

## Section 7. Terms of Reference

TECHNICAL ASSISTANCE TO THE GENERAL DIRECTORATE OF TRANSPORT AND ROAD SAFETY  
AND TO THE ROAD INSTITUTE OF CAPE VERDE

road accidents factors and key risks

Terms of reference

## 1. Background

The Directorate General of Road Transport (DGTR) is the Department of the Ministry of Internal Administration (MAI), which is responsible for:

- Propose, implement and enforce road transport policy in the fields of traffic and road accidents prevention;
- Supervise compliance with road traffic safety regulations;
- Determine the technical characteristics of the vehicles

Road safety is one of the main concerns of the Government of Cape Verde. Between 2006 and 2015, the number of road accidents has consistently been maintained at around 3,700 per year, but the number of casualties is clearly reduced (73 in 2006 and 35 in 2016, declining almost every year since 2006). The total number of motor vehicles in the period increased by 60% (from 37,921 in 2006 to 60,798 in 2015) and as such the number of casualties was reduced from 9.6 to 2.9 per 100 million VK or from 16.8 to 6.7 per 1,000 inhabitants. The good results were achieved as a consequence of:

- police enforcement (control of alcohol and compliance with speed limits);
- mandatory technical inspection of old vehicles;
- better roads;
- drivers and people in general more aware of road safety issues.

However, the "ZERO ROAD CASUALTIES" goal is still far away and extra action will be required to reach it. Among them, data on road accidents should be improved. Which are the main key risk factors contributing for road accidents? Do police officers take proper notice of each accident? How is this information handled? Under the TSRP these issues had a first approach, but a more comprehensive analysis is needed.

## 2. Objectives of Technical Assistance

- The technical assistance shall consider two main objectives: first, a thorough diagnostic of the existing crashes and injury outcomes
- and secondly, to provide good practice guidelines on the intervention measures to be applied to infrastructure, police enforcement and human behavior and education according to prevailing traffic conditions and general budget available

### **3. The consultant's tasks**

The consultant shall carry out, i.a.,

1. Detailed review of crashes from the past three years (at least) along with associated risk factors – crash type, vehicle type, victim details, behavioral risk factors (helmet, belt, alcohol, and speeding), infrastructure issues, post-crash metrics (e.g., transport mode, time to trauma center).
2. Guidelines on infrastructure improvements including identifying the priority areas (black spots and high risk corridors), doing physical road safety inspection on the sites to determine cause of risk, suggested treatments and strategy to evaluate the efficiency of treatments. The consultancy can select 10 high priority locations to pilot this activity.
3. Review of current police-recorded crash data form and particularly seeking if collected information is suitable for all stakeholders (consulted with transport, works, health and police)
4. Review of the current vehicle safety standards (including motorcycle) and their periodic inspection protocols. This should specifically look at capacity gaps as well – enough testing centers, quality of testing equipment used, availability of genuine replacement parts in the market etc.

### **4. Profile Required**

The company must identify Key Expert(s) for the mission proving expertise in working in the road sector and road safety domains, namely;

- Accident analysis
- Experience in preparing guidelines and good practices recommendations to be applied by the public administration, and expertise in dealing with road conditions assessment and road safety inspections
- Experience in dealing with police force and public administration supervisors and regulators
- Background in mechanics engineering and deep knowledge and experience in dealing with periodic inspections requirements and inspection centers.

General qualifications and expertise in the field should be indicated in detail, as well as a list of the main projects in which key expert(s) has been involved in. The minimum requirements shall include:

- Ten years minimum professional qualifications and skills in dealing with road safety;
- Any important and relevant requirements for the execution of the mission (experience in transferring knowledge, experience in the region and in the language)

## **5. Estimated duration**

The estimated duration of technical assistance for the mission will be 4 men\*month over a 6-calendar months period.

## **6. Reports**

The consultant will produce and deliver:

- An inception report after 2 weeks of work describing the progress of the mission, problems that have arisen, any delays and how the consultant suggests they can be overcome, as well as the action plan for the remaining time;
- A progress report at the end of the third month of actual work;
- A final report at the end of the 4<sup>th</sup> month containing a note of the work carried out and a summary of proposals made;
- Before the Final Report the Consultant will present a draft that will be subject to discussion at a Seminar to be held for this purpose. The Final Report should incorporate the conclusions of the Seminar.

## **7. Facilities to be provided by Customer**

The DGTR should provide a work place for consultants containing printer and Internet access. It will provide all necessary statistics, including National Police statistics if any, as long as they exist in INE or in its databases.