



THE STATE OF ROAD SAFETY IN TANZANIA: A COMPARATIVE REVIEW OF TRENDS, CHALLENGES AND STRATEGIES

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PRESENTATION LAYOUT

Part I: Introduction

Part II: Trends

Part III: Challenges

Part IV: Strategies

PART I: INTRODUCTION

Introduction

- ▶ Road safety is a critical concern worldwide; Tanzania, like many other countries, faces specific road safety challenges that are particularly pressing within its context
- ▶ According to the Global Status Report on Road Safety 2023:
 - ▶ Road traffic deaths and injuries remain a major global health and development challenge, there were 1.19 million road traffic deaths in 2021 in the world. 19% of all fatalities occur in the African Region, despite having less than 1% of the world's vehicles and paved inter-urban roads.
 - ▶ As of 2019, road traffic crashes are the leading killer of the youth aged 5 to 29 years and the 12th leading cause of death for all ages. Two-thirds of deaths occur among people of working age (18-59 years), causing huge health, social and economic harm to society
- ▶ Mainland Tanzania has a total area of 939,701 km², a road network of 181,190 km (2022) of which 20% were national roads and the remaining local roads. About 32% of national roads are paved while only 2% of local roads are paved.

PART II: ROAD SAFETY TRENDS

**The State of Road Accidents Globally, in Africa and
Tanzania**

1. Global and African Road Accidents Status

S/N	PARAMETER	GLOBALLY	AFRICA
1.	Road traffic deaths	1.19 million (in 2021)	
2.	Road traffic deaths per 100,000 population	15	19 (WHO), highest; 26.6 (AfDB)
3.	Global macro-economic cost of road traffic injuries	US\$ 1.8 trillion, roughly 10-12% of global GDP	
4.	Overall female-male fatality ratio	1:3	1:5 (Tanzania)
5.	Fatalities by user type	4-wheel vehicles (30%); pedestrians (23%); motorcycles (21%); cyclists (6%); HGV & others (20%)	
6.	Fatality rates	HICs have 16% of the world's population, 28% of the world's vehicle fleet, 88% of all paved inter-urban roads, but 8% of fatalities	LICs have 9% of the world's population, less than 1% of the world's vehicles and paved inter-urban roads, yet 13% of fatalities (19% in Africa)

Source: Global Status Report on Road Safety 2023

1. Global and African Road Accidents Status ...

- ▶ The number of cyclist deaths has risen from 5% of all fatalities in 2010 to the current estimate of 6%, representing a 20% rise. More than half of fatalities are among pedestrians, motorcyclists and cyclists
- ▶ When compared to the estimated 1.25 million road traffic deaths in 2010, the current figure of 1.19 million for 2021 represents a reduction of 5% in absolute numbers
- ▶ Considering the growth in population (13%), the road traffic fatality rate has declined from nearly 18 per 100,000 people in 2010 to the current estimate of 15 per 100,000 people in 2021 (16% fall)
- ▶ Considering the increase in world vehicles (160%), a substantial decline can be seen in annual fatality rates per 100,000 vehicles, from 79 deaths in 2010 to 47 deaths in 2021 (41% reduction)

2. The State of Road Accidents in Tanzania

Tanzania experiences a high rate of road traffic accidents, with fatalities and injuries reported regularly.

Road Accidents Fatalities and Injuries in Tanzania, 2018 – 2023

Category	2018		2019		2020		2021		2022		2023	
	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured	Deaths	Injured
Drivers	178	352	153	280	151	183	173	159	190	226	N/A	
Passengers	707	2,035	469	1,608	502	1,355	173	1,419	625	1,581		
Motorcyclists	313	648	309	437	236	288	225	184	307	233		
Cyclists	114	88	111	55	65	30	62	32	72	30		
Pedestrians	467	593	381	450	311	265	267	162	344	203		
Cart pushers	9	30	17	4	5	5	-	2	7	5		
Total	1,788	3,746	1,440	2,834	1,270	2,126	900	1,958	1,545	2,278		1,647

Source: Ministry of Home Affairs, 2023

2. The State of Road Accidents in Tanzania ...

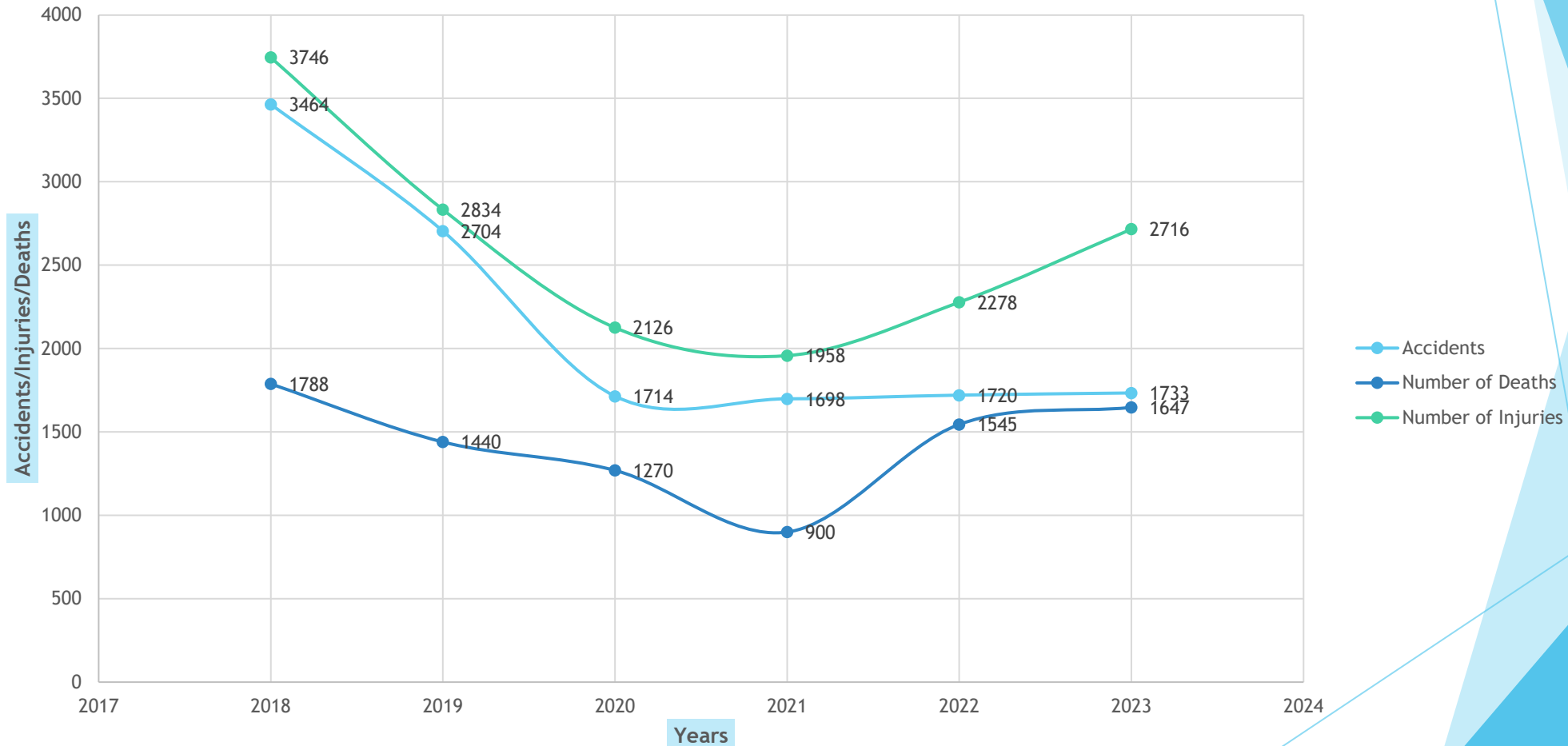
Road Accidents in Tanzania 2018 – 2023

Category/Year	2018	2019	2020	2021	2022	2023
Number of road accidents	3,464	2,704	1,714	1,698	1,720	1,733
Number of deaths	1,788	1,440	1,270	900	1,545	1,647
Number of those injured	3,746	2,834	2,126	1,958	2,278	2,716

Source: Ministry of Home Affairs, 2023

2. The State of Road Accidents in Tanzania ...

Trends in Accidents



2. The State of Road Accidents in Tanzania ...

- ▶ The World Bank, WHO and others consider the official accident data for Tanzania to be underestimated due to incomplete reporting of accidents
- ▶ **In Conclusion:** While there has been a decreasing trend of accidents from 2018 to 2021, there is an increasing trend between 2021 and 2023 which is a **cause for concern**. We are moving in the opposite direction with respect to the targets in the UN Decade of Action for Road Safety (2021 - 2030)

3. Major Causes of Road Accidents in Tanzania

Number of Road Accidents and Sources

S/N	Source	Year					% in 2022
		2018	2019	2020	2021	2022	
1	Negligence of driver	1,046	816	598	574	624	36.3
2	Speeding	364	288	272	354	382	22.2
3	Negligence of motorcyclist	725	492	307	300	259	15.1
4	Aggressive driving	496	344	164	192	138	8.0
5	Overtaking	217	236	97	59	117	6.8
6	Defective vehicles	197	105	83	52	56	3.3
7	Negligence of cyclist	103	72	34	36	36	2.1
8	Negligence of pedestrian	259	162	77	47	29	1.7
9	Alcohol	61	46	15	34	27	1.6
10	Road blocks	120	32	9	4	22	1.3
11	Bad road	80	65	30	14	12	0.7
12	Fire	14	10	4	3	4	0.2
13	Railway crossing	10	8	3	6	4	0.2
14	Animal carts	1	3	4	2	3	0.2
15	Negligence of passenger	1	6	1	1	3	0.2
16	Vehicle headlights	31	19	15	2	2	0.1
	Total	3,725	2,704	1,713	1,680	1,718	100

Source: Tanzania Police Force – Traffic Division (2022)

- Human factor contributes ~90%
- Motorcycles feature as a major contributory factor

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PART III: ROAD SAFETY CHALLENGES

1. Emerging Road Safety Issues/ Risks in Tanzania

- ▶ **Road Traffic Accidents:** Tanzania has a high rate of accidents
- ▶ **Pedestrian Safety:** Pedestrians are vulnerable and road safety measures for them are often insufficient (**inadequate crossings, lack of side walkways, drivers not yielding to pedestrians**)
- ▶ **Motorcycle Safety:** This popular transport mode in Tanzania causes **frequent accidents** due to **non-compliance** (no helmet, overloading and reckless riding)
- ▶ **Overloaded Vehicles:** Can lead to accidents, especially on poorly maintained roads
- ▶ **Inadequate Road Infrastructure:** Hazardous road design, **poor condition and lack of proper signage/ marking/ lighting** can lead to accidents and increased wear and tear on vehicles

1. Emerging Road Safety Issues in Tanzania ...

- ▶ **Lack of Road Safety Education:** Public awareness about road safety and adherence to traffic rules can be improved through education
- ▶ **Emergency Response:** Availability and effectiveness of emergency response services (ambulance & medical care) is limited
- ▶ **Climate Change and Flooding:** Extreme weather e.g. **flooding (exacerbated by inadequate drainage)** damages transport infrastructure and hence affect transport safety
- ▶ **Public Transport Safety:** Safety standards on public buses and minibuses can vary widely, overcrowding and poor maintenance are concerns
- ▶ **Institutional Shortcomings:** Lack of clear responsibilities (overlaps) and inadequate coordination with regard to governance of Road Safety
- ▶ **Inadequate Regulatory Framework:** Inadequate policies, regulations and enforcement.

2. Institutional Challenges with regard to Management of Road Safety in Tanzania

The management of road safety faces several institutional shortcomings in Tanzania. Here are some common institutional shortcomings:

(i) Coordination Issues

- ▶ Insufficient coordination among Government institutions and stakeholders involved in road safety impacts the effectiveness of initiatives
- ▶ Overlapping of roles and responsibilities among multi-players results in limited accountability

2. Institutional Challenges ...

Tanzanian Institutions Responsible for Road Safety

- ▶ Ministries of Works, Transport, Home Affairs and Regional Administration and Local Government
- ▶ National Road Safety Council (NRSC)
- ▶ Tanzania Police Force (Traffic Division)
- ▶ Tanzania Roads Agency (TANROADS)
- ▶ Tanzania Rural and Urban Roads Agency (TARURA)
- ▶ Land Transport Regulatory Authority (LATRA)

2. Institutional Challenges ...

(ii) Resource Constraints

Resource constraints limit the implementation of comprehensive road safety programmes and infrastructure improvements

(iii) Capacity Gaps

- ▶ Some institutions lack the technical capacity and expertise to implement effective road safety measures
- ▶ The **quality and consistency of road accident data** in Tanzania is a concern

PART IV: STRATEGIES

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1. The Global, African and Tanzanian Goals in Reducing Road Crashes or Accidents

1.1 Global Goals

- ❑ United Nations Sustainable Development Goals (SDGs)

Target 3.6: By 2030, halve the number of global deaths and injuries from road traffic accidents.

Target 11.2: By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

- ❑ United Nations Decade of Action for Road Safety (2021-2030)

With the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030.

1. The Global, African and Tanzanian Goals ...

1.2 African Goals

- ❑ African Road Safety Charter

It emphasises the need for African countries to develop and implement road safety strategies, improve road infrastructure and enhance public awareness.

- ❑ African Road Safety Action Plan (2021-2030)

Provides guidance on road safety efforts across the continent during the UN Decade of Action for Road Safety.

1.3 Tanzanian Goals

- ❑ Tanzania National Strategic Plan for Road Safety (2023 - 2026)

Tanzania, through the National Road Safety Council, developed a National Strategic Plan for Road Safety (2023-2026) with the goal of reducing road traffic accidents and fatalities by 25% by 2025.

2. Proposed Strategies to Address Road Safety Challenges

Based on the Tanzanian state of road safety and model approaches (best practices), I will focus on the following key areas:

- ▶ **Developing an Effective Institutional Framework:** This by itself will solve most problems as it will:
 - ▶ Ensure coordinated and comprehensive efforts among various stakeholders
 - ▶ Facilitate the development and enforcement of policies, regulations and standards
 - ▶ Enable efficient allocation of resources, monitoring and evaluation of road safety initiatives, thus promoting accountability
 - ▶ Foster public awareness and education campaigns, and integrate road safety into broader transport and urban planning
 - ▶ Support research and data collection to inform evidence-based strategies
- ▶ **Regulatory Framework**
- ▶ **Engineering and Technological Measures**
- ▶ **Enforcement**

PART IV: STRATEGIES

SETTING UP AN EFFECTIVE INSTITUTIONAL FRAMEWORK

3. Implementation of Institutional Framework provided for in the National Road Safety Policy, 2009

S/N	PROVISION	IMPLEMENTATION STATUS	CURRENT PLAN/ IMPLEMENTATION
1.	Create a lead agency on road safety with adequate resources and coordinative powers	Not implemented	The plan is to transform the existing National Road Safety Council (NRSC) into an executive agency under the Ministry of Home Affairs
2.	Create a Road Safety Board under the Ministry of Works that is well-equipped and staffed to discharge its roles and functions of coordinating effective multi-sectoral national response and implementing the national road safety programme	The NRSC under the Ministry of Internal Affairs continued to exist	No plan as the envisaged executive/ transformed NRSC will have its board
3.	Establish an independent, self-financing Driver and Vehicle Examination and Licensing Agency (DVELA) under the supervision of the Ministry of Works	Not implemented; the responsibility continued to be under TRA and Traffic Police	Planned to be established under the Ministry of Home Affairs

4. Review of Planned Institutional Transformations

4.1 Establishment of Lead Agency

Placement of lead agencies varies, but best practices suggest that they should be positioned within ministries or offices that can provide the necessary authority, resources and cross-sector coordination. The table below reviews best practices.

S/N	MINISTRY UNDER	REASON	EXAMPLES
1.	Transport or Infrastructure	Well-positioned to integrate road safety measures into broader transport policies and projects	United Kingdom Australia
2.	Interior or Home Affairs	The ministry oversees law enforcement and public safety	France Italy
3.	Health	Integrates road safety into public health strategies	Sweden
4.	Independent or Specialised Agencies	Allows for a focused approach and specialised expertise in road safety without the competing priorities within broader ministries	Ireland: Road Safety Authority (RSA) Netherlands: Institute for Road Safety Research (SWOV)

4. Review of Planned Institutional Transformations ...

4.1 Establishment of Lead Agency ...

- ▶ Placement of the Lead Agency for Road Safety under the Ministry of Home Affairs is not strange although best practice leans toward ministries for transport/infrastructure
- ▶ The main challenge will be:
 - ▶ Integrating road safety measures into broader transport policies and projects
 - ▶ Facilitating inter-ministerial coordination
 - ▶ Getting adequate resources and recruiting experts who are not common or provided for in the ministry
 - ▶ Constraints because of competing ministry's priorities which are not transport-related
- ▶ Most importantly, to be effective, the agency should be under the Ministry not the Traffic Police Department

4. Review of Planned Institutional Transformations ...

4.2 Establishment of Driver and Vehicle Examination and Licensing Agency (DVELA)

The Driver and Vehicle Examination and Licensing Agency typically falls under the Ministry of Transport or an equivalent due to its alignment with transport infrastructure and policy oversight. In some cases, the Ministry of Interior may also be involved with effective coordination between these ministries to ensure comprehensive management. The following is a review of best practices:

S/N	MINISTRY UNDER	REASON	EXAMPLES
1.	Transport or equivalent	Ministry oversees the transport network, including road safety, infrastructure and vehicle regulations, making it the ideal authority to manage driver and vehicle licensing processes	United Kingdom: DVLA is under the Department for Transport. Australia: The states manage driver and vehicle licensing through respective transport departments. Canada: Transport Canada oversees federal regulations, but provinces handle licensing through their transport ministries.
2.	Interior or Home Affairs	Ministry handles law enforcement and public safety including enforcement of driving regulations and vehicle standards	France: Ministry of the Interior, through its subordinate agencies Italy: Ministry of the Interior, through the Motorisation and Vehicle Registration Department
3.	Joint responsibility and coordination	Ensures comprehensive management of transport and public safety	Germany

4. Review of Planned Institutional Transformations ...

4.3 Proposed Way Forward

- ▶ Experience from the Decade of Action for Road Safety 2011-2020 highlights the importance of addressing the challenge of implementation through **effective road safety governance**. This goes beyond purely managing road safety strategies and actions and includes coordination across sectors.
- ▶ The existence of a national lead agency responsible for road safety, an **up-to-date** national road safety strategy with adequate funding is key.
- ▶ Conclusion: **Complete the review of the institutional framework as soon as possible**. Government commitment and oversight is key.

PART IV: STRATEGIES

IMPROVING REGULATORY FRAMEWORK

5. Global Performance on Regulatory Improvement

- ▶ 10 countries achieved the global target to halve road traffic deaths from the baseline set by the Decade of Action for Road safety 2011-2020
- ▶ In contrast, the number of deaths rose in 66 countries, of which 28 are in the African Region (where there was an overall increase of 17% in the number of fatalities)
- ▶ Improvements have been made to legislation in 23 countries to align with existing WHO best practice criteria in relation to the five key risk factors.

Source: WHO, Global status report on road safety 2023

6. Summary Evaluation of Tanzania Performance in achieving Global Regulatory Targets

CATEGORY OF REGULATION	STATUS*	% ACHIEVED**
SAFE ROAD INFRASTRUCTURE		80
SAFE VEHICLES		50
POST-CRASH RESPONSE		20
INSTITUTIONAL FRAMEWORK		50
ROAD USER BEHAVIOUR		
<ul style="list-style-type: none"> Legislation on urban speed limits for passenger cars and motorcycles 	STRONG	70
<ul style="list-style-type: none"> Legislation on drink driving 	MODERATE	50
<ul style="list-style-type: none"> Legislation on drug driving 		100
<ul style="list-style-type: none"> Legislation on distracted driving (mobile phones) 		0
<ul style="list-style-type: none"> Legislation on helmets for motorcycle riders 	WEAK/NO	40
<ul style="list-style-type: none"> Legislation on seat-belts for motor vehicle occupants 	MODERATE	25
<ul style="list-style-type: none"> Legislation on child restraint systems 	WEAK/NO	0
NATIONAL DATA SYSTEMS	NO	0

* As ranked in the Global Status Report on Road Safety 2023

** Calculated from achieved targets in the Global Status Report on Road Safety 2023

7. Regulatory interventions since independence

Since independence in 1961, there have been a number of government-led initiatives geared towards improvement of road safety in the country. Notable initiatives include:

- ▶ The repeal of the Traffic Ordinance, Cap. 168 and enactment of the Road Traffic Act, 1973 and its accompanying traffic regulations. **Currently under review, Bill in Parliament (Long overdue)**;
- ▶ Establishment of the National Road Safety Council in 1973;
- ▶ Establishment of the Traffic Police Force in 1976 under the Police Force Ordinance, Cap. 322 to enforce the traffic law and regulations;
- ▶ Prohibition of public transport vehicles (inter-regional transport) to travel between 22:00 hours local time and 05:00 hours local time in the early 1990s;
- ▶ Introduction of mandatory installation of speed governors for all public transport vehicles in the mid 1990s;
- ▶ Establishment of the Road Safety Unit in 1990s to deal with policy formulation on road safety in Tanzania (now Directorate of Road Safety and Environment in the Ministry of Works);

7. Regulatory interventions since independence ...

- ▶ Enactment of the Surface and Marine Transport Regulatory Authority Act, 2001 to establish a regulatory authority in relation to the surface transport sectors (now Land Transport Regulatory Authority (LATRA));
- ▶ Development of the National Transport Policy, 2003 **currently under review (Long overdue)**
- ▶ Appointment of a Road Safety Champion to facilitate implementation of reform of road safety subsector in 2005;
- ▶ The repeal of the Highways Ordinance, Cap. 167 and the enactment of the Roads Act, 2007 - Act No 13 of 2007;
- ▶ Development of the National Road Safety Policy in 2009 **(under review)**.
- ▶ Commissioning studies on Road Safety;
- ▶ Promulgation and repeal/ amendment of various traffic regulations and rules;
- ▶ The Directorate of Road Safety is currently reviewing the existing Policy, standards, manuals and specifications related to road safety.

8. Proposed Way Forward on Improving Regulatory Framework

- ▶ Establish strict safety regulations and standards and regularly update them to reflect changes in transport patterns while benchmarking with international best practices, advancements in technology and standards
- ▶ Have a clear plan to achieve the committed global regulatory targets
- ▶ **Can only be effective under a properly set institutional framework**

PART IV: STRATEGIES

ENGINEERING AND TECHNOLOGY

9. On-going Strategies related to Engineering and Technology

- ▶ Improvement of existing infrastructure to reduce crashes and create safer roads
- ▶ Knowledge development through training, research/studies and evaluation
- ▶ Conducting road safety education and awareness
- ▶ Design, construction and maintenance of roads and facilities that consider the needs of vulnerable users
- ▶ Building Safer Roads (incl. assessing and improving existing ones) to 3-star or better standards (as per iRAP methodology) to meet target 3 and 4 of the UN Decade Action
- ▶ Source: Directorate of Road Safety and Environment, Ministry of Works, 2023

9. On-going Strategies related to Engineering and Technology ...

- ▶ Conducting Road Safety Audits and Inspections along construction projects and existing roads
- ▶ Assessment and improvement of traffic signals
- ▶ Developing and reviewing manuals and standards on road geometry, traffic signs, traffic signals, etc.
- ▶ Construction and supervision of weighbridges to control overloading
- ▶ Installation of street/security light on regional and trunk roads especially in urban areas
- ▶ Construction of Road Side Stations (RSS) and Parking facilities to reduce road traffic accidents as a result of driver fatigue
- ▶ Implementation of the Ten Step Project; involving effective road safety interventions.

10. Proposed Way Forward on Engineering & Technology

▶ Engineering Measures:

- ❑ Improve road infrastructure and design to reduce risks (i.e. road lights, proper signage, pedestrian bridges, reducing two-lane roads on high-speed roads, providing footpaths, cycling lanes, safe crossing points and other traffic calming measures)
- ❑ Conduct regular road safety audits to identify weaknesses and areas for improvement

▶ Invest in Technology:

Use technology such as traffic monitoring systems, speed cameras and GPS-based navigation tools to improve road safety

▶ Monitoring, evaluation and data management

Achieving 50% reduction in road traffic deaths and injuries by 2030 requires **monitoring and collection of data to measure impact as well as to assess implementation progress.**

PART IV: STRATEGIES

ENFORCEMENT

11. Proposed Way Forward on Enforcement

- ▶ If traffic laws are not enforced or are perceived as not being enforced, they will not be complied with and will have very little chance of influencing behaviour
- ▶ Ensure that law enforcement agencies have the necessary resources and training to carry out their duties effectively
- ▶ Particular attention need to be paid to motorcycle taxis (Bodaboda) which pose a high safety risk but are tacitly exempted from enforcement

Selected Photos of Road Safety Concerns in Tanzania



THANK YOU FOR YOUR ATTENTION

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