

Current Road Safety Awareness, Education, Training, Accreditation and Certification in Tanzania

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Introduction (1-2)

- LMICs have 90% of the world's road traffic deaths despite having only 50% of the world's vehicles.
- The cost of road traffic injuries in LMICs is estimated to drain between 1% to 2% of their gross national product (GNP), an amount that exceeds the total amount received for development assistance by these LMICs.
- Road safety is a shared responsibility. BUT, the efforts seem to be scattered in Tanzania.
- This bears a direct impact on individuals, families, and communities so, together justifies a need for urgent interventions that involve a multi-sectoral approach.



Introduction (2-2)

- There is a need to identify challenges to enhance the national road safety system and foster partnerships with stakeholders to ensure effective implementation of any road safety programmes in Tanzania.



Awareness Initiatives

- > **Awareness programmes by the Tanzania Police Force-Traffic Division**
 - ✓ *Nyakua nyakua, road safety week inspections etc*
- > **Awareness programmes by other stakeholders**
 - ✓ *Several awareness programmes by stakeholders such as TARA, Telecommunications companies, Petroleum companies i.e., Puma etc.*
 - ✓ *NGOs through AMEND*



Education and training programmes

- i. TARA
- ii. NIT
- iii. VETA and other VET institutions
- iv. Medical Institutions such as MUHAS and KCMC
- v. International collaborations i.e., Sida etc.



Accreditation and Certification

- **Accreditation**

- ✓ the fact of being officially recognized, accepted, or approved of, or the act of officially recognizing, accepting, or approving of something. E.g., NACTE for long courses, Tanzania Police Force (Traffic Division)

- **Certification**

- ✓ the process of earning an official document, or the act of providing an official document, as proof that something has happened or been done.
- ✓ Institutions with the mandate to provide road safety training programmes have been given the authority to offer certifications on behalf of the regulators such as NACTE and the Police Force.



Conclusion

- There is a need to build more capacity on road safety research targeting pre-crash, crash and post-crash events in order to improve *awareness*; provision of *road safety education and training*; and *systematize accreditation and certification* of road safety programmes.
- Also, a lead agency in Government is required to guide the national road traffic safety effort and as such the country should prepare a road safety strategy that is multisectoral.

Source: The World Report on Road Traffic Injury Prevention of 2004



Field work...



Thank you!

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