

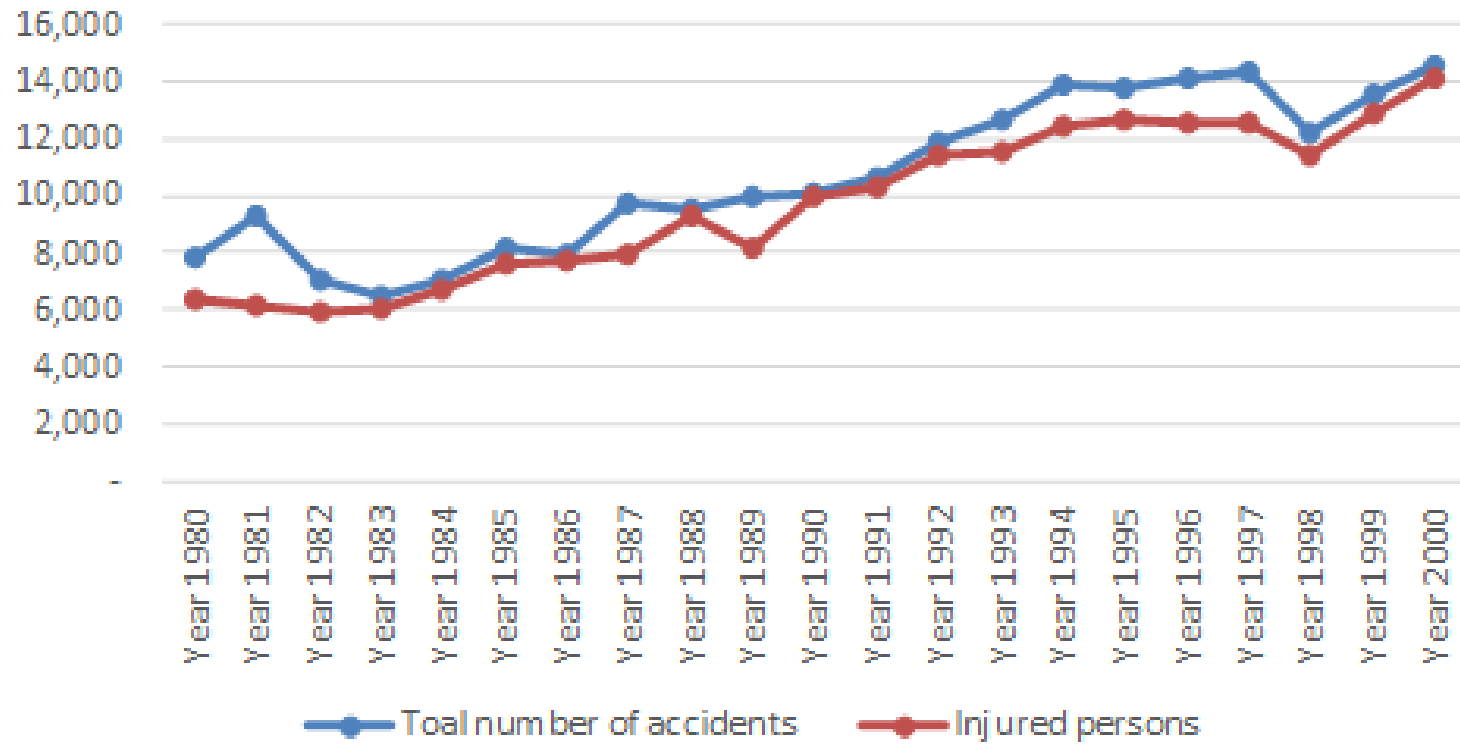
# Road safety in Tanzania. Building a Case for Sustainability.

Paper presented at the E-Conference, School of Energy and Hydrocarbons,  
Virtual University of Uganda, 29<sup>th</sup> May 2019)

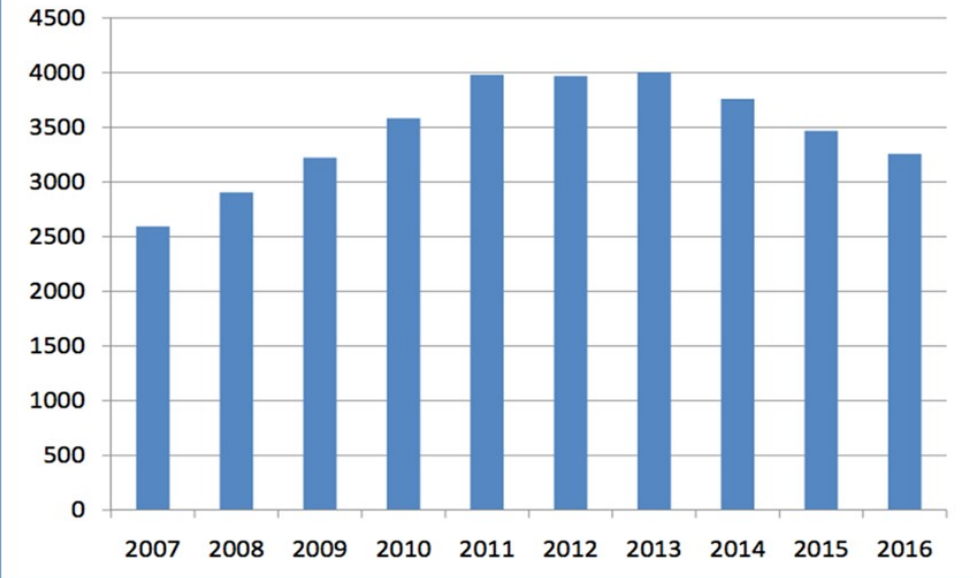
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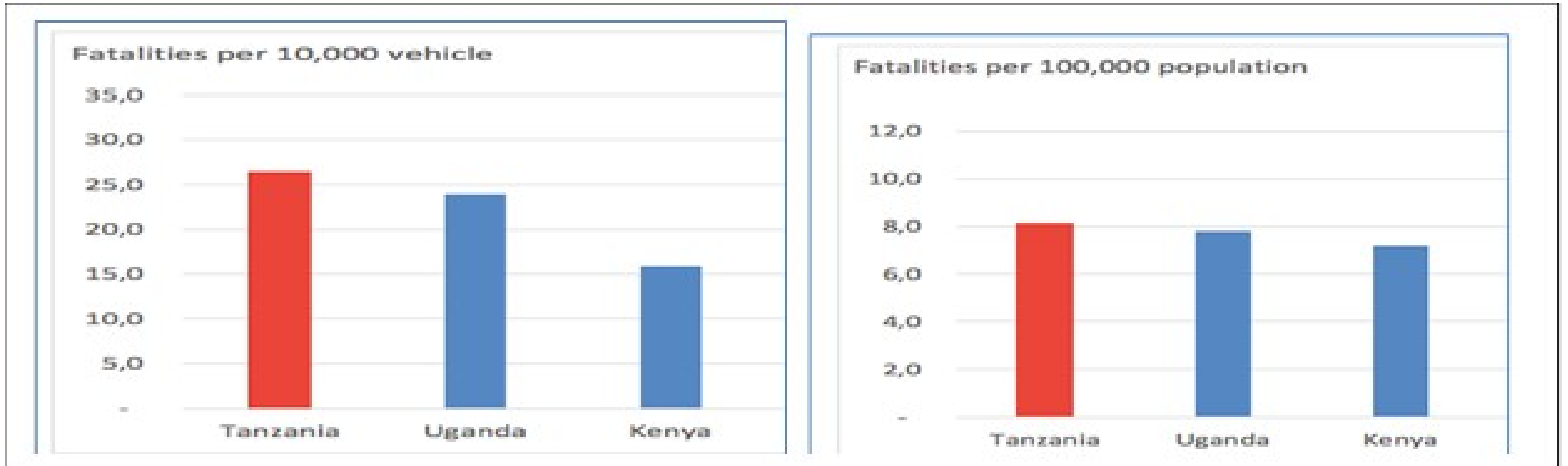
## Accidents and Injuries



## Road Deaths, 2007 to 2016



# Comparison: 2013



# Zero tolerance to road traffic offences

## Motorcycle Violations



Use of Speed Radars



No argument...



No argument...



Officer Issuing a Ticket

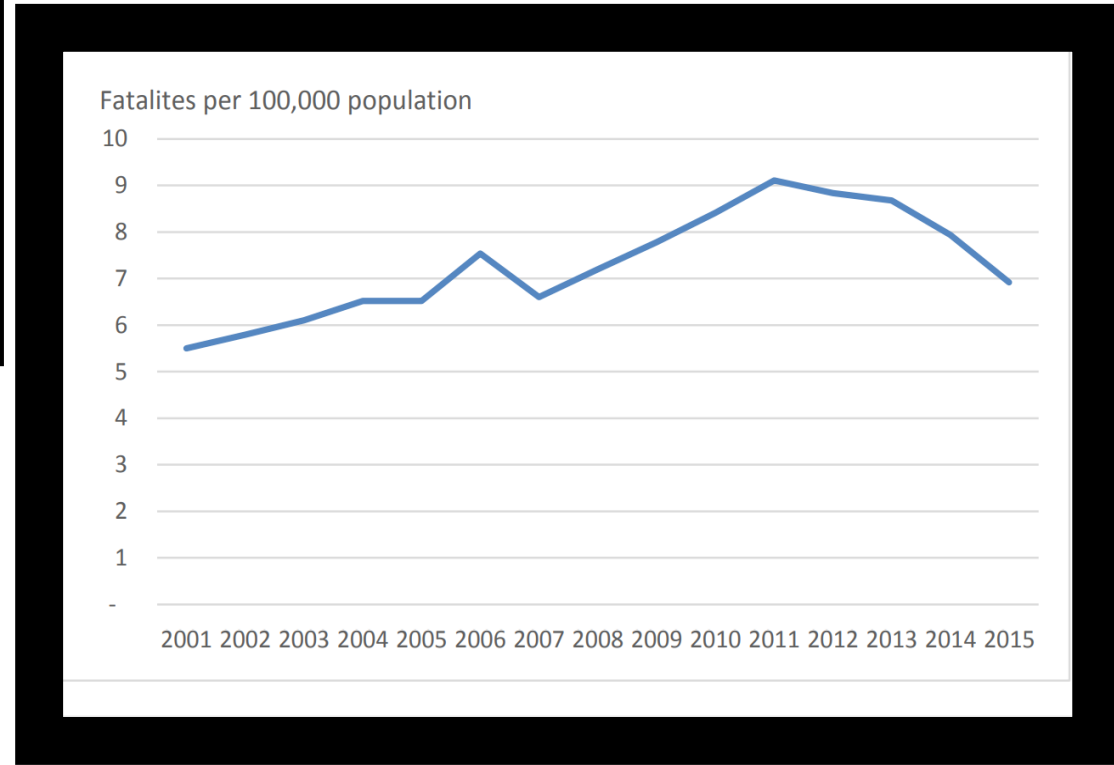
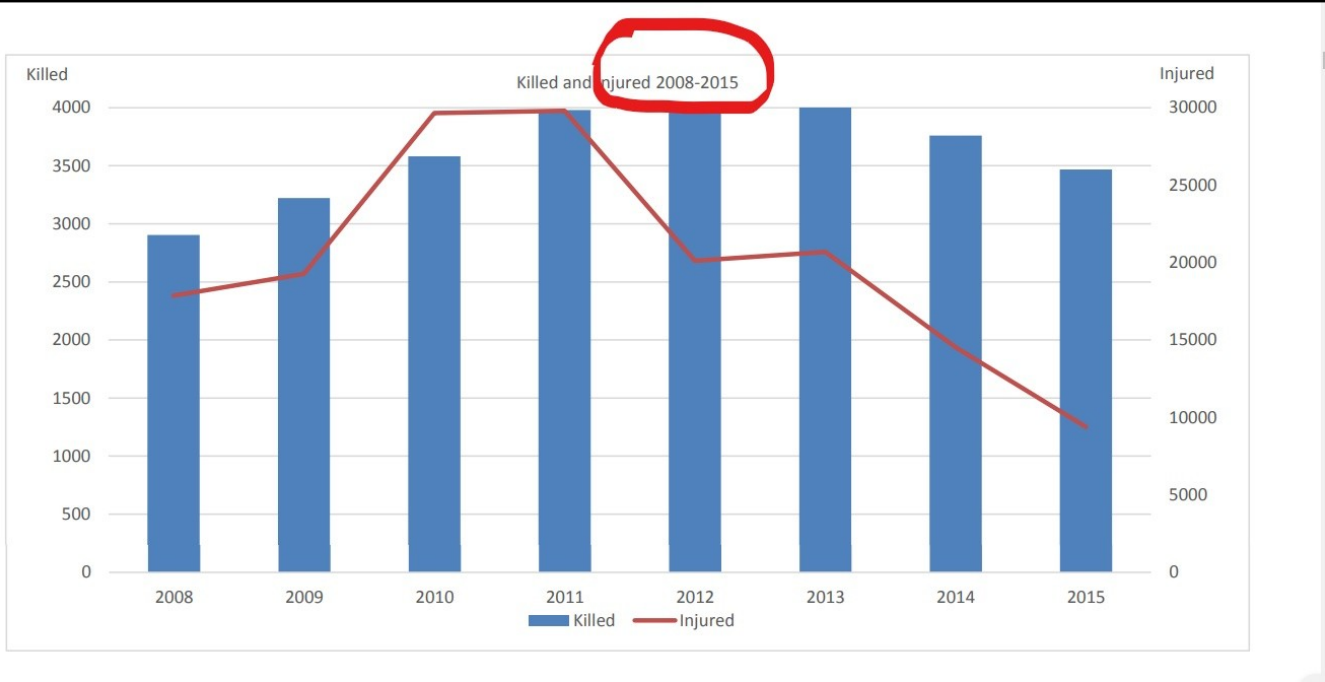


Putting an end to this...



# Revenue ...

	<b>Revenue collected/ to collect (in billions)</b>	<b>Source of information</b>
<b>Year 2019/ 2020</b>	118.3	2019/2020 budget presentation in Dodoma
<b>Year 2018</b>		
<b>Year 2017</b>		
<b>Year 2016</b>		
<b>Year 2015</b>	41	Guardian of 04 <sup>th</sup> June 2016
<b>Year 2014</b>	32.8	Guardian of 04 <sup>th</sup> June 2016



# Some questions and dissatisfaction with the Fining System

- 2 important questions:
  - For how long will this effect of improvement on road safety last?
  - Is the measure of fining, as it is now, sustainable enough to maintain the positive trend?
- Dissatisfaction with the road offense fines
  - Road users, on the way fines are collected: little room to express oneself, even when there is unfair treatment
  - Politicians: “... Fines and penalties are not the right approach to address the problem. Police need to rethink this model”

# Challenge 1: Unintentional offences

- Not all offences are intentional:
  - Some offences are due to ignorance
  - Some of the offences are due to Police Officers' arbitrary decisions
  - Some more offences are due to incoordination between the Traffic Police Force and other authorities dealing with the maintenance and improvement of road safety
    - Ministry in charge of education matters find ways of incorporating and/or integrating road safety issues in all forms and at all levels in the education system.
    - Ministry in charge of the Police Force creates a Road Safety Desk (RSD) where all complaints regarding dissatisfaction with Traffic Police decisions can be addressed.
    - Ministry dealing directly with roads to constitute a Road Safety Committee (RSC) at local governance levels to represent the major stakeholders on the road in order to address all complaints of the road users
    - Formation of Road Technical Teams (RTT) to inspect road signs and put forward suggestions where to add or remove road signs, and in other cases where to reconstruct road lanes for parking and/or overtaking.



## **Challenge No. 2: Police Officers with “super-powers”**

- Traffic Police Officers’ multi-roles:
  - Arrest the offender
  - Judge the offender
  - Charge the offender
  - Collect the fines
    - A study should be commissioned to find out the best practice to address the issue of Traffic Police Officers on how to distribute the roles in the road fining system.

# Challenge 3: Road Revenue Dependence

- Revenue from the road offences has now become part and parcel of substantial government income.
- Lingering financial gap if road offences reduce; but this is the ideal on road safety
  - Road offences revenue to be removed as part and parcel of the national budget
    - Instead, whatever is collected:
      - is publically and transparently accounted for
      - the local government planning authorities allocate its use for the public on the road