

CASE IN TANZANIA

Sharing lessons learned



PROJECT:

Ten Steps Plan for Safer Road Infrastructure

The Ten Step Plan for Safer Road Infrastructure project was launched to reduce traffic fatalities and injuries in Tanzania by strengthening institutional systems and building national capacity for safer road design. The initiative addressed the systemic issue of poorly designed and constructed road infrastructure, building on the findings of the iRAP assessment conducted prior to this project

The project aligns closely with UNRSF's strategic priority of implementing proven road safety solutions and addressing legislative gaps at the national level. A key focus was the creation of the Infrastructure Training, Accreditation, and Certification Scheme to build local capacity in road safety assessment, auditing, and engineering.

Developed in 2019 by the UNRSC 'Safer Roads and Mobility' group, the framework provides countries with a step-by-step process to build national capacity for safer road infrastructure and to help achieve Targets 3 and 4 of the United Nations Global Road Safety Performance Targets.

Tanzania is the first country in the world to implement the United Nations Road Safety Collaboration's (UNRSC) Ten Step Plan for Safer Road Infrastructure framework. This project strengthened the knowledge and skills of road safety auditors, iRAP assessors/practitioners, and road safety engineers, enhancing their capacity to design, manage, and conduct iRAP-specification assessments and road safety audits.

WHAT WERE THE RESULTS?

1. Improved institutional arrangements for infrastructure safety management

- Reviewed the national road safety strategy and road design standards, securing endorsement from the Ministry of Works and Transport for recommendations that align with UN Targets 3 and 4 and integrate UN legal instruments into national design standards.
- Established the National Road Assessment Programme (TanRAP), a locally owned and led Road Assessment Programme, and a Regional Centre of Excellence for Road Safety Training, Accreditation, and Certification to strengthen skills development and promote continuous improvement in safer road design.
- Developed a national training and accreditation scheme

2. Trained and certified road safety professionals

- 94.5% of participants reported an increased ability to improve road safety activities.
- 569 individuals participated in 1,399 training activities, including iRAP Assessment, Road Safety Audits, and Road Safety Engineering courses.
- Over 100 individuals were certified in the Road Safety Engineering course.
- 30 road safety auditors were certified through the Road Safety Audits course.

3. Expanded safety data on road designs

- More than 910 km of new road designs were assessed, representing a 38% increase in iRAP star-rated road design—from a 2,400 km baseline to 3,310 km.
- Star ratings of existing roads expanded from 6,769 km to over 10,000 km, a 32% increase compared to the baseline.
- 140 km of roads were upgraded with star ratings.

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WHAT WORKED?



STRENGTHENED PROGRAMME DESIGN AND MONITORING

- Established working groups and a national steering committee to guide the review and development of the National Road Safety Infrastructure Strategy, update Road Design Standards, and develop TanRAP.
- Engaged strong local partners and dedicated officers to coordinate activities and drive progress, with weekly team meetings to track milestones and anticipate challenges.
- A dedicated monitoring and evaluation component, led by iRAP and supported by an additional GRSF grant, used baseline and tracking surveys to measure knowledge, skills, stakeholder participation, gender balance, and course outcomes, supporting adaptive management and effective implementation of project activities.



TRAINING AND CAPACITY BUILDING

- Delivered training on iRAP Assessments, Road Safety Audits, and Road Safety Engineering, enhancing the skills of road safety auditors, engineers, and iRAP practitioners.
- Built local capacity to manage and conduct assessments, enabling agencies to identify high-risk roads and prioritise cost-effective countermeasures.
- Expanded knowledge across key agencies, addressing capacity gaps and supporting sustainable road safety improvements.

Ten Step Plan for Safer Road Infrastructure

UNRSTF Priority #1: Gap Analysis		UNRSTF Priority #2: National Standards & Training	
Step 1	National Safer Road Infrastructure Workshop	Step 5	Development of National Road Design Standards in accordance with the UN Global Road Safety Program Targets
Step 2	Road Infrastructure Management Operational Mapping	Step 6	Development of National Training, Accreditation and Certification Standards and Institutional Capacity
Step 3	Review of Current National and State Operational Policies, Standards, Guidelines and Financing Arrangements	UNRSTF Priority #3: Infrastructure Safety Management	
Step 4	Develop National Safer Road Infrastructure Strategies and Supporting Action Plans		
		Step 7	Establish and/or enhance a National Road Assessment Programme
		Step 8	Immediate Road Design Assessments and Road Safety Audits that elevate the safety for all road users to a 3-star or better standard in support of UN Target 3
		Step 9	Strengthen National Capacity for Infrastructure Road Safety Construction Quality, Data Management, Performance Tracking, Monitoring and Evaluation
		Step 10	Establish an effective communications programme that celebrates safer roads



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DEVELOPMENT OF NATIONAL TRAINING AND ACCREDITATION SCHEME

- Established the TanRAP programme and a Regional Centre of Excellence for Road Safety, providing structured training, accreditation, and certification to support continuous skill development.
- Increased capacity to design, manage, and implement iRAP assessments, road safety audits, and infrastructure projects.
- Enabled affordable, sustainable improvements for all road users, including pedestrians and vulnerable groups..



IRAP ASSESSMENTS AND DATA-DRIVEN IMPROVEMENTS

- Conducted network-wide assessments using the iRAP star rating methodology, expanding safety data on existing and new roads.
- Identified high-risk locations and prioritized interventions to maximize reduction of fatal and serious injuries.
- Built evidence for targeted infrastructure improvements and informed policy and planning decisions.



UPDATED NATIONAL STANDARDS AND STRATEGY

- Reviewed and updated National Road Design Standards and the National Safer Road Infrastructure Strategy and Action Plan.
- Aligned policies with UN Global Road Safety Performance Targets 3 and 4, incorporating best-practice guidance.
- Strengthened long-term institutional capacity to ensure safer infrastructure and protect vulnerable road users.

PROJECT IMPACT



Recommendations for **National Road infrastructure Safety Strategy and Action Plan**



Recommendations for revision of the **Tanzania Road Geometric Design Manual**



Safety data expanded to more than 10,000km using the iRAP Methodology



New **National Training, Accreditation and Certification Scheme** • **> 500 trained** • Growth in certified road safety auditors and iRAP Accredited practitioners (**Tanzania is now ranked #2 in the world for iRAP Accreditation**)



Launch of TanRAP, a locally owned and led Road Assessment Programme (RAP)



57,630 touchpoints with stakeholders via social and electronic media to build project awareness and support



Field data collection and workshops to demonstrate skills and shape safety recommendations that can **influence > USD \$1 billion of development bank-financed transport corridor projects**

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LESSONS LEARNED FOR SCALING AND REPLICATION

SUCCESSES

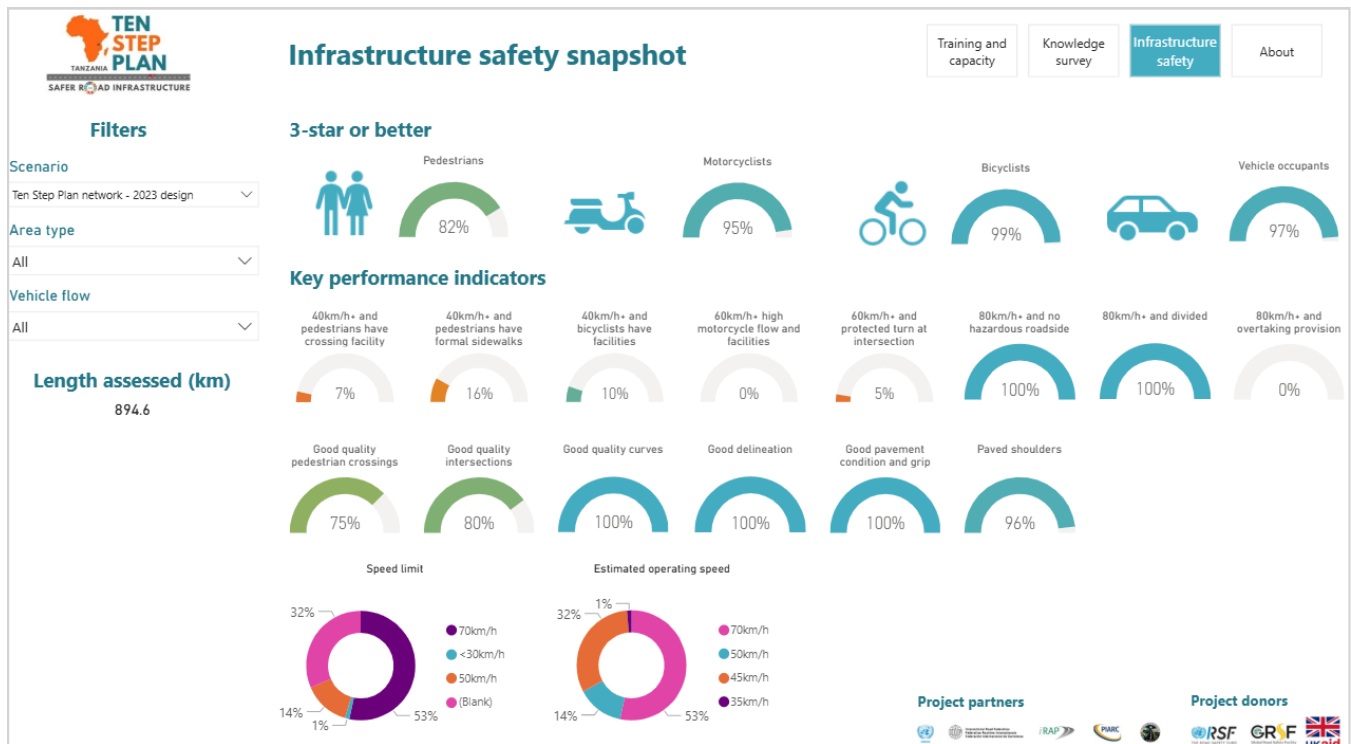
The project successfully addressed long-standing gaps in The project strengthened Tanzania's road safety ecosystem through multistakeholder collaboration, capacity building, and improved institutional arrangements for safer road infrastructure. It was jointly funded by the UN Road Safety Fund (UNRSF) and UKAid via the Global Road Safety Facility (GRSF), and implemented under UNECA guidance by a consortium led by the International Road Federation (IRF), including iRAP, PIARC, and the Tanzania Roads Association (TARA).

Rigorous gap analysis during project design identified critical gaps in road safety management, training, and infrastructure standards, directly informing the review of strategies, action plans, and training programmes, and enabling effective implementation of the Ten Step Plan for Safer Road Infrastructure. The initiative's success demonstrates its potential for replication in other African countries to strengthen road safety systems and professional expertise.



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This dashboard was developed as part of the iRAP Impact Evaluation the UNRSF Ten Step Plan for Safer Road Infrastructure in Improving the Safety Performance of WB's Projects project, funded by UK Aid through the GRSF.

Link: <https://irap.org/>

CHALLENGES & MITIGATION STRATEGIES

- **Delays:** Project implementation was delayed by six months due to delays in the disbursement of the first instalment of funds, which were affected by the COVID-19 pandemic and limited processes and skills on the part of Tanzanian counterparts. Structural challenges in project management and technical capacity within the country further affected timely implementation.
 - **Future Learnings:** Strengthening financial processes, building project management capacity, and providing targeted technical support to national partners can help ensure smoother and more timely implementation of future projects.
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- **Challenge:** Limited management and technical skills within the country became apparent during the work of the three Working Groups and the first training, requiring additional effort to keep activities on track.
 - **Mitigation:** To support local capacity and ensure smooth project delivery, IRF and iRAP appointed a full-time local project officer in 2021 to assist the core team throughout the project.



**DOWNLOAD
THE STORY HERE**