

Establishing and Enhancing the National Road Safety System in Tanzania

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National Workshop for Safer
Road Infrastructure

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International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras



Key discussion Points

- Introduction: The scope of the road safety problem
- Foundation of the Safe System approach
- Global road safety performance targets
- Global framework plan of action for road safety



What we do - What we don't do

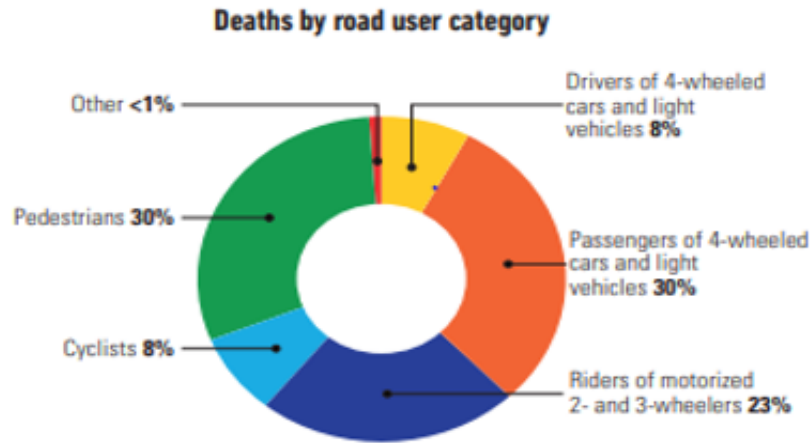
- **Our mission: serve the needs of our members**
 - Member countries
 - Experts
- **We share best practice and recommendations**
 - Rather than research
- **What we do not do:**
 - **We do not engage in standardization**
 - **We do not express opinions or analysis on national or regional issues**
 - This is a task for member countries or regional road organisations
 - **As an unbiased international organization, PIARC does not endorse, advocate for, or discourage, the use of specific policies or tools by its member nations and organizations. Those are national decisions.**

The Scope of the Road Safety Problem

- Recognising that deaths and injuries related to road crashes are too high
- Deaths and injuries are preventable
- Significant impact on Gross Domestic Product

Road Traffic Injuries in Tanzania

Deaths, total	Deaths/100k
16,252 ≠ 3,256	29.2
Estimated by the WHO	Reported by country/area
	Estimated by the WHO



INSUFFICIENT :



ROAD SAFETY REGULATIONS & VEHICLE STANDARDS

National speed limit law	✓
National drive-drinking law	✗
National front seat-belt law	✓
National child restraint law	✗
National law on mobile phone usage while driving	✗
National drug driving-law	✓



LAW ENFORCEMENT



GOVERNMENT FUNDING

Road Traffic Injuries in Tanzania

THE SCALE OF THE ROAD SAFETY CHALLENGE Ref: 1,2,3,4,5

57%

Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2:1

Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities.

605 life yrs.

affected due to disability from road crash injuries per 100,000 people.

Foundation for the Safe System Approach

- Shift from crash prevention in general towards prevent deaths and injuries
- Directly addresses the needs of vulnerable road users and others
- Encourages safety to be designed into developing road networks rather than being considered an afterthought

Pillars of the Global Plan for the Decade of Action for Road Safety 2011-2020



**Death/Serious Injury
is Unacceptable**



**Humans
Make Mistakes**



**Humans Are
Vulnerable**



**Responsibility
is Shared**



**Safety is
Proactive**



**Redundancy
is Crucial**

Safe System Pillars



Decade of Action for Road Safety 2011-2020

PIARC Online Road Safety Manual

A comprehensive resource

Road Safety Manual - World Road Association (PIARC) <https://roadsafety.piarc.org>

PIARC

ROAD SAFETY MANUAL
A MANUAL FOR PRACTITIONERS AND DECISION MAKERS ON IMPLEMENTING SAFE SYSTEM INFRASTRUCTURE!

INTRODUCTION STRATEGIC GLOBAL PERSPECTIVE ROAD SAFETY MANAGEMENT PLANNING, DESIGN & OPERATION TOOLS

WELCOME TO THIS PIARC (WORLD ROAD ASSOCIATION) GUIDE

THE NEW ROAD SAFETY MANUAL (RSM) IS DESIGNED TO HELP COUNTRIES AT EVERY STAGE OF INFRASTRUCTURE DEVELOPMENT TO FULFILL ROAD SAFETY OBJECTIVES.

It is aligned with key pillars for the [United Nations Decade of Action for Road Safety, 2011-2020](#):

- **Pillar 1:** Road Safety Management;
- **Pillar 2:** Safer Roads and Mobility;
- **Pillar 4:** Safer Road Users.

This comprehensive resource builds on the broad range of knowledge and experience provided by PIARC in the [first edition](#).

ARE YOU A RESEARCHER, A STUDENT OR A PROFESSIONAL?

CREATE YOUR FREE ACCOUNT TO ACCESS THE ADDITIONAL MEDIA MATERIALS AND RECEIVE ALERTS WHEN NEW CONTENTS ARE PUBLISHED.

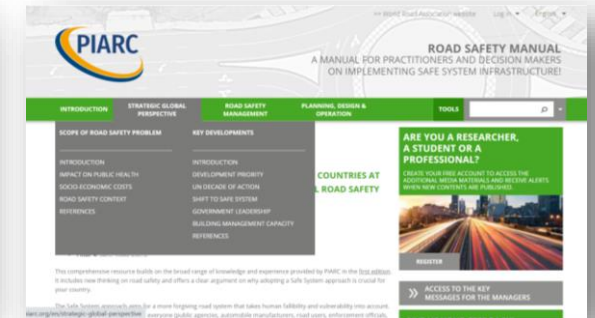
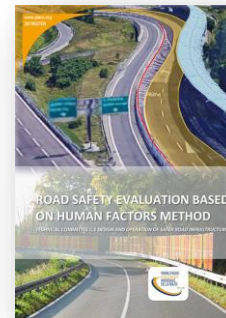
REGISTER



Source: FHWA-SA-20-015

PIARC's Recent Work on Road Safety

- **Report** on Implementation of National Safe System Policies: A Challenge
- Road Safety - **Catalogue** Of Case Studies
- **Review** of Global Road Safety Audit Guidelines – With Specific Consideration for Low- and Middle-Income Countries
- **Report** on Road Safety Evaluations Based on Human Factors Method
- Setting Credible Speed Limits - Case Studies **Report**
- Online Road Safety **Manual**
- **And many more:** <https://www.piarc.org/en/activities/PIARC-Directory-Technical-Reports/PIARC-Technical-Reports-Cycle-2016-2019>



Pillar 1: Road Safety Management

- Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.


Global road safety performance targets

TARGET 1
2020



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

TARGET 2
2030




Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.

TARGET 3
2030



Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

TARGET 4
2030




Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

TARGET 5
2030




Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

TARGET 6
2030




Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

TARGET 7
2030



Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

TARGET 8
2030



Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

TARGET 9
2030



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

TARGET 10
2030



Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

TARGET 11
2030



Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

TARGET 12
2030

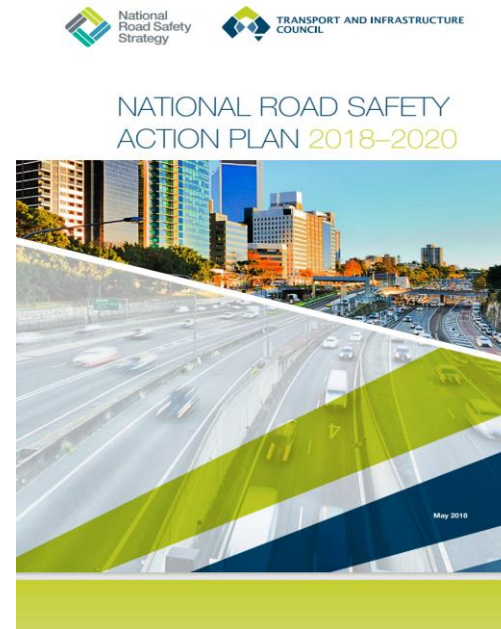


Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

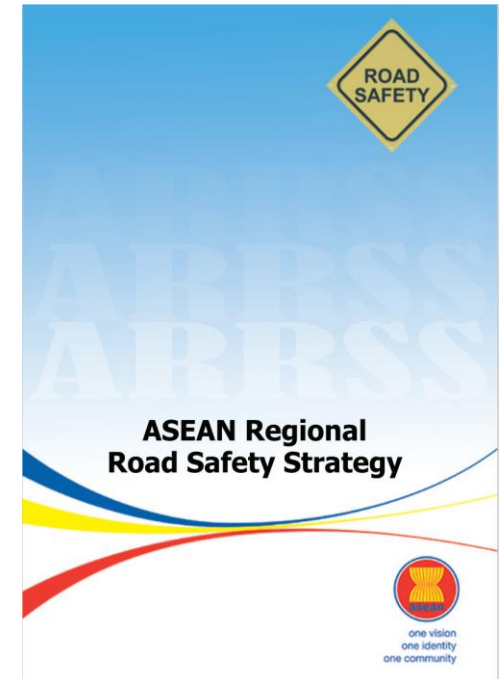
- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: Safe road users
- PILLAR 5: Post-crash response

The need for a national road safety plan

- Recognizing the need to create capacity to manage road safety
- Identification of priorities and emphasis area to address safety problems
- Setting targets short, medium and long term
- Action and investment plans
- Implementation of interventions
- Review of performance



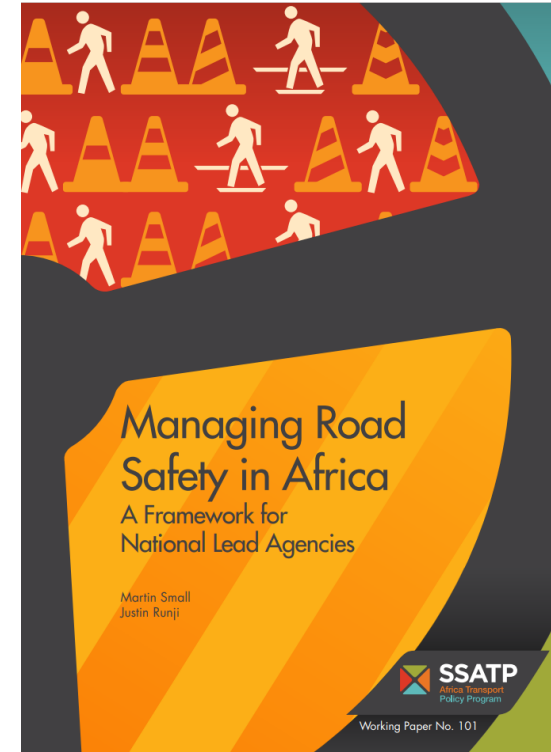
[National Road Safety Action Plan 2018–2020](#)
[National road safety action plan 2018-2020](#)



[Microsoft Word - ASEAN Road Safety Strategy full 24Oct16_rev_clean.docx](#)

The need for a national road safety plan

- What steps have you taken to build technical and management capacity?
- Have you taken steps to determine the emphasis areas? And Priorities?
- Do you have road safety targets? Targets that are risks based? Targets for Agencies?
- What action and investment plans with timelines do you have?
- What are Interventions, focus, and timelines?



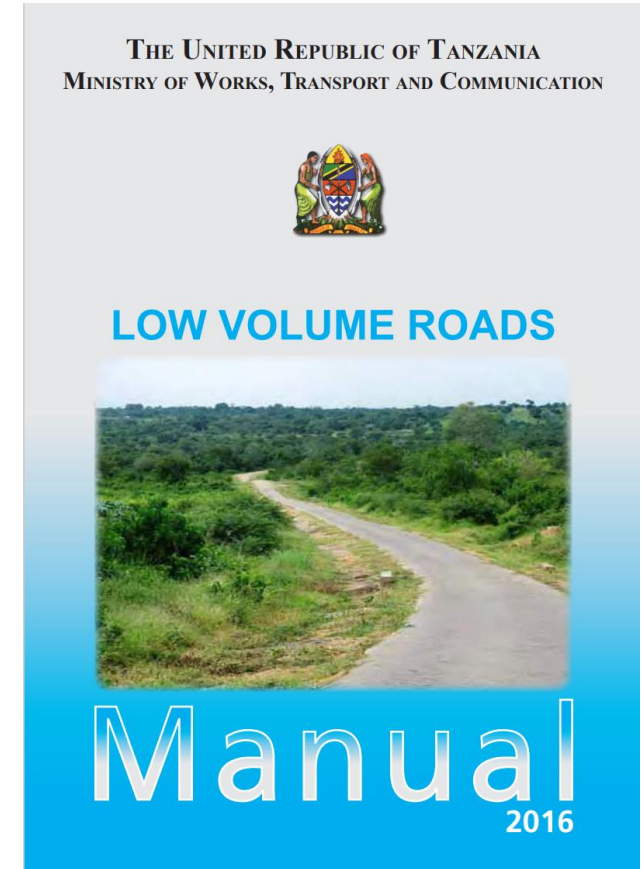
Managing Road Safety in Africa: A Framework for National Lead Agencies | SSATP

Pillar 2: Safer roads and mobility

- Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of various road infrastructure agreements under the UN framework, road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

The need for a national road standards

- What policy, standards, guidelines and financing arrangement exist today?
- How will the needs of all road users and the need for safe speeds be considered in design?
- Are there gaps between what exists and what is needed to meet the UN Global Road Safety Performance Targets?
- How will these differences be addressed?
- What expertise will be needed to ensure proper use of the manuals in project development
- How will the manuals be maintained in the long term?



[en-1570520923-Tanzania LVR Manual 2016 Part One-compressed.pdf](#)
(roadsfund.go.tz)

Thank you for your attention!



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