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Improving Road Safety through National and Regional Standards for Professional Driver Training in East Africa

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Agenda

- Background
- A need for harmonised HGV/PSV standards
- Context – motorcycle taxis in Tanzania
- Developing training curricula
- Methodology and key findings
- The way forward
- Questions

Background

- Efficient and effective transport services are essential
- Provide access to markets, jobs, health care, education and other essential services
- Nations continue to rapidly urbanise
- Public transit agencies/operators as well as commercial freight operators play a key role in ensuring sustainable growth in Africa
- However, substantive and coordinated efforts are required
- Need to ensure growing demand for transport services does not translate into increased death and injury on the roads
- The World Health Organisation's Global Status Report on Road Safety 2015 estimates 1.24 million people lost their lives on the world's roads with a further 20 to 50 million people suffering injury and/or disability

Need for harmonisation-HGV/PSV

- EAC Secretariat working towards harmonising improved standards in road transport operations and policies
- Part of efforts to fulfil the requirements of the EAC Treaty
- Studies have identified acute shortage of professionally trained & qualified commercial vehicle drivers in the region
- World Bank study found that only about 38% of the transport operators have undergone a professional training since being recruited
- Inadequate supply of trainers and training facilities
- With a few exceptions, the quality and scope of training does not fully address the requirements of the industry

Context - motorcycle taxis Tanzania

- Motorcycles also experience lack of regulation and standardised training
- Becoming increasingly available across East Africa
- Offer convenience and ability to meet demands that other services cannot
- 1.7 million vehicles registered in Tanzania between 1st May 2003 and 31st December 2014, 55% were motorcycles or tricycles.
- Police estimated that up to 70% of all motorcycles are used as boda bodas
- Risk that over-regulation could have a negative impact on the important service that boda bodas provide to people living in rural Tanzania
- However, a level of regulation, support to professionalise training has potential for positive change



Developing curricula

- TradeMark East Africa (TMEA) contracted Transaid to conduct a review of existing PSV and HGV training
- Training curricula, instructor manuals and other training materials reviewed across the five partner states
- Transaid was also contracted by AFCAP to undertake an applied research project to review the current training available for motorcycle riders in Tanzania,
- Both initiatives involved working closely with key stakeholders to make recommendations for adequate training programmes

Methodology – HGV/PSV

- Literature review and key informant interviews
- Endorsement from the respective national authorities
- Highly participative approach
- Materials were assessed according to criteria including: clarity, current levels of utilisation, driver assessment criteria, practical content and how comprehensive they were
- Examples of best practice were sought from the private sector, from associations, from the police, regulators and road safety professionals.
- Stakeholder and technical meetings
- Best practices were incorporated into training modules, covering topics such as driver walk-around checks, coupling and uncoupling a trailer, carriage of dangerous goods and load safety.
- The final curriculum has been reviewed and approved by the Regional Technical Committee on East Africa Trade, Transport Facilitation Project
- A driving instructor's manual was also developed, which is intended to complement the curriculum for large commercial vehicles

Methodology – Motorcycle taxis

- Review of current training available for motorcycle riders in Tanzania
- Assessment of driver training schools in Tanzania:
 - Assessment of current rider training available
 - 40 training schools contacted
- Consultation with:
 - authorities
 - riders
 - passengers
 - owners
 - other stakeholders



Key Findings – Motorcycle Taxis

- Very little motorcycle training material available
- Only two institutions had developed curricula
- Two more used generic materials used for car driver training
- No common standard and a significant variance from institution to institution
- Challenges cited by training schools:
 - Too few students attending the course
 - Students failing to pay for the training
 - Many motorcycle taxi riders do not have time to engage in the training as scheduled by the trainers
 - Some training centres do not have the facilities
- Found there is a desire for training but it needs to be available and affordable



Developing the curriculum – motorcycles

- Good practice identified from existing material in Tanzania
- Further developed by key stakeholders - innovation in the participatory approach
- Excellent support from SUMATRA, Traffic Police, National Institute of Transport, HelpAge, Amend, ITC (Zambia), etc.
- 2016 - SUMATRA translated the curriculum into Swahili and has been championing adoption
- National launch event 1st March 2016



The Way Forward – HGV/PSV

- There is now a curriculum and instructors manual
- Next steps:
 - Ensure an appropriate legal framework is in place to mandate use of the EAC standardised curriculum
 - Build large commercial vehicle driver training capacity in the region
 - Ensure harmonised testing and licensing in line with the standards is carried out by the appropriate national bodies
 - Dissemination strategy; to raise awareness of the new curriculum and to support with buy-in from key stakeholders
 - Investment in training facilities
 - Robust auditing and a quality assurance mechanism



The Way Forward - Motorcycles

- New curriculum for motorcycle taxis in English and Swahili
- Need to roll out the training
- Challenges to consider:
 - lack of capacity around motorcycle training in general and especially motorcycle taxi training within Tanzania
 - How can boda boda riders in rural areas be reached?
 - What role can the authorities play in ensuring they have been trained?
 - What role can boda boda associations play?
 - What role can training schools play?

Thank you

Any questions?