

Central Corridor (Eastern Africa) Road Safety Programme for Commercial Freight

Project Location: East Africa Central Corridor
(Portion Tanzania, Rwanda and Burundi)

Project Start Date: February 2012

Project Duration: 1 year 5 months

Introduction: Trade facilitation along the main sub-Saharan Africa corridors aims to reduce transport costs, delays and uncertainties, in order to enable economic development through trade. However, one of the consequences of trade development is increased road traffic, which may contribute to increased road crashes.

The World Bank and TOTAL developed a partnership to improve road safety along the major sub-Saharan corridors. It was recognised that, in order to enhance road safety along corridors, formulation and adoption of a harmonised, comprehensive and consistent trade corridor road policy and strategic action plan by the countries along the corridor were essential.

In February 2012 The World Bank contracted Transaid and Transaid's project partners (Transport Research Laboratory (TRL) and the National Institute of Transport (NIT)) to conduct a study that would help to increase road safety for commercial freight in Tanzania and along the Central Corridor (for Tanzania, Rwanda and Burundi) and promote cooperation between the road transport operators and the public authorities.

Methodology: The specific objectives were:

- Improve the professional qualifications of the truck drivers, including for road safety
- Promote dissemination of good practices among road transport operators and their staff
- Minimise the hazards caused by the change of driving side around the borders between Tanzania and Rwanda and Burundi
- Prepare the replication on the corridors originating from the port of Dar es Salaam of the TOTAL / World Bank Corridor Road Safety Initiative

The specific activities were:

- The review of applicable legislation and propositions of adequate training programs were completed within the first six months-
 - This review, development of curricula and propositions of adequate training programmes were completed in parallel with the legislation review and continued for the first nine months of the study to allow stakeholder feedback and to present the curriculum to the appropriate committees for approval.

- Workshops were organised throughout the assignment according to a calendar defined in the inception report. A report was also prepared for each workshop
 - Seven workshops took place periodically throughout the study; three in Tanzania, two in Rwanda and two in Burundi. These stakeholder workshops combined with other project activities informed the content of a road safety action plan
- The review of the border conditions was completed within six months with a work plan to address the identified deficiencies

The project team took a participatory approach and worked closely with the Central Corridor Transit Transport Facilitation Agency (CCTTFA). The consultants engaged with public authorities and legislators as well as driving schools and transporters in Tanzania, Rwanda and Burundi. Throughout the programme, workshops were designed to include scope for identification of key issues, collation and sharing of good practices, elements of training related to needs identified, all in line with the overall programme aim. The programme promoted cooperation between the road transport operators and the public authorities in order to improve road safety in the countries.

The consultants also took a hands-on approach – rather than waiting until the end of the study to present recommendations, opportunities to realise quick wins and to implement ideas or materials developed as part of the study were sought, as evidenced by a new HGV driver training curriculum which was developed and by before the end of the study was ready for use in Tanzania. .

Outcomes/Findings:

There were some significant achievements as a result of this study. A key achievement was the development of a new HGV Driver Training Curriculum. In June 2013, this curriculum was signed off and adopted as the new curriculum to be implemented at the NIT in Dar es Salaam, thereby providing a mechanism to embed the new curricula in Tanzania's largest professional driver training facility. This curriculum is now well positioned to become the national standard and potentially for adoption within the East Africa Community. Following a new Licensing Act for Heavy Goods Vehicles (HGV) it is likely that HGV driver training will become compulsory in Tanzania. This development represents a tremendous opportunity to accelerate the improvement of HGV driver competence along the Central Corridor if the appropriate steps are taken to ensure there is sufficient capacity to deliver quality training on the scale that will be required.

The promotion and dissemination of good practices among road transport operators and their staff was achieved by working with project stakeholders in a collaborative manner and through the facilitation of seven workshops across the focus countries. These workshops provided a platform for the promotion and exchange of

good practices and material. They also provided an opportunity to provide training to transporters and drivers wherever appropriate and possible. This included 100 HGV drivers receiving 'hearts and minds' behaviour change training and, in Tanzania, 35 representatives from transport operators received an introduction to fleet management principles.

The conditions associated with crossing the border between Tanzania, Rwanda and Burundi along the Central Corridor was thoroughly reviewed. An important initial finding was that the changes of driver side were not the main cause of crashes at the borders. However, there are important steps to be taken to improve signage and reduce the risk of road crashes on the borders and these were discussed with key stakeholders and set out in the final report. A high level implementation plan was proposed with over twenty recommendations and there are a number of low cost recommendations specific to the border crossing around signage and layout that should be quickly implemented. Longer term and more expensive recommendations were also made around the need for accurate crash data collection systems, improved signage along the route and engineering interventions to make the route safer for vulnerable road users.

The project team shared experience, expertise and materials along the corridors and beyond, including:

- The HGV Driver Training Curriculum with the TOTAL/World Bank commercial vehicle training centre in Kenya
- Supporting the TOTAL/World Bank awareness raising training activities during road safety week in Uganda
- Engagement with the Road Transport and Safety Agency (RTSA) in Zambia and the Nigeria Institute of Transport Technology (NITT)

Conclusions: The final report presents a number of detailed recommendations to address the issues identified. There are a number of key objectives that should be addressed in the short term to ensure that momentum from the study is not lost. There are clear recommendations on the need to invest in commercial driver training capacity along the central corridor. The CCTTFA and NIT should continue to lobby for the curriculum to be accepted as the East African Community standard and to continue sharing the approach and materials widely. The study also revealed a strong need and appetite for training aimed at transport operators. This is strongly recommended to professionalise the transport industry and improve road safety approaches within the transport companies. Education and behaviour change campaigns aimed at all related road users are also highly recommended. The study also revealed that capacity needs to be built around vehicle inspection. Enforcement capacities also need to be strengthened following the ratification of the Road Traffic Licensing Act.

Co-operation, as a driving force for change and transformation, if well-exploited, has the potential to develop a degree of self-regulation amongst transporters (even in a developing economy), that could enable a cost effective mechanism for improving road safety along the trade routes. Therefore, it was predicted that, after 15 months of working closely with the CCTTFA and its regional stakeholders, the facilitation agency is best placed to play a pivotal role in achieving the road safety improvements recommended, particularly working in partnership with the Dar es Salaam and Northern Corridors of Eastern Africa. The transport operator workshops clearly highlighted the role that the CCTTFA can actively play in providing high level lobbying forums for dialogue between the transport industry and public authorities. The regional make-up of the CCTTFA board membership, strengthened with adequate capacity, would put the agency in the best position to progress both

implementation and the harmonisation agenda quickly and effectively.

Tools Utilised: HGV Driver Training Curriculum, Transporter Workshops Q&A sessions

Partners: Central Corridor Transit Transport Facilitation Agency (CCTTFA), Sub-Saharan Africa Transport Policy Program (SSATP), National Institute of Transport (NIT), Transport Research Laboratory (TRL).

About Transaid:

Transaid is an international UK development charity that aims to reduce poverty and improve livelihoods across Africa and the developing world through creating better transport. Transaid was founded by Save the Children and the Chartered Institute of Logistics and Transport. Our Patron is HRH The Princess Royal. Transaid specializes in the following:

- Building the capacity of public health authorities to provide effective, safe and cost efficient transport management systems to promote equitable access to primary health care services.
- Developing and improving logistics and supply chain systems to enhance the delivery of medicines, equipment and relief services to vulnerable communities.
- Promoting effective partnerships to support and enhance community participation in developing sustainable transport solutions in rural areas.
- Developing and delivering transport and logistics training and qualifications for public and private sector operators.

Transaid has the capacity and reach to lead projects throughout the developing world, but is equally capable of providing niche technical assistance to large scale health systems strengthening projects. Transaid maintains strong relationships with a number of leading international organizations including donor agencies such as DfID, DANIDA and USAID, and implementing organizations such as Health Partners International, Options Consulting, John Snow Inc. and Management Sciences for Health.

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