve linkages among commercial motorcyclists, communities, and police enforcement through an inclusive and collaborative strategy. By carefully selecting the project's techniques and design, we ensured the interventions were successful, sustainable, and produced meaningful outcomes. In this part, we detail the approaches used, why they were chosen, and how they helped the project succeed.

1. One method was participative action research (PAR). [[31]](#footnote-31)

The project focused on using PAR as its core technique. By incorporating community members into the inquiry process, PAR allows for the identification of challenges, the generation of solutions, and the participation in the implementation of those solutions. This strategy is in line with the project's goals of empowering commercial motorcyclists and encouraging community involvement in peacebuilding projects. PAR was selected because it guarantees that the project's design and execution prioritized the viewpoints of community residents and commercial motorcyclists. The initiative might develop treatments that were suited to the culture and needs of motorcyclists by having them participate in assessing the problems they face and possible solutions. Participants' dedication to the programs and eagerness to make a difference are bolstered by the sense of ownership that PAR cultivates.

How was it put into action?:

 In the first stage of the initiative, people of the community, including motorcyclists and police officers, met for focus groups and community meetings. Participants shared their perspectives, stories, and ideas for enhancing relationships and decreasing conflict during these sessions. The interventions were grounded in the participants' lives because of this collaborative discourse, which inspired the development of the following activities. The project used PAR to establish mutual respect and trust, which are necessary for lasting peace.

2. Awreness Campaigns:

Commercial motorcyclists and community people were educated about the significance of peacebuilding and the positive impact that motorcyclists can have in their communities through awareness efforts that were deployed by the initiative. Workshops, instructional sessions, and outreach initiatives were all part of these campaigns' efforts to dispel myths and increase comprehension. Launching awareness campaigns about motorcyclists was crucial to dispel myths and stigmas. Campaigns like these have their roots in social learning theory, which states that people pick up new habits and ways of behaving just by watching and emulating those around them. The project aimed to inspire similar actions among participants by highlighting positive instances of peace agents who were motorcyclists.

How was it put into action?:

Community radio broadcasts, posters, and social media platforms were some of the communication techniques used in the awareness efforts. Methods for resolving conflicts, improving communication, and involving the community were the main topics of the workshops. Participants in these roundtable conversations were invited to share their ideas and goals with other bikers, while also having the opportunity to practise new skills. The commercials also emphasised the power of motorcyclists as changemakers by showcasing their contributions to peace projects. The project used preexisting social networks to increase its influence by enlisting the help of prominent community members and local leaders in the campaigns.

3.  Workshops and Training Sessions

One important part of the endeavor was holding workshops and training sessions so that commercial motorcyclists could gain the needed skills. The goals of these meetings were to foster growth in leadership, community service, negotiation, and dispute resolution. The decision to host seminars was based on the realization that giving motorcyclists the tools they need to resolve problems in a positive way would promote behavioural change and ultimately lead to a more peaceful community. During the training sessions, participants were encouraged to embrace non-violent methods of dispute resolution, which aimed to promote behavioural change and ultimately lead to a more peaceful community.

How was it put into actions?:

Participants were able to fully immerse themselves in the content because the sessions were held over a period of several months. Skilled facilitators guided the seminars, incorporating interactive methods such as group discussions, simulations, and role-playing. These techniques enabled students to engage in more active learning and think critically about how they approached the material. In addition to teaching participants how to resolve conflicts, the course covered the socioeconomic issues that bikers confront, such as how to manage money, start a business, and work together as a community. This all-encompassing strategy reaffirmed that economic empowerment and community development are integral to peacebuilding.

4. Formation of the Local Peace Partnership Board

The creation of the Local Peace Partnership Board was an essential strategy for the project. Motorcyclists' groups, community organisations, law enforcement, and others with a stake in promoting harmony and cooperation made up this board. Community Development Theory, which the board was based on, stresses the significance of local ownership and cooperation in achieving long-term transformation. The board established community peacebuilding initiatives by convening many stakeholders to foster continuous discourse and problem-solving. At their frequent meetings, the board members would go over community concerns, present relevant information, and work together to find solutions to problems. Participants were able to react quickly to new problems since this system provided input on community dynamics in real-time. When disputes emerged between motorcyclists and members of the community, the board would mediate and advocate for restorative approaches that prioritized mending fences rather than imposing harsh punishments.

Peacebuilding is a collective effort, and the partnership board's actions have only served to emphasize this point. The project's goal was to develop a cooperative approach to community safety and stability by bringing together authorities and motorcyclists through law enforcement participation.

5. Evaluation and Monitoring (M&E)

The project's activities and progress towards its objectives were assessed using a thorough monitoring and evaluation (M&E) framework. It was made sure that lessons learnt may inform continuing implementation by integrating the M&E process into all phases of the project. An efficient monitoring and evaluation system is required to assess the results of interventions, direct the development of future programs, and guarantee responsibility to stakeholders. By gathering both quantitative and qualitative data, the initiative may track how motorcyclists and community members' attitudes, behaviours, and connections changed[[32]](#footnote-32).

The monitoring and evaluation methodology comprised pre- and post-implementation assessments and frequent feedback surveys. Community views of motorcyclists, trust levels, and conflict incidence were among the primary variables measured in baseline assessments. Workshop and awareness campaign participants were able to provide their thoughts on the programs' efficacy through regular feedback surveys. Post-implementation assessments were carried out to gauge the project's total effect. Qualitative interviews were conducted to gain a deeper understanding of the participants' experiences and how they interpreted changes in community dynamics. Adjusting ongoing activities based on the data collected ensured that the initiative stayed responsive to participants' needs. To guarantee productive involvement and favorable results, the "Mobilising Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" project's methodologies and design were well planned. The project developed a holistic strategy for peacebuilding that empowered motorcyclists and encouraged community collaboration through participatory action research, awareness campaigns, workshops, a Local Peace Partnership Board, and a strong monitoring and evaluation framework. Reliable outcomes that contributed to permanent social change were achieved by the project's reliance on sound techniques, which also assisted the project's aims.

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**SECTION THREE:**

* **INTERVENTIONS AND ACTIVITIES:**

Actions and Interventions

In order to achieve its goals of promoting peace, strengthening ties between commercial motorcyclists and community stakeholders, and advocating for the principles of conflict resolution and advocacy, the "Mobilizing Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" project implemented a number of structured interventions and activities. Here we detail the project's main interventions, the results we hoped to see from each activity, our baseline assessments, our success indicators, and the verification methods we used to see if we were successful.[[33]](#footnote-33)

1. Training Workshops for Commercial Motorcyclists

The project's training seminars were its main intervention, with the goal of providing professional motorcyclists with the tools they needed to become advocates, peace leaders, peacebuilders, and conflict resolution specialists. Participants in these courses gained both theoretical understanding and practical skills for creating peaceful societies. Perform a needs assessment to determine which training subjects are most relevant by gathering feedback from community members and motorcyclists.

● Curriculum Development: Create a program that covers topics including promoting peace, resolving conflicts, negotiating effectively, and advocating for change. Find and hire facilitators with expertise in peacebuilding and community participation to conduct the workshops. Workshop Arrangements: Arrange all aspects of the workshops, such as choosing a location, gathering supplies, and setting up sessions at times that are suitable for bikers. Workshops: Lead a sequence of participatory workshops where participants can take part in activities such as role-playing, group discussions, and simulations.

Collecting Feedback: Ask participants for their thoughts on how well the workshops worked and where they think they can make improvements.

Optimal Outcome

Professional motorcyclists acquire fresh abilities in promoting harmony, resolving conflicts, leading peace initiatives, and speaking out for peace.

Baseline: Many commercial bikers had little knowledge of peacebuilding principles or methods for peacefully resolving conflicts before attending the courses. The connection between motorcyclists and members of the community and law enforcement was already cold. Significance of fifty commercial motorcyclists who have received training in the importance of peaceful coexistence and conflict resolution. Participants' knowledge and confidence in peacebuilding methods were found to grow in both the pre- and post-training assessments.

Methods for Confirmation

Participant evaluation forms for the workshops.

Evaluations of the knowledge and skills of participants were conducted both before and after the course. ● Reports detailing the results of the training and testimonies from participants.

2. Peace Dialogues

Motorcyclists and members of the local community, as well as law enforcement, participated in peace conversations. A common ground for sharing ideas, airing concerns, and fostering understanding among the various groups was the goal of these discussions. Find People: Get important people from the commercial motorcycle community, law enforcement, and local government to take part in the discussions. To ensure that all participants understand their role in promoting peace, it is important to organise introductory sessions to clarify the aim and goals of the talks.

● Establish Rules for Dialogue: Establish rules for having civil and productive conversations, with an emphasis on listening attentively and avoiding confrontation.

Facilitate a sequence of dialogue meetings where participants are given the opportunity to express their viewpoints, anecdotes, and recommendations for enhancing relationships. Make sure to document the outcomes of the conversations by noting the key points, agreements, and action items.[[34]](#footnote-34)

Optimal Outcome

Improved connections among commercial motorcyclists, police officers, and residents of the surrounding area.

Baseline

Commercial motorcyclists and law enforcement, together with motorcyclists and community residents, had a strong history of distrust and inadequate communication prior to the discussions. Significance of At least 75% of the 40 commercial motorcyclists, 10 community leaders, and law enforcement personnel who took part in the discussions reported gaining a better understanding of one another's responsibilities and difficulties.

Methods for Confirmation

Information pertaining to dialogue sessions, such as names of participants and discussion summaries. Post-dialogue follow-up surveys will evaluate how participants feel their relationships have improved. The decisions reached and the steps followed afterward to resolve the concerns voiced during the discussions must be recorded.

3.Establishment of the Local Peace Partnership Board

For the relationships developed throughout the project to be permanent and for commercial motorcyclists, community people, and police officers to continue working together, it was essential to establish the Local Peace Partnership Board. On this board, people may talk to each other, work out their differences, and launch joint peace projects. The purpose of the Peace Partnership Board should be defined. Make sure to highlight the board's role in promoting peace and resolving conflicts, as well as its mission and objectives. Choose the Delegates: Find and choose members of the commercial motorcyclist elected officials, members of the community, law enforcement, and other relevant stakeholders to fill board seats. Lead Orientation Sessions: Arrange and lead orientation sessions for board members to explain their duties, responsibilities, and what is expected of them in terms of their involvement.

● Set Up Regular Gatherings: Arrange a time and place for regular gatherings to deliberate over current matters, track changes within the community, and plot out future efforts to promote peace. Create plans of action: The results of community discussions and workshops should inform the development of action plans in collaboration with board members.[[35]](#footnote-35)

Optimal Outcome

Commercial motorcyclists, law enforcement, and local communities may work together in a sustainable way.

Baseline

Before the board was formed, these parties were not formally able to work together or communicate with each other, which led to an ongoing cycle of distrust and disagreement.

Significance of

The formation of the Peace Partnership Board, in which half or more of the stakeholders who have been recognised actively participate.

● Recording of the board's strategies to resolve community problems and improve collaboration.

Methods for Confirmation

● Minutes of board meetings recording deliberations and decisions. ● Plans of action draughted by the board, incorporating due dates and assigned duties. ● Regular updates regarding the board's endeavours and how they have affected relations within the community.

4. Monitoring and Evaluation of Interventions

In order to determine how well each intervention worked and how far along the path to project success we were, monitoring and evaluation (M&E) components were included in every one. Throughout the project lifespan, a standardised framework for monitoring and evaluation (M&E) enabled ongoing learning and adaptation. Create Metrics and Evaluation Indicators: Create precise, quantifiable indicators that are in line with the goals and actions of the project so that progress can be evaluated efficiently. Before initiating interventions, it is important to collect baseline data by conducting assessments. This will set reference points for future evaluations.

Regular Assessments: Make sure to incorporate regular assessments into the project schedule in order to track participation, collect feedback, and determine how effective the activities were.

● Verify Information: Verify the information gathered by examining it for patterns, achievements, and places that could be enhanced.

Create reports outlining the results, difficulties encountered, and suggestions for next steps by compiling the findings.

Optimal Outcome

I have a thorough grasp of how treatments work and how they help accomplish project goals.

Baseline

The current relationship patterns among stakeholders and the community's attitudes of commercial motorcyclists are not well-documented.

Significance of

According to follow-up polls, there has been an improvement in the evaluations of the relationships between motorcyclists and members of the community.

Participants' comprehension of peacebuilding principles was shown to have improved, as indicated by evaluations conducted before and after the intervention.

Methods for Confirmation

Pre- and post-intervention surveys were used to gauge the extent to which knowledge and attitudes had changed.

● Documents that highlight the results of the monitoring and evaluation process, which encompass comments from participants and recommendations for enhancement.

The final report will detail the project's impact and any lessons that can be used for future endeavors. "Mobilizing Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" sought to accomplish a number of goals in the areas of community participation, conflict resolution, and peacebuilding through the interventions and activities it carried out. The initiative established a Local Peace Partnership Board, held peace talks, conducted training workshops, and used a strong monitoring and evaluation framework to build positive connections among stakeholders. Both the short-term objectives of the project and the long-term aims of community harmony and cooperation were advanced by these initiatives. The interventions made significant strides towards building a more resilient and peaceful society by tying actions directly to the project goals.

* **KEY FINDINGS**

Improving bonds between commercial motorcyclists and local communities while encouraging peace was the goal of the "Mobilizing Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" project. The following are some of the major results and outcomes that the project has brought about as a result of its well-structured interventions. Knowledge, relationships, and community dynamics all underwent quantitative and qualitative changes as a result of these treatments, which is evidence of their efficacy[[36]](#footnote-36).

1. Enhanced Knowledge and Skills in Peacebuilding

Increased understanding and competency in peacebuilding and conflict resolution among commercial motorcyclists was a major effect of the project. The training sessions that were given to fifty professional riders covered important topics like ways for peacefully resolving conflicts and negotiating. as well as the role of advocacy in advancing peaceful resolutions. Participants' comprehension of these ideas significantly improved between the pre- and post-workshop evaluations. Based on an average knowledge gain of over 60% from baseline assessments, participants reported feeling more qualified to handle conflicts constructively.

Participants actively used the abilities they had just learnt in practical situations. The training was clearly useful, as multiple bikers reported implementing the strategies they learnt to calm down troublesome situations in their communities.

2. Improved Relationships Between Stakeholders

Commercial motorcyclists, police, and community members all benefited from the project's efforts to increase communication. As a result of the peace conversations that were organized, there was an opportunity for open contact amongst commercial motorcyclists, law enforcement, and community leaders. Both motorcyclists and community members reported a 30% rise in trust levels in follow-up polls as a result of these talks. Thank you for giving everyone a chance to share their thoughts and work together to find a solution. The talks clarified misunderstandings and preconceived notions about each group, which participants emphasized as a result of mutual understanding. When asked about their experiences, police officers said they had a better grasp of the problems bikers confront, while bikers said they understood the struggles cops face in keeping the public safe. Tensions were reduced and teamwork was fostered by this newfound mutual respect.

3. Establishment of the Local Peace Partnership Board

The establishment of the Local Peace Partnership Board, which will serve as a permanent foundation for future peacebuilding initiatives, marked a major turning point in the project.

The board included individuals from several stakeholder groups, including commercial motorcycling associations, law enforcement, and local community leaders. Decisions and discussions on the board benefited by having members from a wide range of backgrounds and experiences.

● Ongoing Discussions and Action Plans: The board convened on a regular basis, where members explored pressing matters and devised strategies to tackle community grievances. The board set up a system for continuous communication and problem-solving by formalising collaboration. Important for the process's longevity, participants felt they had some control on the peacebuilding.

4. Increased Community Engagement and Advocacy

Commercial motorcyclists were inspired to become advocates for community development and peaceful coexistence through this effort. Outreach to the Community: After the training and discussions, numerous bikers started their own outreach programs, where they shared ideas on peacebuilding and methods for resolving conflicts with their friends and neighbours. Beyond the initial training participants, the project's influence was magnified by this grassroots advocacy.[[37]](#footnote-37)

● Joint Efforts: The board and certified motorcyclists launched multiple joint projects to improve community safety, including planning neighbourhood cleanups and safety education drives. The community, motorcyclists, and police officers all became closer as a result of these efforts, which also fostered a feeling of shared responsibility.

5. Reduction in Conflict Incidents

Fewer occurrences of friction between commercial motorcyclists and community residents or law enforcement were a noticeable impact of the project. Conflict occurrences involving motorcyclists decreased by 40% according to community leaders and law enforcement personnel who tracked these incidents during the project. Thanks to the peace discussions and training workshops, there was a marked improvement in communication and understanding, which led to this decrease. The participants were optimistic about the long-term effects of this decrease in confrontations. They said that this was because of the Local Peace Partnership Board, which encourages parties to talk to each other and work together on problems before they become big fights.

6. Positive Community Perception of Motorcyclists

A more positive public view of commercial motorcyclists emerged as a result of this project.

● Enhancement of Reputation: Motorcyclists were frequently stereotyped and seen as troublemakers before the project was put into action. But as the project progressed, locals started to see motorcyclists as allies in the fight for peace and communal improvement. After taking part in the project's activities, 75% of community people surveyed said they had a more favourable impression of motorcyclists.[[38]](#footnote-38)

The focus on motorcyclists changed from being seen as enemies to being seen as allies and leaders in the community, leading to their recognition as peacemakers. The community as a whole recognised the importance of motorcyclists' efforts to promote unity and harmony.

7. Participants' Feedback

Participant feedback gathered during the experiment confirmed the interventions' beneficial effects. Numerous bikers recounted the transformations they underwent due to the training and discussions. They spoke of a newfound sense of agency and duty to make a positive impact on their neighborhoods. Motorcyclists and law enforcement officials have become closer as a result of the project, which has facilitated more cooperation on public safety projects.  Participants offered insightful criticism for upcoming projects, including calls for continuous education and assistance with peacebuilding techniques, as well as suggestions for enhancement. Future programs that strive to promote community peace would greatly benefit from this feedback. Notable results and benefits have been produced by the "Mobilizing Commercial Motorcyclists to Serve as Agents of Peace in Sierra Leone" initiative, proving that the interventions carried out were effective. The initiative has set the stage for future collaboration and community development by increasing peacebuilding knowledge and skills, strengthening stakeholder relationships, creating a framework for lasting peace partnerships, and decreasing conflict incidences. The project's success in promoting a cooperative and peaceful culture is further demonstrated by the positive changes in how the community views motorcyclists and by the active involvement of participants in advocacy initiatives. The important results will lay the groundwork for future efforts to build on the previous ones and keep promoting peace in Sierra Leonean communities.

**SECTION FPUR:**

* **GENERAL CONCLUSION**

Critical concerns concerning the interaction between commercial motorcyclists and local communities were addressed in the "Mobilising Commercial Motorcyclists to Serve as Agents for Peace in Sierra Leone" project. These obstacles included trust, conflict, and the promotion of peace. The project aimed to address the dynamics of unfavourable attitudes, tensions, and interactions between commercial motorcyclists, law enforcement, and community people through focused interventions. Workshops that taught commercial motorcyclists how to build peace, resolve conflicts, and advocate for themselves were a major component of the program. Facilitated peace dialogues also gave bikers, cops, and community leaders a chance to talk to each other, which helped everyone involved learn more about each other and work together[[39]](#footnote-39).

In order to keep the peacebuilding momentum going after the project ended, the Local Peace Partnership Board was formed to facilitate continuous communication and collaboration among all parties involved. Positive outcomes were achieved as a result of the implementation. A decrease in conflict occurrences involving motorcyclists, improved relationships among stakeholders, and a significant improvement in knowledge and abilities relevant to peacebuilding were reported by participants. In addition, the project changed how people in the community saw commercial motorcyclists; now, they saw them as peacemakers, not troublemakers. To sum up, the project addressed the crucial issue of distrust and friction among community residents, law enforcement, and commercial motorcyclists. It set the stage for a more harmonious and cooperative society in Sierra Leone via a mix of education, discussion, and continuous partnership, producing significant and long-lasting effects. Successes and failures can guide future efforts to promote peace and development in comparable settings.

* **SUSTAINABILITY PLAN**

If the "Mobilising Commercial Motorcyclists to Serve as Agents for Peace in Sierra Leone" project wants to have an impact and keep promoting peace in communities for the long haul, it needs to be able to last. To keep the project moving forward, keep stakeholders engaged, and get the funding needed for future projects, this sustainability strategy lays out the tactics and steps. Developing partnerships, engaging the community, strengthening capacities, and monitoring and evaluating progress are all parts of the plan[[40]](#footnote-40).

1. Programs for Training and Peacebuilding must be Institutionalised Our goal is to ensure that local governance and community development activities consistently incorporate training and peacebuilding programs. Incorporate peacebuilding training into current vocational training programs for commercial motorcyclists by working together with educational institutions and local government bodies. Make that the standardised curriculum is culturally appropriate and designed with the needs of Sierra Leonean communities in mind, with an emphasis on advocacy, community participation, and conflict resolution. The transfer of knowledge and development of capacity can be achieved by organising workshops for trainers from the local area so that they can carry on providing training sessions,[[41]](#footnote-41)

Materials Needed:

○ Resources to support the creation of training materials and curricula.

Collaborations with non-governmental organisations (NGOs) and local schools.

The integration of these activities will be supported by the local government.

2. Establishing Alliances and Community Our goal is to establish and maintain strong partnerships with important stakeholders so that we may work together in peacebuilding.

○Build a support system for peacebuilding efforts by forming partnerships with local businesses, NGOs, and civil society organisations.

Schedule frequent meetings with stakeholders to inform them of progress, get their thoughts, and talk about potential areas of cooperation.

Create a venue for stakeholders to communicate, share resources, and learn from each other's experiences in peacebuilding, such as an online forum.

Materials Needed:

Materials to help in organising events and meetings with stakeholders. Help with technical aspects of creating and managing the communication platform.

3. Involvement and Ownership of the Community.  Inspire ongoing participation in peacebuilding efforts by giving community members a sense of pride in their work.

What to Do: To make sure that community members' opinions are taken into consideration and their needs are met, include them in the process of creating and carrying out future peacebuilding programs. Initiate community-based initiatives (such as cleanup drives and safety education programs) to foster cooperation among bikers, police, and locals. Make use of community-based media outlets to publicise achievements and inspire engagement in peacebuilding initiatives.

Materials Needed: Support for initiatives that involve the community. Local media backing helps increase the reach of messages and boost campaigns.

4. Developing Leadership Skills at the Community Level

Ultimately, we want local leaders and other interested parties to be able to claim peacebuilding as their own. Equip community leaders, police enforcement officers, and members from the commercial motorcyclist industry with the skills they need to spearhead peacebuilding efforts through leadership training programs. In order to promote collaborative leadership and knowledge transfer, it is recommended to establish mentorship programs that link seasoned community leaders with up-and-coming leaders. A local resource centre should be set up so that leaders in the area have access to resources, toolkits, and advice on how to effectively promote peace.

Materials Needed: ○ Resources and money for programs that teach leadership. ○ Working together with neighbourhood groups to offer mentoring programs[[42]](#footnote-42).

5. The Framework for Monitoring and Evaluation : Goal: Establish a reliable method for tracking and analysing data in order to determine how well and what kind of influence peacebuilding programs are having. Create distinct measures and indicators to monitor advancements in achieving sustainability objectives, with an emphasis on involving the community, resolving conflicts effectively, and collaborating with stakeholders.

Gather input from participants and stakeholders to advise changes and improvements by regularly evaluating peacebuilding activities. Reinforce the importance of ongoing collaboration by sharing evaluation results with stakeholders to encourage openness and responsibility.

Materials Needed: The framework's development requires technical knowledge of monitoring and assessment. ○ Resources allocated for reporting and assessment purposes.

Step 6: Achieving Sustainable Finance - The goal of this project is to find and secure various forms of finance so that peacebuilding initiatives can continue even after the project ends.

What to Do: Create a plan to raise money that incorporates submitting grant applications, forming relationships with local businesses, and hosting fundraising events in the community.

Get involved with donors both near and far who are keen on peacebuilding and community development projects. make sure that commercial motorcyclists may support community development initiatives and make money at the same time by developing a social business model.

Materials Needed:○ Proficiency in soliciting funding and writing grants. Building relationships with possible funders and collaborators. Ensuring that the positive consequences of the "Mobilising Commercial Motorcyclists to Serve as Agents for Peace in Sierra Leone" project remain relevant in communities long after it has ended is the goal of the sustainability plan. The initiative aims to create a peaceful and cooperative society by establishing training programs, cultivating partnerships, involving the community, strengthening the ability of local leaders, establishing a system for monitoring and evaluation, and obtaining funding for the long run. In addition to meeting pressing peacebuilding needs, this plan paves the way for a stronger, more self-reliant community that can face future obstacles head-on. To achieve the project's long-term objectives and keep commercial motorcyclists as important players in the industry, stakeholder commitment, continuous involvement, and flexible methods are required.

**APPENDICES:**

To access all appendix, kindly click [**HERE**](https://docs.google.com/document/d/1X7-Y5cNJxGUjcgyyHz815z9rqsRsC0mBHGYCdHlDWV4/edit?usp=sharing)

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