

**United Nations Road Safety Fund**  
**MPTF OFFICE GENERIC FINAL PROGRAMME<sup>1</sup> NARRATIVE REPORT**  
**REPORTING PERIOD: FROM 1 JANUARY 2023 TO 31 MARCH 2023**

<p align="center"><b>Programme Title &amp; Project Number</b></p> <ul style="list-style-type: none"> <li>Programme Title: Ten Step Plan for Safer Road Infrastructure</li> <li>Programme Number (if applicable)</li> <li>MPTF Office Project Reference Number:<sup>3</sup> 00123596</li> </ul>	<p align="center"><b>Country, Locality(s), Priority Area(s) / Strategic Results<sup>2</sup></b></p> <p>(if applicable) Country/Region: TANZANIA</p> <p>Priority area (UNRSF pillar(s) / strategic results: 2. Improved safety road infrastructure</p>
<p align="center"><b>Participating Organization(s)</b></p> <ul style="list-style-type: none"> <li>Organizations that have received direct funding from the MPTF Office under this programme: UNECA (Lead UN agency)</li> </ul>	<p align="center"><b>Implementing Partners</b></p> <ul style="list-style-type: none"> <li>National counterparts (government, private, NGOs &amp; others) and other International Organizations: IRF (Project Lead), iRAP, TARA, PIARC</li> </ul>
<p align="center"><b>Programme/Project Cost (US\$)</b></p> <p>Total approved budget as per project document: MPTF /JP Contribution<sup>4</sup>: <b>\$480,000</b></p> <ul style="list-style-type: none"> <li>by Agency (if applicable) USD</li> </ul> <p>Agency Contribution</p> <ul style="list-style-type: none"> <li>by Agency (if applicable)</li> </ul> <p>Government Contribution (if applicable)</p> <p>Other Contributions (donors) GRSF – Approx. \$300,000 (if applicable)</p> <p><b>TOTAL: Approx. \$780,000</b></p>	<p align="center"><b>Programme Duration</b></p> <p>Overall Duration (months): 24 months+ 6 months extension</p> <p>Start Date<sup>5</sup> (dd.mm.yyyy): 01.10.2020</p> <p>Original End Date<sup>6</sup> (dd.mm.yyyy): 31.10.2022</p> <p>Actual End date<sup>7</sup>(dd.mm.yyyy): 31.03.2023</p> <p>Have agency(ies) operationally closed the Programme in its(their) system? Yes No <input type="checkbox"/> <input type="checkbox"/></p> <p>Expected Financial Closure date<sup>8</sup>: ?</p>
<p align="center"><b>Programme Assessment/Review/Mid-Term Eval.</b></p> <p>Evaluation Completed:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No Date: dd.mm.yyyy N/A</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No Date: dd.mm.yyyy N/A</p>	<p align="center"><b>Report Submitted By</b></p> <ul style="list-style-type: none"> <li>Name: Susanna Zammataro</li> <li>Title: Director General</li> <li>Participating Organization (Lead): International Road Federation (IRF)</li> <li>Email address: <a href="mailto:szammataro@irfnet.ch">szammataro@irfnet.ch</a></li> </ul>

<sup>1</sup> The term "programme" is used for programmes, joint programmes and projects.

<sup>2</sup> Strategic Results, as formulated in the Strategic UN Planning Framework (e.g. UNDAF) or project document;

<sup>3</sup> The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to as "Project ID" on the project's factsheet page on the [MPTF Office GATEWAY](#).

<sup>4</sup> The MPTF/JP Contribution is the amount transferred to the Participating UN Organizations – see [MPTF Office GATEWAY](#)

<sup>5</sup> The start date is the date of the first transfer of the funds from the MPTF Office as Administrative Agent. Transfer date is available on the [MPTF Office GATEWAY](#)

<sup>6</sup> As per approval of the original project document by the relevant decision-making body/Steering Committee.

<sup>7</sup> If there has been an extension, then the revised, approved end date should be reflected here. If there has been no extension approved, then the current end date is the same as the original end date. The end date is the same as the operational closure date which is when all activities for which a Participating Organization is responsible under an approved MPTF / JP have been completed. As per the MOU, agencies are to notify the MPTF Office when a programme completes its operational activities. Please see [MPTF Office Closure Guidelines](#).

<sup>8</sup> Financial Closure requires the return of unspent balances and submission of the [Certified Final Financial Statement and Report](#).



## FINAL PROGRAMME REPORT FORMAT

### EXECUTIVE SUMMARY

*In ½ to 1 page, summarise the most important achievements of Programme during the reporting period and key elements from your detailed report below. Highlight in the summary, the elements of the main report that you consider to be the most critical to be included in the MPTF Office Consolidated Annual Report.*

Following the launch of the National Road Assessment Programme known as TanRAP, as outlined in the previous narrative report, the Ten Step project delivery progressed in the reporting period of 2023 and finalised the project as per the agreed timeline as detailed below:

1. **Training Programme.** In the reporting period covered by this report, the following trainings were finalised:
  - a. **iRAP Assessments Course.** The iRAP trainings successfully continued in a primarily self-paced digital format. By 31st March 2023, the official closing date of the project, the course attracted more than 289 registrations from selected Tanzanian stakeholders being nominated by the different Tanzanian Agencies. Of these, 72 successfully completed “iRAP Introduction & Safe System”, 37 successfully completed “iRAP Star Ratings Essentials”, 12 successfully completed “iRAP Star Ratings for Design” and 21 completed “Planning and managing an iRAP project & Making use of iRAP results”. As of 31<sup>st</sup> March 2023, full iRAP accreditations have been received by 9 individuals for “Survey”, 22 individuals for “Coding” and 10 individuals for “Analysis and Reporting”.
  - b. **Road Safety Audits Course.** In March 2023, the Ten Steps Tanzania Project Consortium was delighted to certify an additional 15 Road Safety Auditors (Observer Level) in Dar Es Salaam, Tanzania. The successful participants completed three parts of a thorough Road Safety Audit course between December 2022 and March 2023 which entailed online modules, a theoretical exam and an in-person session in Dar es Salaam which was finalised with a practical exam. Course participants were from public and private institutions in Tanzania, including the Tanzania National Roads Agency (TANROADS) and Tanzania Rural and Urban Roads Agency (TARURA). In total the course attracted 70 registrations and 30 people were certified as road safety auditors (Observer level).
  - c. **Road Safety Engineering.** Whilst the main training was delivered in September 2021 and saw 82 certified individuals, more individuals have been accessing the online available material and have continued/begun their training in 2022 and 2023. As of end of March, there were 206 registrations and 101 successful completions.

All training courses made available to participants through the iRAP training platform were closed on the 31<sup>st</sup> March 2023. Participants were made aware of the end date since December 2022 giving them 3 months to complete their course(s).

2. **Work of the 3 Working Groups (WG)** established in 2021 was finalised during this period. Each working group focused on completing the following topics:
  - a. **Working Group 1 “Road Safety infrastructure and Action Plan”** has finalised the development of a new National Safer Road Infrastructure Strategy and Action Plan and this has now been published: [A Road Infrastructure Safety Strategy for Tanzania - IRF gTKP - global Transport Knowledge Practice](#). An organisational mapping and gap analysis has been conducted and the results are available at: [Gap Analysis on Road Infrastructure Safety Management - IRF gTKP - global Transport Knowledge Practice](#).

- b. **Working Group 2 “Road Design Standards”** completed the work on the review and update of Geometric Road Design Standards being used in Tanzania, and the report is publicly available at: [Review of Tanzania Road Geometric Design Manual - IRF gTKP - global Transport Knowledge Practice](#).
- c. **Working Group 3 “TanRAP and Training & Accreditation Scheme”** finalised the work on the development of a National training and accreditation scheme to ensure safer road infrastructure in the country. A gap analysis on training and accreditation on road safety was conducted and the results of the analysis can be accessed at: [Road Infrastructure Safety National Training & Accreditation Scheme - IRF gTKP - global Transport Knowledge Practice](#). A key achievement in 2022 had been the group’s successful effort for the creation and launch of the Tanzania Road Assessment Programme (TanRAP) for effective knowledge transfer and to support coordination efforts.

**3. The 2<sup>nd</sup> National Workshop/ Final Stakeholders meeting hosted in Dar es Salaam in March 2023 to celebrate the successes of the Ten Step project in Tanzania.** The workshop brought together key stakeholders in the country to witness and celebrate the key achievements of the project in Tanzania. During this workshop, the final project deliverables and recommendations from all 3 working groups were handed over to and endorsed by the Ministry of Works and Transport. Represented by Hon. Saad Mtambule, District Commissioner, the Hon. Prof. Makame M. Mbarawa (MP), The Minister for Works and Transport, Tanzania and Guest of Honour recognised the dedicated collaboration of many national and international partners who have enabled Tanzania to become the very first country in the world to successfully implement the United Nations Road Safety Collaboration’s Ten Step Plan for Safer Road Infrastructure.

## **I. Purpose**

*Provide a brief introduction to the programme/ project (one paragraph).*

The ‘Ten Step Plan for Safer Road Infrastructure’ (Ten Step Plan) was developed by the United Nations Road Safety Collaboration ‘Safer Roads and Mobility’ group. It is designed to provide countries with a step-by-step process to build national capacity for safer road infrastructure, and to help them achieve the United Nations Member States agreed Global Road Safety Performance Targets 3 and 4. Target 3 states that “by 2030, all new roads achieve technical standards for all road users that take into account road safety or achieve a three-star rating or better”. Target 4 states that “by 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

The Ten Step Plan is aligned with the United Nations Global Framework Plan of Action for Road Safety and is designed to complement the global activities supported by the UN Road Safety Fund. The plan can be implemented directly by countries or through coordinated support as part of UN Road Safety Fund, Multilateral Development Bank (MDB) or bi-lateral partnerships.

*Provide the main objectives and expected outcomes of the programme in relation to the project document and Annual Work Plans (AWPs).*

This project in Tanzania represented the first ever application of the Ten Step Plan in the world. The overall objective of the Ten Step Plan project is to reduce traffic fatalities and injuries in Tanzania by building capacity and institutional systems to improve infrastructure safety.

The key expected outcomes of the project were:

- Reviewed and updated Systems and Institutional Arrangements for Road Safety infrastructure Management in Tanzania.
- Reviewed and updated National Road infrastructure Safety Strategy and Action Plan.
- Reviewed and updated National Road Design Standards, to ensure that they address road safety for all road users and meet the specific needs of vulnerable road users
- Concrete proposals for the creation of a National RAP programme and an efficient national training & accreditation scheme for Tanzania.

## **II. Assessment of Programme Results**

*This section is the most important in the Report and particular attention should be given to reporting on results / and changes that have taken place rather than on activities. It has three parts to help capture this information in different ways (i. Narrative section; ii. Indicator based performance assessment; iii. Evaluation & Lessons learned; and iv. A specific story).*

### **i) Narrative Section**

#### **Project contribution to the impact of the Fund**

*Each final narrative report shall contain an analysis of how the outputs and outcomes of the project have contributed to the overall impact(s) of the Fund. Has the funding provided by the MPTF/JP to the programme been catalytic in attracting funding or other resources from other donors? If so, please elaborate. For Joint Programmes, highlight how UN coordination have supported achievement of results.*

#### **Key planned project outcomes include:**

1. Knowledge about strengths, weaknesses and opportunities in institutional arrangements for infrastructure safety management improved
2. Institutional arrangements for infrastructure safety management improved
3. Capacity to manage and perform iRAP-specification assessment and road safety audit projects, and road infrastructure safety knowledge improved
4. Risk on key roads reduced for all road user types

On the above, progress made towards achieving these outcomes by the projects partners in the reporting period include:

**1. Knowledge about strengths, weaknesses and opportunities in institutional arrangements for infrastructure safety management improved.** By progressing with many of the project work plan milestones, such as the development of a national infrastructure safety strategy and action plan and the set up and launch of the Tanzania National Road Assessment Programme (as detailed in the following Output section), the team was able to bring together the key national road agencies and financing stakeholders to review the current systems and institutional arrangements for road safety management. This allowed to more holistically comprehend the current status of road safety management in Tanzania and explore options to improve it. Furthermore, the Working Groups that were established coming out of the National Workshop and which comprised stakeholders from most of the key road agencies in the country, have progressed fruitfully with regard to reviewing the existing national road safety strategy, targets and action plan, as well as the existing national road design standards and were able to finalise this work during the reporting period, in line with the project closure date.

**2. Institutional arrangements for infrastructure safety management improved.** The Working Groups that were established coming out of the National Workshop in 2021 and which comprise stakeholders from most of the key road agencies in the country, have progressed fruitfully in 2023 with regard to reviewing the existing national road safety strategy, targets and action plan, as well as the existing national road design standards. The Working Groups

aim to ensure that these adopt UN targets 3 and 4 and to ensure that best practice guidance on national design standards includes the approved UN legal instruments.

Putting in place a best practice guidance on road design standards represents a remarkable improvement versus the current inadequate design standards. It will lead to lives saved and injuries avoided as these standards will have safety at their core. Ensuring that the national strategy adopts UN targets 3 and 4 will further reflect the national commitment to the road safety cause and ensure that a greater focus is placed on avoiding deaths and injuries.

The best practice guidance on national road design standards finalised by WG2 during this reporting period incorporates the needs of those in vulnerable situations and thus ensures greater access as well as improved road safety for these groups. A national policy adopting UN targets 3 & 4 will further ensure the long-term commitment towards ensuring the inclusion of these groups in discussions surrounding future projects and policies.

**3. Capacity to manage and perform iRAP-specification assessment and road safety audit projects, and road infrastructure safety knowledge improved.** The trainings on iRAP assessments, Road Safety Audits and Road Safety Engineering, made available to participants free of charge as part of this project were finalised during this reporting period. Registration and participation figures significantly exceeded initial targets and expectations and will positively influence the road safety situation in the country through heightened expertise in many key agencies. iRAP assessments enable high risk roads to be identified and proven cost-effective road safety countermeasures to be prioritised at location where they can maximise the potential to reduce fatal and serious injuries on the road network. Targeted network-wide infrastructure improvements have been shown to significantly reduce road deaths and injuries.

iRAP assessments carried out as part of this project have aimed to identify affordable safety improvements for all road users including pedestrians and the most vulnerable. Having built greater local capacity to manage and undertake the assessments is an affordable and sustainable solution.

### **Project results**

*From [project start date] to [project end date], provide a narrative summary of the results achieved. The aim here is to tell the story of change that your project has achieved over its entire duration. Make reference to the implementation mechanism utilized and key partnerships.*

The project was officially launched by the Hon. Minister of Works and Transport of Tanzania during the project-organised National Stakeholder Workshop, which was held from 16th to 18th March 2021 and brought together over 200 key national road agencies and financing stakeholders to review the current systems and institutional arrangements for road safety management. This allowed to holistically comprehend the current status of road safety management in Tanzania and was fundamental in order to shape the strategy and action steps to be taken in order to ameliorate the road safety situation, and further allowed to bring all stakeholders to the same level of understanding and knowledge to further collaboration and partnerships with regards to the project and beyond. During the workshop it was agreed to establish a Steering Committee and three Working Groups.

The Steering Committee held its inaugural meeting in August 2021 and met quarterly. In addition to aiding the project governance, it provides an exchange platform for key national road safety stakeholders. The national steering committee comprised of members from the following institutions:

1. Ministry of Works and Transport (MOWT) – Chairperson
2. Tanzania Roads Association – Secretary
3. Tanzania National Roads Agency (TANROADS)
4. Tanzania Rural and Urban Roads Agency (TARURA)
5. President’s Office Regional Administration and Local Government (PORALG)
6. Traffic Police Department/National Road Safety Council (NRSC)
7. National Institute of Transport (NIT)

8. Chartered Institute of Logistic and Transport (CILT)
9. Tanzania Women’s Lawyers Association (TAWLA)
10. Road Safety Ambassadors

Three working groups (WG) were established to focus on specific project deliverables, namely:

1. WG 1 – Review of National Infrastructure Safety Strategy & Action Plan.
2. WG 2 – Review of National Road Design Standards.
3. WG 3 – Establishment of Tanzania National Road Assessment Programme (TanRAP) and National Training & Accreditation Scheme.

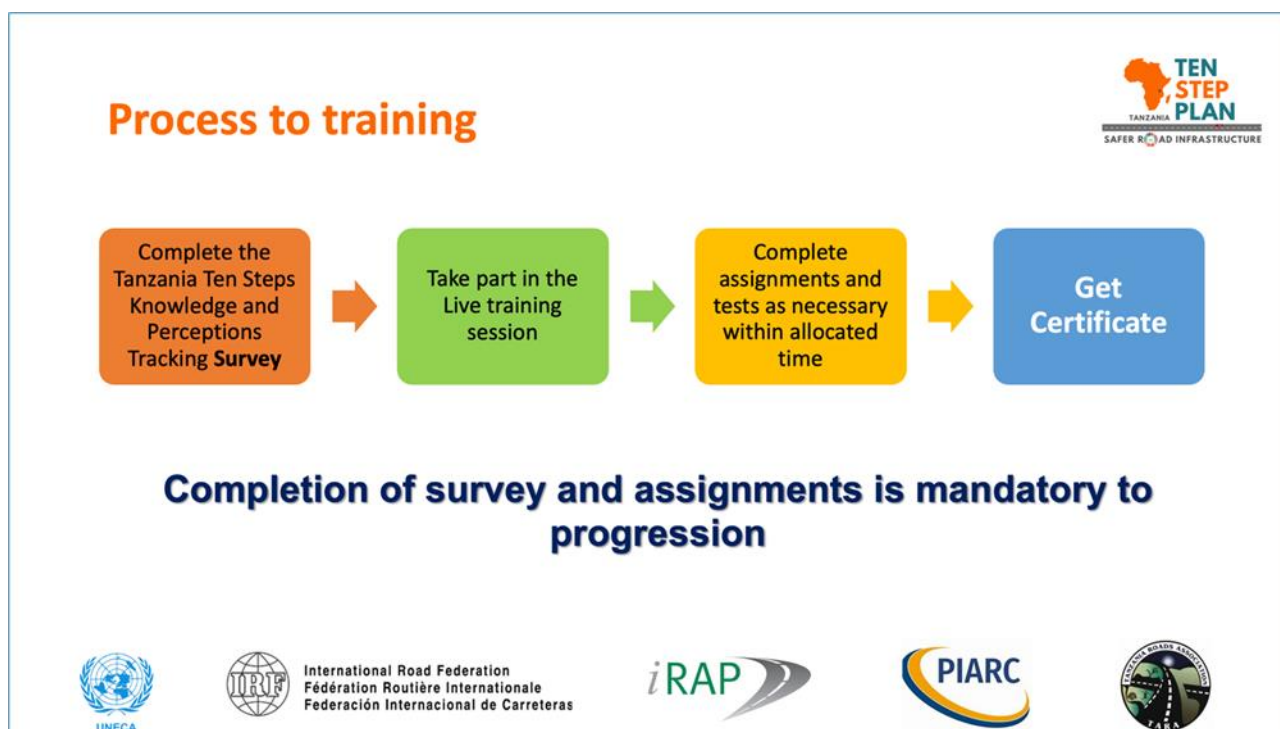
The WGs held their inaugural meetings in August 2021 and count representatives from up to 20 key national transport organisations providing a great level of expertise around the table.

The training programme was launched in September 2021 and three (3) formal training opportunities were offered as part of the Tanzania Ten Steps project, namely:

- Road Safety Engineering
- iRAP Road Assessments
- Road Safety Audits

A clear process for the delivery of each course was developed that has been applied systematically and which has allowed to monitor progress. A specific monitoring and evaluation framework has been put in place to monitor and assess performance throughout the project. The *Knowledge and Perceptions Tracking Survey* was in fact developed to support measuring of knowledge gain from training and was used from the beginning during the delivery of the first training, the Road Safety Engineering course, till the end of the training component of the project.

The diagram below summarises the training process.



The capacity building component of the Ten Step Plan project included – beside the formal training courses - accompanying capacity building activities including events and infrastructure safety workshops. There were high rates of participation in the training courses and capacity building activities, indicating a high level of engagement in the project. The fees for the trainings described above have been met by the Tanzania Ten Steps project and therefore, the training and accreditation have been delivered at no cost to participants.

Following the launch of the Ten Step Steering Committee, Working groups and the Training programme in 2021, the project has seen achievements in:

1. **Building Institutional Capacity:** A total of 569 individuals participated in one or more training or capacity building activity, and these participants joined a cumulative total of 1,399 activities. As an indication of the high level of engagement, with 148 users of the iRAP online software, ViDA, Tanzania rose from a rank of #38 in 2020 to # 7 in 2022.

More than 130 people demonstrated sufficient knowledge and capability to pass a test in the formal training courses and as a result there are now an additional 30 certified road safety auditors and with 22 people gaining iRAP accreditation Tanzania is ranked second globally, behind Brazil and ahead of India. For any future road infrastructure project in Tanzania, there is a large cohort of local practitioners capable of contributing to road safety outcomes. Almost 100 women participated in training or capacity building activities, and generally women performed better than men in training course tests.

The high quality of the training programme and trainers has further allowed to ensure that participants obtain PDU (Professional Development Units) from the Engineers Registration Board of Tanzania (ERBT) for the Ten Step courses they attended and completed. The accreditation of each course with the ERBT followed a strict procedure to ensure the criteria set are being met, which added significant complexity on the side of the project team to ensure this to be the case. The project group was willing to invest this time as it increased the motivation of participants to attend and complete these courses which presented a great opportunity to improve road safety in the country moving forward as the trainings are being applied.

All the training material together with the recordings of live sessions and results from the course evaluation polls are available on the project SharePoint (Shared drive).

The first training on **Road Safety Engineering** was successfully delivered on 22-23 September 2021 in a digital format. The course attracted 128 registrations from selected Tanzanian stakeholders being nominated by the different Tanzanian Agencies and over 100 participants attended the live sessions. Of these, 89 fully completed the course and were certified in 2021. The training sessions were recorded for future accessibility and all the training material (presentations, assignments, recordings) have been made available to the participants through the iRAP training platform (on Moodle) which is being used to facilitate delivery and monitoring of training activities. In 2022 - 2023, more individuals accessed the online available material and continued/begun their training. By end March 2023, there were over 206 registrations and 101 successful completions.

The **iRAP Road Assessments** course kicked-off on the 26<sup>th</sup> October 2021 with the “Introduction to iRAP and the Safe System” course as the first of the series. iRAP courses provided under the Ten Step Plan Project included:

1. Introduction to iRAP and the Safe System
2. Star Rating Essentials



3. Star Rating for Design
4. Planning and Managing an iRAP project
5. Making use of iRAP results in planning, implementation and policy in Tanzania

These courses were available throughout the project lifespan, with the vast majority of the training material and videos available on iRAP’s training platform for participants to complete at their own pace. To complement the available resources, Q&A virtual sessions were held regularly to support participants undertaking the training. The final live course was held in an online session in April 2022. The table below reflects the progress of the iRAP trainings as of 31<sup>st</sup> March 2023.

Course Name & Module	Professional Development Units (PDUs) allocated	Total Participants
iRAP Introduction & Safe system	7	280
iRAP Star Rating Essentials	14	122
iRAP Star Rating for Design	13	79
Planning and managing an iRAP project & Making Use of iRAP results in planning, implementation and policy in Tanzania	4	117

The **Road Safety Audit** course commenced with Part 1 (out of 3) on 26<sup>th</sup> November 2021. The course was delivered in 2.5 hours sessions twice a week, every Tuesday and Friday. Part 1 was completed in December 2021, alongside an interim exam to allow the trainer to evaluate participants’ progress and to tailor Part 2 and 3 accordingly. Part 2 took place from the 25<sup>th</sup> January 2022 to 25<sup>th</sup> February 2022 in a similar format to Part 1. All sessions were recorded and were available alongside the training material on the training portal to all participants. Part 3 and the final exam took place in Tanzania in March to April 2022.

The RSA course was delivered again in 2023 due to high demand from those unable to participate in the first round, but who were able to engage with all the course material online. In the second round, participants were able to sit for an exam for Part 1 & 2 on the 31<sup>st</sup> January 2023 and participate in the Part 3 live sessions and practical exam the last week of February 2023.

Course Name & Module	PDUs allocated	Cumulative/Total Participants	Certified Participants (as of March 23)
Road Safety Audit	Part 1 – 20 Part 2 – 20 Part 3 – 13	118	38 (30 certified observers)

With regard to **on-the-job learning**, prior to the formal Ten Step training programme beginning, iRAP began carrying out capacity building activities as opportunities arise, including with the World Bank-financed Transport Development Corridor Project. (See: <https://projects.worldbank.org/en/projects-operations/project-detail/P165660>). This has included participation in mission meeting and delivery of a workshop with TANROADS to identify ways that designs could achieve UN Global Road Safety Performance Target 3 with affordable and practical safety treatments. (See: <http://seafire.irap.org/f/9b5977f9dd4640d2a178/> for details of the workshop presentation.) Further, support has been provided to TANROADS to implement upgrades by ensuring recommendations from previous assessments are incorporated into the designs for implementation. To date, this was done along four key routes of World Bank-funded projects. On-the-job learning is being further heightened as the certified participants of the project trainings described above participate in the Road Safety assessments and audits which were carried out as part of the project since Q4 of 2022 until Q1 2023.

2. **Establishment of a National Road Assessment Programme - TanRAP:** The Tanzania Road Assessment Programme (TanRAP) was successfully launched in Dar es Salaam on 14th September 2022 to eliminate high-risk roads and curb the estimated 16,000 people who die on the country's roads annually. A video about the launch is available [here](#) and the full press release [here](#). The Government of Tanzania through the Ministry of Works and Transport marked the launch by signing a Letter of Intent to enter into a Memorandum of Understanding with iRAP and the occasion culminated with the release of the survey vehicle which was to undertake a tranche of TanRAP surveys along approximately 1,000km in Tanzania in 2022. TanRAP is a key milestone of the project, the national programme is an initiative headed by the Ministry of Works and Transport (MoWT), which aims to build capacity and improve the safety of road infrastructure in the country in partnership with other leading stakeholders such as Tanzania National Roads Agency (TANROADS), Tanzania Rural and Urban Roads Agency (TARURA), Tanzania Road Association (TARA), National Institute of Transport (NIT), Road Safety Ambassadors (RSA), Roads Fund Board (RFB), development banks, mobility clubs, road safety NGOs and industry.
3. **Development of the National Infrastructure Safety Strategy and Action Plan.** The Working Group established in 2021 to develop and support the review and/or development of the National Road Safety Infrastructure Strategy and Action Plan, finalised their review and the recommendations have been handed over to and endorsed by the Ministry of Works and Transport during the 2<sup>nd</sup> National Workshop in March 2023.
4. **Review of the National design standards.** Working Group 2 established in 2021 to support the review and update of Geometric Road Design Standards being used in Tanzania completed their review and the recommendations have been handed over to and endorsed by the Ministry of Works and Transport during the 2<sup>nd</sup> National Workshop in March 2023.
5. **Development of a National training and Accreditation Scheme.** Working Group 3 established in 2021 to develop a National training and accreditation scheme to ensure safer road infrastructure in the country and to create a Tanzania RAP programme for effective knowledge transfer and to support coordination efforts, successfully launched TanRAP in September 2022 and the proposal for the new scheme is now complete and has been handed over to and endorsed by the Ministry of Works and Transport during the 2<sup>nd</sup> National Workshop in March 2023.

6. **Road Infrastructure Management Organisational Mapping & Stakeholders Engagement.** These tasks are both complete thanks to the extensive engagement of various stakeholders in Tanzania, holding the national workshop, bilateral meetings, preparing supporting and information documentation, and working groups work. Moreover, a Consultant from WG1 has led the task of Road Infrastructure Management Organisational Mapping and the working group members reviewed and provided feedback in the development of the report.

**Cross-cutting issues and development markers:**

*Explain the project's contribution to cross-cutting issues, SDGs, pillars, or areas.*

*Please also explain how gender equality was promoted, and an estimation of resources allocated to it (if any).*

The project is based on the foundations of safe system performance and fully integrates the needs of shared responsibility and management by objectives. The Tanzania Ten Step project focused on the Safe Road pillar of the safe system approach. The project begun by mapping all the key stakeholders in the country then reviewing the national infrastructure strategy, reviewing the national design standards and identifying gaps in road safety training. Providing adequate levels of **safety and accessibility to all road users** means also fighting poverty, boosting economy, reducing inequality, and fighting climate change by promoting the use of non-motorised transport.

Gender equality was promoted throughout the project, for example, the project team was delighted that 1/3 of the first tranche of newly certified Road Safety Auditors were women.

## ii) Indicator Based Performance Assessment:

Using the *Programme Results Framework from the Project Document / AWP*s - provide details of the achievement of indicators at both the output and outcome level in the table below. Where it has not been possible to collect data on indicators, clear explanation should be given explaining why.

Outcome/Output/Indicator/ Baseline/Planned Target	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification Evidence	Estimated amount spent per outcomes and outputs
			<i>Please insert title and publication in Section IV: Annexes</i>	
<p><b>Outcome 1<sup>9</sup>:</b> Knowledge about strengths, weaknesses and opportunities in institutional arrangements for infrastructure safety management improved</p> <p><b>Indicator 1:</b> National Safer Road Infrastructure Workshop convened to bring together national road agencies and financing stakeholders to review the current systems and institutional arrangements for road safety management <b>Baseline:</b> 0 <b>Planned Target:</b> Workshop outcomes and work plan agreed by all project stakeholders</p> <p><b>Indicator 2:</b> Review of existing national road safety strategy, targets and action plan</p>	<p>Knowledge significantly improved</p> <p>Workshop outcomes and work plan agreed by all project stakeholders</p> <p>Review of national road safety strategy and agreed recommendations for national safer road</p>		<p>Results of Knowledge evaluation framework.</p> <p>Workshop agenda and minutes</p> <p>Meeting agendas, recordings &amp; minutes. Review of existing national road safety strategy,</p>	<p>USD 70'000</p>

<sup>9</sup> Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

<p><b>Baseline:</b> Existing strategy <b>Planned Target:</b> Review of national road safety strategy and agreed recommendations for national safer road infrastructure strategy and action plan accepted and approved by project partners.</p> <p><b>Indicator 3:</b> Review of existing national road design standards <b>Baseline:</b> Existing standards <b>Planned Target:</b> Review of national road design standards and agreed recommendations for revision accepted and approved by project partners</p>	<p>infrastructure strategy completed.</p> <p>Review of national road design standards is completed.</p>		<p>targets and action plan is completed and the report is available on: <a href="https://www.gtkp.com/knowledge/a-road-infrastructure-safety-strategy-for-tanzania/">https://www.gtkp.com/knowledge/a-road-infrastructure-safety-strategy-for-tanzania/</a></p> <p>Meeting agendas, recordings &amp; minutes. Review of existing national road design standards is completed and the report is available on: <a href="#">Review of Tanzania Road Geometric Design Manual - IRF gTKP - global Transport Knowledge Practice</a></p>	
<p><b>Output 1.1:</b> National Safer Road Infrastructure Workshop</p> <p><b>Indicator 1.1.1:</b> National Safer Road Infrastructure Workshop convened to bring together national road agencies and financing stakeholders to review the current systems and institutional arrangements for road safety management <b>Baseline: 0</b> <b>Planned Target:</b> Workshop outcomes and work plan agreed by all project stakeholders</p>	<p>Workshop outcomes and work plan agreed by all project stakeholders</p>		<p>Workshop agenda and minutes</p>	
<p><b>Output 1.2:</b> Working group established to review national</p>	<p>Review of national road safety strategy and agreed recommendations for</p>		<p>Meeting agendas, recordings &amp; minutes. The Report on review of existing national road safety</p>	

<p>road safety strategy and action plans</p> <p><b>Indicator 1.2.1:</b> Review of existing national road safety strategy, targets and action plan</p> <p><b>Baseline:</b> Existing strategy</p> <p><b>Planned Target:</b> Review of national road safety strategy and agreed recommendations for national safer road infrastructure strategy and action plan accepted and approved by project partners.</p>	<p>national safer road infrastructure strategy have been completed.</p>		<p>strategy, targets and action plan is available on:</p> <p><a href="https://www.gtkp.com/knowledge/a-road-infrastructure-safety-strategy-for-tanzania/">https://www.gtkp.com/knowledge/a-road-infrastructure-safety-strategy-for-tanzania/</a></p>	
<p><b>Output 1.3:</b> Working group established to review national road design standards</p> <p><b>Indicator 1.3.1:</b> Review of existing national road design standards</p> <p><b>Baseline:</b> Existing standards</p> <p><b>Planned Target:</b> Review of national road design standards and agreed recommendations for revision accepted and approved by project partners.</p>	<p>Review of national road design standards complete.</p>		<p>Meeting agendas, recordings &amp; minutes. Review of existing national road design standards is available on: <a href="#">Review of Tanzania Road Geometric Design Manual - IRF gTKP - global Transport Knowledge Practice</a></p>	
<p><b>Output 1.4:</b> Road Infrastructure Management Organisational Mapping</p> <p><b>Indicator 1.3.1:</b> Gap analysis complete</p>	<p>Gap analysis finalised.</p>		<p>WG 1 &amp; meeting agendas, recordings, minutes. National Workshop report. Report is available on: <a href="#">Gap Analysis on Road Infrastructure Safety Management - IRF gTKP - global Transport Knowledge Practice</a></p>	

<p><b>Outcome 2<sup>10</sup>:</b> Institutional arrangements for infrastructure safety management improved</p> <p><b>Indicator 1:</b> Revised Road design standards <b>Baseline:</b> Existing (inadequate) design standards <b>Planned Target:</b> Best practice guidance on national design standards including UN legal instruments approved</p> <p><b>Indicator 2:</b> New National Safer Road Infrastructure Strategy and supporting Action plans <b>Baseline:</b> Existing road safety action plan <b>Planned Target:</b> National policy adopting UN targets 3 and 4 adopted.</p>	<p>Work is finalised to improve the Institutional arrangements for infrastructure safety management</p> <p>Review of national road design standards complete.</p> <p>Review of national road safety strategy and agreed recommendations for national safer road infrastructure strategy complete.</p>		<p>WG 1 &amp; 2 meeting agendas, recordings &amp; minutes.</p> <p>Meeting agendas, recordings &amp; minutes. Review of existing national road design standards report:</p> <p>Meeting agendas, recordings &amp; minutes. Review of existing national road safety strategy, targets and action plan report:</p>	<p>USD 85'000</p>
<p><b>Output 2.1:</b> New National Design Standards in accordance with UN Road Safety Performance Targets</p> <p><b>Indicator 2.1.1:</b> New Road design standards <b>Baseline:</b> Existing (inadequate) design standards <b>Planned Target:</b> New (adequate) design standards.</p>	<p>Review of national road design standards and recommendations for new standard complete.</p>		<p>Meeting agendas, recordings &amp; minutes. Review of existing national road design standards (currently working files).</p>	

<sup>10</sup> Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

<p><b>Output 2.2:</b> New National Safer Road Infrastructure Strategy and supporting Action Plans</p> <p><b>Indicator 2.2.1:</b> New National Safer Road Infrastructure Strategy and supporting Action plans</p> <p><b>Baseline:</b> Existing road safety action plan</p> <p><b>Planned Target:</b> National policy adopting UN targets 3 and 4 adopted.</p>	<p>Review of national road safety strategy and agreed recommendations for national safer road infrastructure strategy is now complete.</p>		<p>Meeting agendas, recordings &amp; minutes. Review of existing national road safety strategy, targets and action plan report:</p>	
<p><b>Outcome 3<sup>11</sup>:</b> Capacity to manage and perform iRAP-specification assessment and road safety audit projects, and road infrastructure safety knowledge improved</p> <p><b>Indicator 1:</b> Training participants in new iRAP assessments, Road Safety Audit, and Road Safety Engineering courses</p> <p><b>Baseline:</b> 0</p> <p><b>Planned Target:</b> 100 people demonstrating improved skills and knowledge by 01/04/2022</p> <p><b>Indicator 2:</b> National RAP established</p> <p><b>Baseline:</b> 0</p> <p><b>Planned Target:</b> Tanzania Road Assessment Program</p>	<p>Capacity to manage and perform iRAP-specification assessment and road safety audit projects, and road infrastructure safety knowledge significantly improved.</p> <p>Over 100 people fully certified and almost 500 demonstrating improved skills and knowledge.</p> <p>Tanzania Road Assessment Program (TanRAP) was launched in September 2022</p>	<p>Significantly more people signed up for the trainings than expected.</p> <p>Demonstrating the need for these trainings.</p>	<p>Evaluations of training participants through surveys and semi-structured interviews</p> <p>Training registration lists, recordings and completion figures.</p> <p>Press coverage report, Launch of TanRAP video:  <a href="https://www.youtube.com/watch?v=7oMC4fgVswA&amp;t=12s&amp;ab_channel=TanRAP">https://www.youtube.com/watch?v=7oMC4fgVswA&amp;t=12s&amp;ab_channel=TanRAP</a></p>	<p>USD 176'600</p>

<sup>11</sup> Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.



<p>(TanRAP) agreement signed and launched by 01/04/22</p> <p><b>Indicator 3:</b> National training, accreditation and certification scheme</p> <p><b>Baseline:</b> 0</p> <p><b>Planned Target:</b> New national training, accreditation and certification scheme by 01/04/22</p>	<p>Proposal for a new scheme is now complete.</p>		<p>Report is now available on: <a href="#">Road Infrastructure Safety National Training &amp; Accreditation Scheme - IRF gTKP - global Transport Knowledge Practice</a></p>	
<p><b>Output 3.1:</b> Establish a comprehensive training programme covering iRAP assessments and methodology, road safety audit and road safety engineering</p> <p><b>Indicator 3.1.1:</b> Training participants</p> <p><b>Baseline:</b> 0</p> <p><b>Planned Target:</b> 100 people demonstrating improved skills and knowledge by 01/04/2022</p>	<p>Over 100 people fully certified on multiple training programmes.</p>	<p>Significantly more people signed up for the trainings than expected. Demonstrating the need for these trainings.</p>	<p>Training registration lists, recordings and completion figures.</p>	
<p><b>Output 3.2:</b> National RAP programme established</p> <p><b>Indicator 3.2.1:</b> National RAP established</p> <p><b>Baseline:</b> 0</p> <p><b>Planned Target:</b> Tanzania Road Assessment Program (TanRAP) agreement signed and launched by 01/04/22</p>	<p>Tanzania Road Assessment Program (TanRAP) was launched in September 2022</p>		<p>Press coverage report, Launch of TanRAP video: <a href="https://www.youtube.com/watch?v=7oMC4fgVswA&amp;t=12s&amp;ab_channel=TanRAP">https://www.youtube.com/watch?v=7oMC4fgVswA&amp;t=12s&amp;ab_channel=TanRAP</a></p>	
<p><b>Output 3.3:</b> New national training, accreditation and</p>	<p>Proposal for a new scheme is now complete.</p>		<p>Report is now available on: <a href="#">Road Infrastructure Safety National</a></p>	

<p>certification scheme established</p> <p><b>Indicator 3.3.1:</b> National training, accreditation and certification scheme</p> <p><b>Baseline: 0</b></p> <p><b>Planned Target:</b> New national training, accreditation and certification scheme by 01/04/22</p>			<p><a href="#">Training &amp; Accreditation Scheme - IRF gTKP - global Transport Knowledge Practice</a></p>	
<p><b>Outcome 4<sup>12</sup>:</b> Risk on key roads reduced for all road user types</p> <p><b>Indicator 1:</b> iRAP Star Rating for Designs</p> <p><b>Baseline:</b> 2,400km</p> <p><b>Planned Target:</b> &gt;3,000 km of design star ratings completed in total across Tanzania</p> <p><b>Indicator 2:</b> Star Rating of existing roads</p> <p><b>Baseline:</b> 6,769km</p> <p><b>Planned Target:</b> 10,000km assessed</p> <p><b>Indicator 3:</b> Length of roads upgraded</p> <p><b>Baseline:</b> 0km</p> <p><b>Planned Target:</b> 500km of roads upgraded with star ratings improved</p>	<p>iRAP assessments finalised.</p> <p>910km of star rating of designs performed. Planned target achieved.</p> <p>Planned target achieved. More than 10,000 km of roads and designs have now been assessed using the iRAP methodology in Tanzania.</p>		<p>ToRs, Workshops. GRSF report.</p>	<p>USD 90'000</p>

<sup>12</sup> Note: Outcomes, outputs, indicators and targets should be **as outlined in the Project Document** so that you report on your **actual achievements against planned targets**. Add rows as required for Outcome 2, 3 etc.

<p><b>Indicator 4:</b> Estimated FSIs saved  <b>Baseline: 0</b>  <b>Planned Target:</b> 15,000 FSIs saved over the expected life of treatments</p> <p><b>Indicator 5:</b> 15,000 FSIs saved over the expected life of treatments  <b>Baseline: 0</b>  <b>Planned Target:</b> all new major road upgrade projects in Tanzania</p>	<p>Expected 6,282 fatalities and serious injuries would be prevented over the 20-year analysis period thanks to the SRIP countermeasures.</p>			
<p><b>Output 4.1:</b> Star Rating of Designs</p> <p><b>Indicator 4.1.1:</b> iRAP Star Rating for Designs  <b>Baseline:</b> 2,400km  <b>Planned Target:</b> &gt;3,000 km of design star ratings completed in total across Tanzania</p>	<p>Work completed. Approx. 3'310 km.</p>			
<p><b>Output 4.2:</b> Star Rating of existing roads  <b>Indicator 4.1.1:</b> Star Rating of existing roads  <b>Baseline:</b> 6,769km  <b>Planned Target:</b> 10,000km assessed</p>	<p>More than 10'000km assessed</p>			
<p><b>Output 4.3:</b> Upgraded roads  <b>Indicator 4.1.1:</b> Length of roads upgraded  <b>Baseline: 0</b></p>	<p>140km upgraded. Post-construction corridor; however many more km scheduled.</p>			

<b>Planned Target:</b> 500km of roads upgraded with star ratings improved				
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### **iii) Best Practices and Lessons Learned**

*What did the project (and/or other partners) learn from implementation situations that has helped inform and/or improve the project (or other) interventions? This may include experiences of failure, which often are the richest source of lessons learned. What are good practices that the project implemented and that would facilitate future programme design and implementation.*

The implementation of the project demonstrated the importance of having very strong local partners and also the need to appoint a dedicated project officer locally. Having good partners is not always sufficient. In complex projects like this one there is a need to have a team member locally that can drive progress and connect the dots quickly and efficiently.

Another important learning has been the relevance of project team weekly meetings. Initially installed as an emergency measure to track progress when delivering major project milestones and events, the team weekly meetings were retained and proved to be a very valuable way to monitor progress and anticipate potential drawbacks.

### **Challenges**

*Explain challenges such as delays in programme implementation, and the nature of the constraints. What actions were taken to mitigate these challenges? How did such challenges and actions impact on the overall achievement of results? Have any of the risks identified during the project design materialized or were there unidentified risks that came up? Have any instances of fraud or PSEA cases been encountered?*

As documented by the exchanges between IRF and UNECA and as per UNECA's active participation in key project meetings, the project progressed well, however, the Covid-19 pandemic, delay in the reception of funding (first installment only received by IRF from UNECA in June 2021) and some lack of adequate processes and skills on the side of the Tanzanian counterparts generated some initial delay following which in May 2021 the project team formally requested to UNECA, and obtained, a six-month extension for the project. According to the extension granted, the project ran for 30 months (October 2020 – March 2023). The revised log frame according to the new dates was submitted to UNECA on 19th July 2021.

There were considerable efforts from all the project partners' team members to catch up on the delay and to bring the project on a good trajectory. The team was delighted to report that they succeeded. The project has also scored the endorsement of the Tanzania Minister of Transport. The project was able to deliver its crucial second phase during which some of the core deliverables were being produced on time. The momentum created by the launch of the UN Decade of Action Plan further helped generate greater commitment of local leaders and progress on project activities, however structural criticalities do remain within the country in terms of management and skills and the project core team was well conscious that extra efforts were needed throughout the project to keep activities within the agreed time frame. Through the work of the three Working Groups and as the first training was delivered, the lack of proper skills and processes in the country has become remarkably evident. Therefore, IRF and iRAP jointly hired a full-time local project officer in 2021 to further strengthen the local delivery team, who has been supporting their work throughout the project.

The knowledge tracking survey and the assessments made throughout the training and the engagement by the project team with local stakeholders in some cases revealed a tremendous need to build even the fundamentals on road safety in general and on road safety management more specifically. This confirmed the strategic importance of this project for the country and of the Ten Step approach overall and further boosted the Project Core Group motivation and commitment despite the pandemic and the local criticalities.

### **Project Sustainability and Exit**

*Report on final activities and phase-out arrangements (e.g. closing event, road map, final stakeholders meeting) put in place with local stakeholders to ensure transition and promote continued benefits and impact.*

The project's recommendations on the infrastructure safety strategy, design standards and the National Training and Accreditation scheme were shared during the 2<sup>nd</sup> National Workshop / Final Stakeholders meeting in March 2023. The Ministry of Works and Transport on behalf of the Government of Tanzania endorsed the recommendations.

The Tanzania Ten Step project has worked to update the national accreditation and certification scheme and has trained government and industry professionals to be properly qualified to build safe roads. iRAP star rating assessment and data collection techniques have been taught and implemented to ensure that all roads achieve 3-star standards or above. Revising the standards and changing the curriculum ensures that all future professionals will continue to follow safe practices from an institutional change to the standards and specifications that guide road design, construction and maintenance across the country.

Recommendations for a National Road Infrastructure Safety Strategy and Action Plan that puts the safety of all road users at its heart and the recommendations for the revision of the Tanzania Road Geometric Design Manual are among the key milestones delivered by the Project. These will ensure that safety is optimised right from the start, before construction commences.

The establishment of a National Road Assessment Programme, with local leadership, will further institutionalise processes and facilitate partnerships among the different agencies in the country and abroad (exchange of good practices and expertise with other locally led national RAP programmes). This has unlocked the long-term continuous support as an iRAP Programme Partner with the mutual support benefits and continuous innovation and sharing of challenges and success across all iRAP partners globally.

## **Project Evaluation**

*Report on any assessments, evaluations or studies undertaken relating to the programme and how they were used during implementation. Has there been a final project evaluation and what are the key findings? Provide reasons if no programme evaluation have been done yet and inform when it should be completed?*

A dedicated evaluation component of the project was run with an additional GRSF grant and was led by iRAP. This framework involves the use of baseline and tracking surveys and interviews throughout the projects as institutional arrangements are reviewed and improved and capacity building activities are being delivered.

A baseline data collection on existing levels of knowledge and skills of people across a range of descriptive and road safety topics, including qualitative and quantitative approaches, has been designed through the knowledge and perception tracking surveys.

The changes in levels of knowledge and skill across stakeholders have been monitored by performing surveys in phases after each of the capacity building milestones is delivered by the Ten Step Plan project. Each participant was required to complete the pre-knowledge survey before commencing the first course and a post-knowledge survey after completing more than one course.

Overall, the results of this evaluation indicate that:

- The Ten Step Plan project resulted in very high participation rates, indicating a high level of engagement in the project. A total of 483 individuals participated in one or more training or capacity building activity and there was a total of 974 cumulative participations in the activities. For any future road infrastructure project in Tanzania, there is a large cohort of local practitioners capable of contributing to road safety outcomes. This is notable given that the training was delivered during the challenging COVID pandemic.

- Different types of organisations were well represented in training and capacity building activities, which is a positive outcome for the project given the important role that each organisation type plays in the development of safe roads.
- While many women participated in the training and capacity building activities, the number was small relative to overall numbers.
- In absolute terms many participants - more than 270 people - demonstrated sufficient knowledge and capability to pass a test. However, the pass rate tended to be relatively low for some of the more specialised and technical activities.
- Generally, participants from NGOs, universities and consultancies achieved the higher pass rates, while those from TARURA, government and bank/donor/international organisations achieved the lower pass rates. Overall, females tended to perform better than males in the training activity tests. In future projects, finding ways to support different groups will be important.
- 30 road safety auditors have been certified through the project. In addition, Tanzania now has the 2nd largest number of iRAP accredited practitioners globally, behind Brazil and ahead of India.

The results have been overwhelmingly positive and the project team can gladly share the official evaluation and results with the UNRSF team.

### **Project Dissemination and Communication:**

*Report on the dissemination and communication activities undertaken during the reporting period (e.g. dissemination of reports produced under the project or any communication outputs produced such as brochures, videos and articles). Supporting documents can be included as separate attachments.*

Since the very beginning of the project, all the partners have committed to ensure proper visibility to project work through their respective communication channels. To build a clear visual identity for the project, IRF has developed – in consultation with project partners – a Ten-Step project logo. The logo which features on the cover of this report has been used widely during the reporting period and has definitively helped in creating a visual identity. IRF has further backed up these efforts by developing documents templates (letter head, powerpoint presentation, etc.).

Moreover, in order to ensure long term visibility to the work of the project and to the expected deliverables, IRF has created a dedicated section on the Tanzania Ten Step Project on the Global Transport Knowledge Platform (gTKP) which hosts other key knowledge from other programmes and initiatives particularly relevant for Low- and Middle-Income Countries (LMICs). The dedicated section is accessible [here](#). Sub-sections and additional knowledge pages have been continuously added as the project moved forward.

The project partners have further disseminated project details and activities through their respective social media channels, dedicated mailers reaching out individually to more than 15K contacts and through regular newsletters. Short articles have been published on the project partners' Newsletters and UN Road Safety Fund Newsletter throughout 2021-2023. The project has been featured in World Highways magazine several times, for example following a joint press release issued at the occasion of the hosting of the national workshop. The press release can be accessed here: <https://irfnet.ch/2021/03/16/the-ten-step-plan-for-safer-road-infrastructure-kicks-off-in-tanzania/>

Project partners have also taken part in numerous forums, meetings and events throughout 2021-2023 to share information about the Ten Step Plan and engage with key stakeholders, for example during the ITF Summit 2022, Road Asset Management Seminar and Course Arusha, 6-11 June 2022, IRF Annual Conference in Marrakech 6 October 2022, SARF/IRF/PIARC Regional Conference for Africa Cape Town 18-20 October 2022 (<https://irfnet.ch/event/sarf-2022-7th-regional-conference-for-africa/>), the UN Road Safety Collaboration meetings, Trainings delivered by IRF in collaboration with the University of Birmingham, meetings of private sector road safety coalitions being launched in Tanzania and other African countries and last but not least also

in the framework of the regular meetings of the IRF Africa Board (<https://irfnet.ch/irf-africa/>) thus gaining extensive coverage, also via social media, through all these occasions.

### **Impact stories:**

*In ¼ to ½ a page, provide details on a specific achievement or lesson learned of the Programme. Include facts and figures and use quotes and testimonials from a range of people benefitting from the project. Add in any further links for more information. Attachment of separate supporting documents, including high-resolution photos of the “project in action” with captions, videos, news items etc., is strongly encouraged. The MPTF Office will select stories and photos to feature in the Consolidated Annual Report, the GATEWAY and the MPTF Office Newsletter.*

### **Problem / Challenge faced:**

*What was the status quo and why did this need to change?*

*Provide context to make it accessible and set out the negative impact on people’s lives.*

As documented by the exchanges between IRF and UNECA and as per UNECA’s active participation in key project meetings, the project progressed well, however, the Covid-19 pandemic, delay in the reception of funding (first instalment only received by IRF from UNECA in June 2021) and some lack of adequate processes and skills on the side of the Tanzanian counterparts had generated some initial delay following which in May 2021 the project team formally requested to UNECA, and obtained, a six-month extension for the project. According to the extension granted, the project now ran for 30 months (October 2020 – March 2023). The revised log frame according to the new dates was submitted to UNECA on 19<sup>th</sup> July 2021.

There was considerable effort from all the project partners’ team members to catch up on the delay and to bring the project on a good trajectory. The team was delighted to report that they succeeded. The project has also scored the endorsement of the Tanzania’s Minister of Transport. 2022-2023 marked the crucial second phase of the project during which some of the core deliverables were being produced. The momentum created by the launch of the UN Decade of Action Plan helped generate commitment from local leaders and to progress on project activities. Whilst structural criticalities do remain within the country in terms of management and skills, the project core team exerted extra efforts during this phase 2 to keep activities within the agreed time frame. Through the continuous work of the three Working Groups and as more trainings have been delivered, the lack of proper skills and processes in the country has become further evident.

**Programme Interventions:** *how were things done differently and why is that important? Set out clearly what the project did relating to the key outcomes and who was involved.*

1. A full-time local project officer was hired jointly by IRF and iRAP in 2021 to further strengthen the local delivery team throughout the project lifespan.
2. The knowledge tracking survey and the assessments made throughout the various trainings and the engagement by the project team with local stakeholders in some cases revealed a tremendous need to build even the fundamentals on road safety in general and on road safety management more specifically. This confirmed the strategic importance of this project for the country and of the Ten Step approach overall and further boosted the Project Core Group motivation and commitment despite the pandemic and the local criticalities.
3. The project team has engaged with various stakeholders in Tanzania, holding the national workshop, bilateral meetings, preparing supporting and information documentation, setting up a steering committee and working groups work which has enabled significant progress to deliver significant impact in the country.
4. There have been constructive exchanges with many relevant national and international agencies working in Tanzania to ensure coordination and collaboration. Among others:
  - a. The Tanzania National Institute of Technology (NIT) which has been mandated by the government to implement plans for the creation of a Regional Centre of Excellence (RCoE) being funded by the African Development Bank; connection with the RCoE will ensure that knowledge and skills created with the Ten Step project live and further develop after the project ends.



- b. Discussions with TANROADS have resulted in the organization engaging ROMDAS (an iRAP accredited system) to incorporate the iRAP add-on to the Road Maintenance and Management System (RMMS). This add-on will enable the RMMS to be able to include Star Ratings alongside road asset data.
- c. The World Bank Country office and the Task Team Leader for the Project: Development Corridor Transport Project (<https://projects.worldbank.org/en/projects-operations/project-detail/P165660>). Discussions have resulted in a tentative list of projects funded by the World Bank being identified for potential pilots through the Tanzania 10-Step project. The projects include:
  - i. Lusahunga – Rusumo;
  - ii. Mtwara – Mingoyo – Masasi;
  - iii. Njombe – Songea; and
  - iv. Iringa – Msembe (Goes to Ruaha National Park).

In addition to sharing the project details for the above, the World Bank agreed to the following inputs into their programs by the Tanzania Ten Steps project as may be possible:

- i. Star Rating the latest updates on the designs as soon as they are ready.
- ii. Support the use of recently trained and accredited local experts to undertake various technical work to support the sustainability of the training gained through the 10-Step project. Undertake baseline and design assessment for the Iringa – Msembe road through the 10-Step project recently accredited local experts.
- d. It is evident that partnerships and collaboration between the project team and the relevant national and international players is necessary to identify linkages and synergies to significantly improve the road safety situation in the country.

**Result:** *who has benefitted now and how did this resolve the problem? Ground the impact of the project in people's lives and point to how it will be sustainable.*

### ***Launch of Tanzania Road Assessment Programme (TanRAP)***

The Government of Tanzania through the Ministry of Works and Transport marked the launch of the Tanzania Road assessment Programme (TanRAP) by signing a Letter of Intent with the International Road Assessment Programme (iRAP) and the occasion culminated with the release of the survey vehicle which was to undertake a tranche of TanRAP surveys along approximately 1,000km in Tanzania in 2023.

A key milestone of the Ten Step Project Tanzania, TanRAP is an initiative headed by the Ministry of Works and Transport (MoWT) which aims to build capacity and improve the safety of road infrastructure in the country in partnership with other leading stakeholders such as Tanzania National Roads Agency (TANROADS), Tanzania Rural and Urban Roads Agency (TARURA), Tanzania Road Association (TARA), National Institute of Transport (NIT), Road Safety Ambassadors (RSA), Roads Fund Board (RFB), development banks, mobility clubs, road safety NGOs and industry.

Represented by the Deputy Minister for the Ministry of Works and Transport Hon. Atupele Mwakibete at the launch, the Minister of Works and Transport Hon. Prof. Makame M. Mbarawa said, *“We are proud to launch TanRAP today in collaboration with important local and international partners. Tanzania is the very first country to be selected under the United Nations Road Safety Fund initiative to implement the UNRSC Ten Step approach to improve road infrastructure safety on both new and existing roads. We are grateful for this privilege and the opportunity that this project has created for the creation and establishment of a National Road Assessment Programme in Tanzania.”*

### **Training**

The training courses offered through the Ten Step Project were very well received by the participants from both the public and private sector, with registrations far exceeding initial project targets (>200%) and hundreds of participants being trained on Road Safety Engineering, iRAP Assessment Programme and Road Safety Audits by March 2023.

Given the extremely high quality of the trainings and trainers, PDUs (Professional Development Units) credits have been awarded from the Engineers Registration Board of Tanzania (ERBT) for successful completion of these courses.

Comments received from training participants:

*“Thank you for this opportunity to complete the Road Safety Audit training, the course has been enlightening and the trainer is very engaging with us, making the sessions interactive. We look forward to applying this knowledge in projects in Tanzania and take part as observers in Road Safety Audits to improve our skills and most importantly making our roads safer”.*

*“Thank you for this opportunity that you share with me and other participants too. I see in future it will grow and become a huge asset and investment in the aspect of road safety in Tanzania and Africa as a whole... Once again, thank you so much for bringing this to Tanzania.”*

*“I have watched the instructional video on using the Star Rating Demonstrator tool and learnt that it is a very good tool to use. Great work has been done by iRAP in developing this tool.”*

### **2<sup>nd</sup> National Workshop / Final Stakeholder’s Meeting**

The Government of Tanzania through the Ministry of Works and Transport has endorsed the recommendations received from the Project. Represented by Hon. Saad Mtambule, Commissioner Kinondoni District, the Hon. Prof. Makame M. Mbarawa (MP), Minister for Works and Transport, Tanzania said *“Road safety is the leading cause of death for children and young adults aged 5-29 years old. We have a moral obligation to act and to reverse this trend and the Ten Step Project has equipped us with the knowledge, skills and tools to do so. We feel proud for this privilege and for the results that these 30 months of collective work have delivered”.*

The Minister also recognised the dedicated collaboration of many national and international partners, who have made Tanzania the very first country in the world to implement the Ten Step Plan for Safer Road Infrastructure.

## **iv) Annexes**

### **Sources of Verification**

*(Please provide the documents or the links to documents)*

1. Gap Analysis on Road Infrastructure Safety Management: [Gap Analysis on Road Infrastructure Safety Management - IRF gTKP - global Transport Knowledge Practice](#)
2. Review of Infrastructure Safety Strategy and Action Plan: [A Road Infrastructure Safety Strategy for Tanzania - IRF gTKP - global Transport Knowledge Practice](#)
3. Review of National Road Design standards: [Review of Tanzania Road Geometric Design Manual - IRF gTKP - global Transport Knowledge Practice](#)

4. Gap Analysis on Road Infrastructure Safety Training and Capability in Tanzania: [Gap Analysis on Road Infrastructure Safety Training and Capability in Tanzania - IRF gTKP - global Transport Knowledge Practice](#)
5. Road Infrastructure Training and Accreditation Scheme: [Road Infrastructure Safety National Training & Accreditation Scheme - IRF gTKP - global Transport Knowledge Practice](#)
6. Launch of Tanzania Road Assessment Programme (video): [Ten Step Project - Launch of the Tanzania Road Assessment Programme \(TanRAP\) - YouTube](#)
7. [Video about final closing event of the Project \(the video summarises achievements and includes testimonials\)](#)