



REPUBLIC OF KIRIBATI

**Kiribati Road Rehabilitation Project
Ministry of Public Works and Utilities
Contract KRRP/C/4**

DEVELOPMENT OF NATIONAL ROAD SAFETY STRATEGY DRIVER TRAINING & LICENSING

**MIKE GOODGE
NOVEMBER 2013**

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OF
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DRIVER TRAINING
& LICENSING
NOVEMBER 2013**

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CHAPTER 1 INTRODUCTION

1.1 First Visit

The Road Safety Consultant, (Mike Goodge), for the Kiribati Road Rehabilitation Project, Contract KRRP/C/4, Development of National Road Safety Strategy, arrived for his first of three missions on 10th October and left on 27th. This visit had been delayed slightly to avoid a National holiday at the request of the World Bank and extended by a few days at the request of the Client. Shortly before the visit, his first deliverable, the **Inception Report**, written from home, had been accepted, albeit it suffered from being overly long and lacking in information on Kiribati.

The second deliverable was a **Multi-Sector Memorandum of Understanding, (MoU)**, defined in the ToR as “*setting out the formal leadership, accountability, coordination and decision-making arrangements for managing road safety in Kiribati*”. This was formulated at a Kiribati Road Safety Taskforce, (KRSTF) meeting and workshop on October 25th then formally distributed for review on October 30th. Final comments are due by 4th December

The third Deliverable in the Development of a National Road Safety Strategy is defined in the Terms of Reference, (ToR), as follows: “**Report on Licensing and Supervision of Driver Training Organizations:** *This should set out options for managing this service and recommend to Government an approach for addressing this issue.*”



Road Safety Taskforce Meeting October 11th

This report title was discussed at the first meeting of the Kiribati Road Safety Taskforce, (KRSTF), on October 11th where it was stated there were no current driving schools but that some driver training was carried out by the Traffic Police and a course had been run at Kiribati Institute of Technology, (KIT). After discussion, with taskforce members and representatives of the Client, (MPWU), it was agreed that the report should include aspects of driver licensing as well as training. Subsequently, during the last few days of the visit, a new driving school put up a sign in Eita and plans to start lessons soon.

1.2 Report Contents

This report reviews the current Kiribati situation with regard to legislation and procedures for driver licensing and training. It looks in detail at a recent report on driver training at KIT and gives examples of current awareness initiatives. The relevant sections of the revised road safety policy in the new MoU are summarised and extracts from international guidelines on best practice are printed in full. The final chapter draws conclusions and makes recommendations on the options for managing the sector in the future. These options will be reviewed by the Taskforce for consideration for inclusion in the Draft National Strategy and Action Plan.

The chapter structure is as follows:

Chapter 2: Traffic Act

Chapter 3: Current Procedures

Chapter 4: Driver Training

Chapter 5: Memorandum of Understanding

Chapter 6: Best International Practice

Chapter 7: Conclusions & Recommendations

APPENDIX A summarises the numerous meetings held during the visit where discussions focused on driver training and licensing as well as the MoU and all other aspects of road safety

CHAPTER 2 TRAFFIC ACT

2.1 Traffic Police Liaison



Inspector Brian Ritang & Senior Traffic Police

Several meetings were held with the Traffic Police at the Betio Police Head Quarters with the Traffic Coordinator, Inspector Brian Ritang and Sergeant Mangee Ubaitoi. Discussions focused on many aspects of road safety but particularly the licensing requirements of the 2002 Traffic Act and the amendments in 2004 and 2005. The 83 page Act includes extensive, relatively modern legislation covering the following:

- Part II Registration of Motor Vehicles
- Part III Licensing of Drivers
- Part IV Road Rules
- Part V Offences

The sections relevant to this report are examined below:

2.2 Licensing of Drivers

Part III of the Traffic Act contains the following sections:

- Driver license required
- Learner drivers & permits
- Application for driver licenses
- Driver license
- Age requirement
- Commercial license
- Bus License

License for different class of vehicle
 Register of driver licenses
 Replacement licenses
 Foreign driver licenses

The licensing obligations are shared by the Traffic Police and the City & Urban Councils and the procedures are detailed in Chapter 3.

Amendments to the Traffic Act in 2004 and 5 made significant increases to the age limits for the licenses in line with best international practice:

Traffic (Amendment) Act 2004 Explanatory Memorandum

Another amendment is the age limit for the granting of licences to drivers of public transport which has been increased to 25 years. Additionally, a written examination need to be passed before any bus driver or a commercial vehicle driver can be issued with a driving licence for the said bus or a commercial vehicle.

Traffic (Amendment) Act 2005 Explanatory Memorandum

Section 11 increases the age at which a person can obtain a learner permit from 16 to 18 years.

Section 13 increases the age at which a person can obtain a driver licence for a motor bike from 16 to 18 years, and for a private motor vehicle from 17 to 18 years.

2.3 Testing of Drivers

Within the driver licensing sections of the 2002 Traffic Act there are the requirements for driver testing. They are very limited. For a car license they just state that “the person is competent” and for bus or commercial license – “by passing a test or otherwise”. The 2004 Amendment added a “written test” for bus and commercial vehicle drivers. Extracts from the Act and amendments are shown below:

2002 Traffic Act

22 Driver licence

- (1) The Authority may grant a driver licence if the authority is satisfied that:
- (a) the person meets the age requirement in section 23; and
 - (b) the person is competent to drive a vehicle of the class applied for;

24 Commercial licence

- (1) The Authority must not issue a licence to a person to drive a commercial vehicle unless the person:
- (a) has demonstrated to the Authority that he or she is competent to drive a commercial vehicle of the kind the person proposes to drive, whether by passing a driving test or otherwise; and

25	Bus licence.
(1)	The Authority must not issue a licence to a person to drive a bus unless the person:
(a)	has demonstrated to the Authority that he or she is competent to drive a bus, whether by passing a driving test or otherwise; and

2004 Amendment to Bus License

Amendment of section 24	
4.	Section 24 of the principal Act is amended in subsection (1) by –
(a)	adding a new paragraph (a) as follows –
	“(a) has passed a written examination for driving; and”; and

2004 Amendment to Commercial License

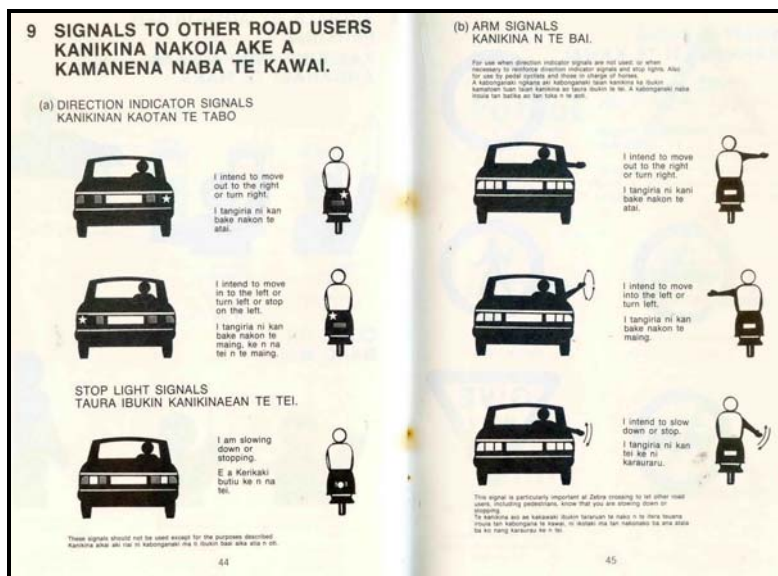
Amendment of section 25	
5.	Section 25 of the principal Act is amended in subsection (1) by –
(a)	adding a new paragraph (a) as follows –
	“(a) has passed a written examination for driving; and”; and

2.4 Road Rules

The Road Rules section of the Act is very detailed with some 20 pages covering Interpretation, (definitions), Speed Limits, Turns, Stopping and Giving Way, Traffic Signs and Road Markings, Keeping Left, Overtaking and Other Traffic Rules, Parking, Vehicle Lights, Rules for Pedestrians, Bicycles, Seatbelts, General and a schedule of Traffic Signs

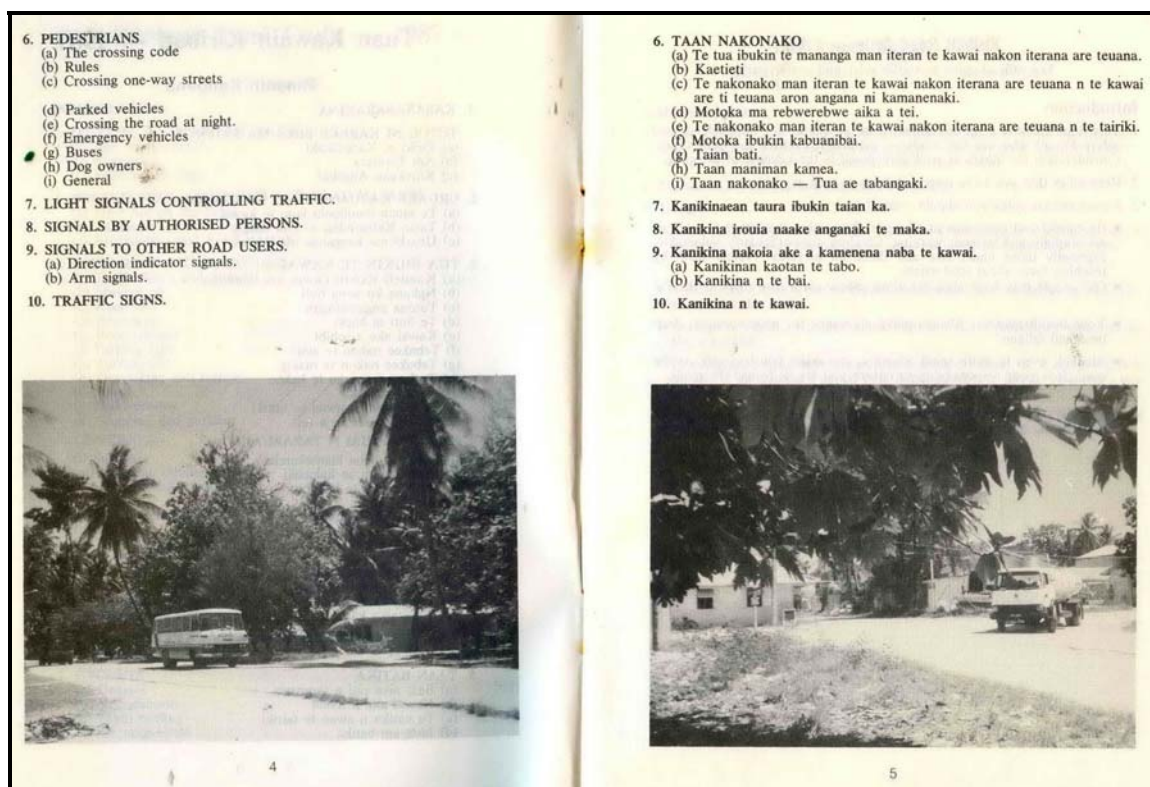
2.5 Kiribati Road Code 1987

Discussions with the Traffic Police revealed they had a small supply of a 1987 Road Code published with the assistance of the New Zealand Government. It is bi-lingual, contains much good advice but pre-dates the 2002 Traffic Act and appears to be based on New Zealand regulations and practices as it includes a section Traffic Signals



Kiribati Road Code — 1987	Tuan Kawain Kiribati — 1987
Contents	Rinanin Kanoana
INTRODUCTION	
1. DRIVING TESTS AND LICENCES	1. KABARABARAKINA
(a) Age requirements.	TUTUO NI KAREKE BEBA MA RAITINTI
(b) Eyesight.	(a) Ririki ni Kariaiakaki
(c) Vehicle licensing.	(b) Am Taratara
2. BREAKDOWNS, ACCIDENTS AND ROAD HAZARDS	(c) Kareean Angabai
(a) First Aid on the Road	2. URUAKI, KABUANIBAI AO KANGANGA
(b) Accidents — Your Responsibilities	(a) Te moan ibuobuoki iaon te kawai
(c) Breakdowns and Road Hazards	(b) Taian Kabuanibai — Oin tabem
3. BASIC ROAD RULES: MOTORISTS:—	(c) Uruaki ma kanganga nte kawai.
(a) Traffic Signs and Signals	3. TUA IBUKIN TE KAWAI:—
(b) Moving off	(a) Kaetiiti ibukin kawai ma kanikina
(c) Keep left	(b) Ngkana ko nang buti
(d) Reversing	(c) Totoua angamaingim
(e) Roundabouts	(d) Te buti ni baeki
(f) Turning right	(e) Kawai ake a tobibi
(g) Turning left	(f) Tebaakee nakon te atai
(h) Overtaking and turning	(g) Tebaakee nakon te maing
(i) Speed	(h) Te kan rimoa ao te bakee
(j) Night driving	(i) Te kabirimaaka
(k) Stopping and parking	(j) Te kabubuti n awan te tairiki
GENERAL:—	(k) Taabo n toki ao n tei
(l) Seatbelts	BAAI AIKA RIAI N TARARUAKI
(m) Reckless driving	(l) Kabaeen taian kaintekateka
(n) Alcohol and driving	(m) Te kabubuti ae kakaiki
(o) Drugs	(n) Arekoro ao te kabubuti
(p) Fatigue and illness	(o) Baai n aoraki
(q) Animals	(p) Te kua ao te aoraki
(r) Prevention of theft	(q) Maan
(s) Tinted glass	(r) Totokoan te ira
(t) Security of loads	(t) Tararuakin baai ake a uotaki
(u) Driver's responsibilities	(u) Tabeia taan kabubuti
(v) Owner's responsibilities	(v) Tabeia taan baibai
(w) Mechanical requirements	(w) Baai aika kainanoaki
4. MOTORCYCLISTS AND MOTOR-ASSISTED PEDAL CYCLISTS RULES	4. TAAN KABUBUTI MA TAAN BATIKA AKE A BUOKAKI KAETIETI
5. CYCLISTS	5. TAAN BATIKA
(a) General	(a) Baai aika riai n tararuaki
(b) Roundabouts	(b) Kawai ake a tobibi
(c) Night cycling	(c) Te batika n awan te tairiki
(d) On your cycle	(d) Iaon am batika

Contents of Road Code in English & Kiribati - Above & Below



The updating of both the Traffic Act and the Road Code are priority initiatives to be considered for the Kiribati Road Safety Action Plan

CHAPTER 3: CURRENT PROCEDURES

3.1 Shared Duties

The testing of drivers is the sole responsibility of the Traffic Police while the licensing formalities are shared between the Police and the urban councils, Betio Town Council, (BTC) and Tenainano Urban Council, (TUC).

Discussions were held with senior officials at all three authorities and the formalities observed. The process was seen to start with applicants for licenses getting letters of authorisation from the Criminal Data Centre, (CDC), at the Police Headquarters in Betio. The meetings at the urban councils were with Katangiman Bio, Deputy Clerk TUC and Rine Ueara, Clerk BTC.



CDC Staff

Katangiman Bio

Rine Ueara

Information provided by BTC shows that the number of licenses issued has more than doubled within 2 years, see Table below:

Driver Licenses Issued by BTC

Year	Male	Female	TOTAL	New ID	
				<i>M</i>	<i>F</i>
2011	724	190	914	347	118
2012	1,072	294	1,366	328	140
2013	1576	457	2,033		

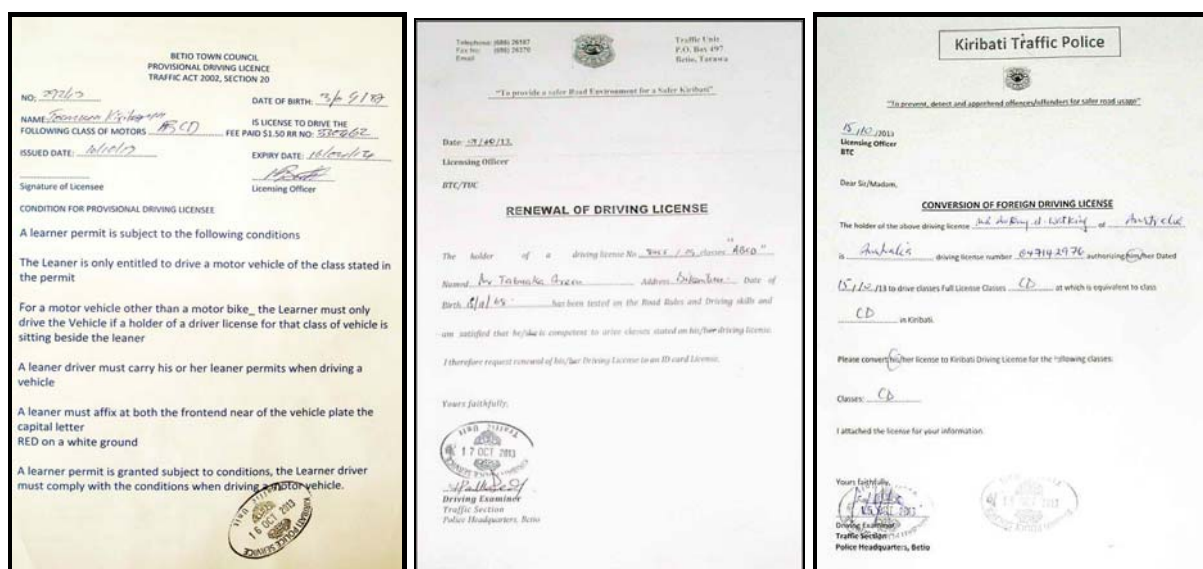
3.2 Driver Licenses

Driver licenses are issued for learners, (Provisional) and five different classes of vehicle:

- Class A - Public Transport (Bus & Trucks)
- Class B - Commercial Vehicle & Heavy Plant
- Class C - Private Motor Vehicles
- Class D - Motorcycles & Scooters
- Class E - Towing Trailers



Driver's License for Classes A B C D



Learner or Provisional License & Police Authorisation Letters to Urban Councils to Renew or Convert Licenses

A parallel system operates, in a similar manner, for vehicle registration and includes annual testing for vehicle defects as defined in the Act

3.3 Driver Testing

The requirements for driver testing are minimum as described in Chapter 2 and discussions with the Traffic Police indicated that the testing procedures were, as a result, fairly brief, informal and in no way a thorough evaluation of the applicant's driving skills.

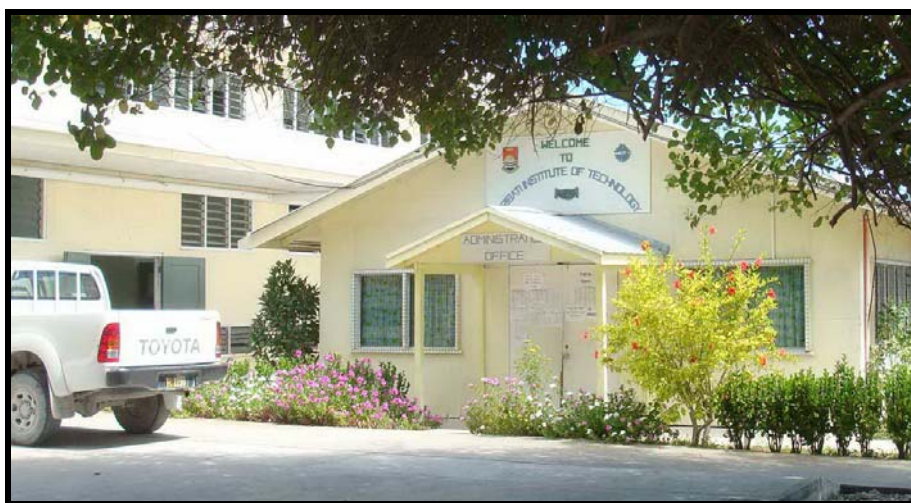
CHAPTER 4 DRIVER TRAINING

4.1 Introduction

Until very recently there were no driving schools in Kiribati, but some limited training was carried out by the Traffic Police. The current state of the main road in South Tarawa results in most vehicles, apart from the mini buses, driving at reasonably slow and thus safe speeds. However, poor driving habits of some government workers had resulted in the Public Services Office (PSO) requesting that Kiribati Institute of Technology, (KIT), should initiate a driver training course. This Chapter details the KIT course as well as new plans for driver training being discussed by the Traffic Police and the new Beam Driving School. It also looks at several local initiatives related to raising awareness of safe driving and riding. Driver training is about teaching correct attitudes as well as teaching skills

4.2 Driver Training at KIT

Discussions at the first Taskforce meetings indicated that some driver training had occurred at the Kiribati Institute of Technology. It was first visited on 17th October and an impromptu meeting held with Kumon Tarawa, the Business Development Officer



**KIT Training
Centre**

Kumon explained that driver training had been requested following problems with government drivers and that a detailed report had been written by Terry Morgan, an Australian who had carried out the training

The author believes this pioneer training is one of the most interesting recent initiatives in road safety on Tarawa and followed up the initial meeting by arranging an invitation for the Acting Principal, Rokobati Tearo to attend the second Taskforce Meeting on 23rd October to discuss the courses. Further discussions were held at KIT the following day with Rokobati and Mrs Pamela Morgan, Senior Advisor and wife of trainer Terry Morgan.

4.3 KIT Report

Extensive extracts from “Driver Safety Short Course Report” are given below with the kind permission of the Acting Principal of KIT and the author.

BACKGROUND

A Driver Safety short training course was requested by the Public Service Office, (PSO) of Kiribati to try to alleviate some of the problems and concerns that were being expressed by some senior government personnel re the damage to government vehicles and the driving habits of government drivers.

A training specialist from Australia was asked to devise a program that would enhance the safety aspects of driving and also to show the participants how they could cut back on fuel usage and come up with ideas on how to get the staff to “take more ownership of their allotted vehicles”.

Originally the course was only going to be attended by Government employees but as it turned out there were quite a few Non-Government Employees who came along to the 3 workshops that were held.

WORKSHOPS

All of the participants in the workshops had been driving for a number of years, which meant that they were ingrained with a number of bad habits. This combined with the poor initial training and the lack of ongoing training meant that some participants were going to struggle with the concepts that I was raising in the workshops.

The workshops concentrated on 3 key aspects –

- 1. How to allow extra space for your vehicle whilst driving on the road*
- 2. How to maximise the usage of the 3 mirrors on the vehicle*
- 3. How to project your eyes forward so that extra time was allowed for the driver to make a decision on how best to prevent having an accident.*

Other key points in the course were –

- Usage of seat belts*
- Where to stop for pickup of passengers*
- Speed limits and where they applied on Tarawa*
- Road etiquette*
- Reversing procedures*
- Usage of blinkers*
- Where to overtake safely*
- How to minimise fuel usage by drivers.*

Check lists were prepared that should be done on vehicles on a daily basis - before they are driven from the yard and also for managers or owners could undertake on drivers so that they knew and understood what had been checked on the vehicles they were going to drive.

Experience from the workshops shows, that if they are carried out again, then an interpreter must be present. The workshops also showed me that the Kiribati people are shy when it comes to asking questions for clarification on points. This was another problem that had to be worked around and this was made easier by having an I Kiribati interpreter.

DRIVING ASSESSMENTS

The staff at the PSO arranged for the participants of the workshops to have the assessments done at various times of the day. Most of the drivers came in their allotted government bus or vehicle and the private or Non-Government Employees came in the work vehicles that they used.

Safety of vehicles – *Nearly all of the variety of vehicles that the assessments were done in would not be classified as roadworthy in Australia and because of this they would not have been assessed in that vehicle. The vehicles came with a variety of problems and some of these were – No exhaust, broken or non-existent mirrors, badly rusted doors and bodywork, seat belts cut off because they got in the way of sitting passengers, cracked or holed windscreens, passenger sliding doors falling off whilst being driven, windscreen wipers not working, bald tyres, shock absorbers completely shot, etc. The Government vehicles were in better condition than the private ones but they still had inherent problems as well.*

In spite of the problems listed above, the trainer was pleasantly surprised by the amount of information that the participants had taken in during the workshops especially in the way of looking forward to assess problems and keeping to a safe space behind the vehicle in front. This also applied to vehicles when they were stopped. Seeing as how the assessments were done a month to 6 weeks after the workshops most had been using the message that we tried to impart during the workshops.

Obviously some drivers were better than others and there were some inherent problems such as shifting from a gear to neutral and coasting (in some cases up to 150 metres) before shifting down a gear to clear the obstacle (mainly speed bumps). The vast majority of drivers that I asked as to why they do that said that they had been trained by the police to do it..

Other driver problems that the trainer picked up whilst in the vehicle with them were –

- *Stopping in the middle of the road to talk to their friends, this blocked traffic behind both vehicles.*
- *Drivers trying to change channels on an iPod or I Phone whilst driving, so they could play music through the radio. When doing this the drivers would invariably put their forearms on the wheel and drive with the forearms.*
- *Doing U Turns in the middle of the road without using blinkers.*
- *Reversing in the middle of the road when traffic was coming towards them from the rear.*
- *When pulling up to drop off or pick up passengers they would pull up directly opposite another vehicle, this meant that no other vehicles could pass because the road was effectively blocked.*

These above points were not covered in the workshop but were an observation whilst doing assessments..

RECOMMENDATIONS FOR DRIVERS

Training for all drivers must be done on a continual basis, and this training must be targeted to specific areas. A record of this training should be kept on the driver's file. Licence checks must be carried out on a regular basis, most drivers did not have their licence with them at time of assessment.

Drivers to be given initial training on the vehicle they are going to use. At the moment they are told to go and drive that vehicle etc. without having been in it before. They do not know where tyre changing equipment is, where certain knobs and dials are and what they are there for.

RECOMMENDATIONS FOR OWNERS OR GOVERNMENT

- 1. Targeted training must be carried out on a regular basis and recorded. No driver the trainer spoke to has ever been shown how to reverse.*
- 2. If serious about cutting down on damage to vehicles, then pre-departure checks must be instigated. If followed properly this would show who was having most accidents or problems. Records of these should be kept and reviewed regularly.*
- 3. Mechanics to follow up on pre-departure checks and fix the problems. These checks and the rectifying of problems to be followed up by the foreman/supervisor and signed off on. Records of these to be kept and reviewed on a regular basis.*
- 4. Drivers to have been checked off on every vehicle they drive. Records kept.*
- 5. Mechanics to make sure that all vehicles are running to optimum performance.*

So many vehicles are unsafe vehicles and are not roadworthy. Drivers are driving with vehicles where the windscreens are cracked or holed, brakes do not work properly, excessive black smoke pouring from exhaust pipe, no seatbelts etc.

To do some or all of these recommendations will take time and dedicated finance on a continual basis. Staff would have to be trained in how to key in information onto a computer so that permanent records can be kept. It would also entail some political will by senior administrators in allowing or directing the police to start to target specific areas such as roadworthiness, making sure the vehicles are licenced etc.

The trainer also recommended that a group look at how the police train drivers and part of this would be a test on the driving laws which does not appear to happen now. The drivers stated that they sit in a workshop or lecture given by a policeman, this workshop is on the driving laws but they are not tested on them.

38 government trainees attended the course and they were assessed using the form shown below:

Individual Driver Assessment - Typical Ministry Driver

1. **Maintain Safe Distance between vehicles (SPACE)** –
OK
2. **Speeding and general road safety (VISION AND TIME)** –
Speed was always within the legal limits. Needs to use his mirrors more uses only outside r/h mirror. Has a habit of going into neutral gear and coasting before he engages a lower gear (speed bumps) this is very dangerous.
3. **Usage of blinkers** –
Always used these. No problems with this aspect.
4. **Seatbelt usage** –
Was put on and buckled, as he drove up to get me
5. **Gear changing** –
*Has bad habit (most on Tarawa do) of changing gear to neutral then coasting before changing to lower gear.
Needs work on going through Neutral gear*

There are many important points raised in this report that are very relevant to the Road Safety Strategy and Action Plan and since the visit Terry Morgan has offered to share his training notes and help develop training and publicity materials

4.4 Police Driver Training

The police currently carry out limited training as mentioned in the KIT report but the new Traffic coordinator, Inspector Brian Ritang, in discussions with the consultant, stated he has initiated procedures aimed at upgrading all aspects of traffic policing related to road safety. He has outlined proposals that will improve staffing levels, enforcement, equipment and collecting of data. He is also keen to improve the police driver training. He took the consultant to the Police Training Centre that is currently being refurbished and introduced him to Assistant Superintendent Atantaake Bureka.



**Ass. Supt. Atantaake
discussing training
presentations on Traffic
Act and traffic policing**

Brian suggested that there was a real opportunity to upgrade the grounds outside the training centre to provide an off road driver training area, see photo below:



Police Training Centre with Open Ground in Front

Plans to upgrade the Traffic Police Service could lead to significantly more effective police driver training for both police recruits and the public

4.5 New Driving School

At the first Taskforce meeting, everyone agreed there were no driving schools on the island. Then two weeks later a new sign was erected advertising the new Beam Driving School.



The consultant was able to meet the founders of the school at the end of his trip and to discuss their plans. The head trainer, Euta Taiki, is the former Traffic Police Inspector at Betio HQ and others involved are employees of the nearby Moroni High School

The school has a class room that was being decorated and has since acquired a mini bus for driver training



Beam Driving School Classroom and Owners

4.6 Awareness Campaigns

Road safety awareness campaigns are aimed at changing driver attitudes and behaviours and thus complement driver training and make it more effective. There are several positive, current initiatives on Tarawa that are relevant to this sector.

Firstly, there are many billboards promoting safe driving and or urging drivers and riders to slow down at school areas, see examples in photos below:



Secondly, Mweritonga Rubeiraki is the Chairman of the Road Safety Taskforce. She works for the Ministry of Health as head of the Health Promotion Unit. Her office is in the main hospital where one of her staff is Antokana Teerua a graphic designer. They have produced various driver safety posters, see below:



4.7 BIKERZ

A further interesting initiative is the recent founding of a motorcycle group called BIKERZ that promotes safe riding and in particular helmet wearing



BIKERZ Founder & President Taraia Maitonga & Members

A Draft Constitution for the group has been produced. Extracts are shown below:

ARTICLE I

Name

The name of this Club/Organization will be BIKERZ which stands for “Brothers in Kiribati Enjoying Riding Zone.”

ARTICLE II

Purpose

The purpose of this Club/Organization is to provide an opportunity for all Motorcycle Riders in Kiribati to promote Road Safety and Speed Limit, First Aid and Bikerz Services and report to the Police Station of any road accidents.

Reason for existence, the goal of the Club/Organization is to foster a safe zone for every users of the road and support the people targeting youth and women in various mechanisms including First Aid, Road Safety, and work together with her fundamental stakeholder, the Community Policing services and other stakeholders, in the Kiribati group including Line and Phoenix islands.

This will also include: Provide a sense of community and brotherhood, provide an equal share and loyalty among memberships as stated in Article III section 3c; and maintain every human right, support and promote capacity building skills in terms of community development and economic empowerment programs among BIKERZ members.

ARTICLE III

Memberships.

Section 1: The Club/Organization is open to all who enjoy riding a bike in Kiribati Country.

Section 2: The Club/Organization shall not discriminate against any member on the basis of race, colour, religion, national origin, creed, age, disability, marital status, experiences and/or qualifications, political opinions or affiliations, or veteran status and sex/gender.

The BIKERZ are becoming more and more familiar to everyone on the island as they wear large high specification helmets, high visibility jackets and can be seen promoting various community initiatives including first aid training with the Kiribati Red Cross



**BIKERZ
promoting
Sanitation
Project**

4.8 First Aid Training

First aid training teaches skills relevant to road safety but international research also shows it can be effective in changing trainee's attitudes and behaviours with regards to safe practices including safe driving or riding. Intensive community first aid programmes have even been linked to reductions in traffic casualties.

The Kiribati Red Cross are particularly active in promoting first aid training, are represented on the Taskforce and are also promoting a road safety pledge – see photos below and their initiatives mentioned in the MoU in Chapter 5.



CHAPTER 5 MEMORANDUM OF UNDERSTANDING

5.1 Road Safety Taskforce

The Kiribati Road Safety Taskforce, (KRST) was established in 2003 when an MoU was signed by the member organisations, namely, Ministry of Health, Kiribati Police Service, Ministry of Works, Ministry of Education, Teinainano Urban Council, (TUC), Betio Town Council, (BTC), Broadcasting and Publications Authority, Kiribati Red Cross Society and additional members.

In 2011, the Ministry of Health produced a Road Safety Policy Document on behalf of the Kiribati Road Safety Taskforce, now known as KRSTF and that includes the original membership mentioned above as well as representatives from the Highway Authority within the Ministry of Communications, Transport and Tourism Development, (MCTTD).

The original MoU and the policy document have now been reviewed by the Taskforce and have been updated to form the basis of a new MoU that is a Draft for review.



Taskforce Meeting & MoU Workshop 23rd October

5.2 2013 MoU

This new MoU is intended to strengthen the Taskforce to enable it to prepare and implement a National Road Safety Strategy and Action Plan for Kiribati. It includes proposals to update legislation related to Highway & Traffic Acts and to establish a formal constitution of the KRSTF. It recognises that the recently started Kiribati Road Rehabilitation Project, (KRRP), will include many safety features but will also have the potential for significant increases in speeds and thus greater potential for crashes, injuries and fatalities unless a coordinated effort is made. The vision of the MoU is to stop and reverse the increasing trend in number of accidents, number of deaths and number of injuries through comprehensive measure covering engineering,

enforcement, education and emergency care. To realise this vision an in-depth analysis of the factors affecting road safety such as road environment, road users and vehicles has been carried out and recommendations discussed at meetings of the Taskforce and individual members and finalised during a workshop.

A preliminary framework for a national road safety strategy and action plan is outlined in the MoU and is to be reviewed at senior level and further refined as a step towards a Draft then Final National Strategy and Action Plan. Included are many proposals relevant to road user behavior and driver training as follows:

Safe Driving

Driver error is a major cause of road accidents and to address this issue, the Taskforce intends to:

- *Undertake safety campaigns and vigorously motivate riders to wear crash helmets and all vehicle occupants to fasten seat belts*
- *Look at ways of reducing the unsafe practice of passengers riding in the back of trucks.*
- *Enforce fastening of seat belts and wearing of helmets as per statutory rules*
- *Add appropriate amendments to Traffic act related to modern technology such as mobile phones*
- *Introduce a more effective and efficient licensing procedure*
- *Ensure effective enforcement to check violation of basic safety requirements and drunken driving, and implement deterrent penal provisions.*
- *Promote the establishment of an adequate number of properly equipped driver training establishments*

Other relevant extracts from the MoU include:

- *Organize campaigns and orientation programmes for all categories of road users and make them aware of their respective responsibilities Including first aid training for schools and the community*

Additional Actions Being Reviewed

Discussions have already been carried out on the following initiatives for possible inclusion in the Draft and Final Strategy and Action Plans:

- *Improvements to driver training, testing and licensing*
- *Extending driver training courses at Kiribati Institute of Technology, (KIT), for students and motorcyclists*
- *Awareness campaigns during construction of KRRP*

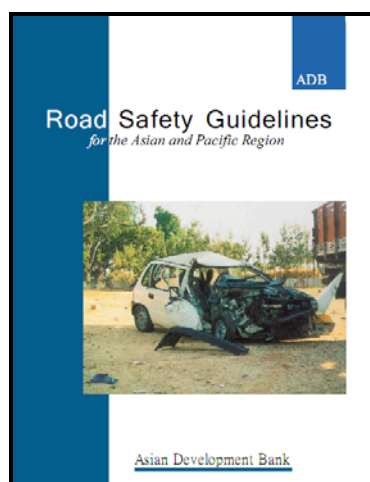
CHAPTER 6 BEST INTERNATIONAL PRACTICE

6.1 International Guidelines

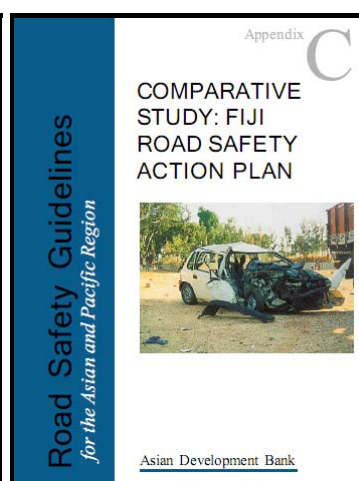
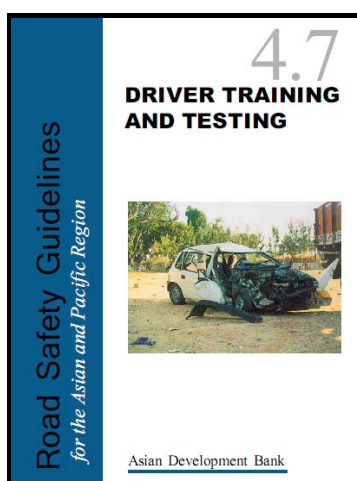
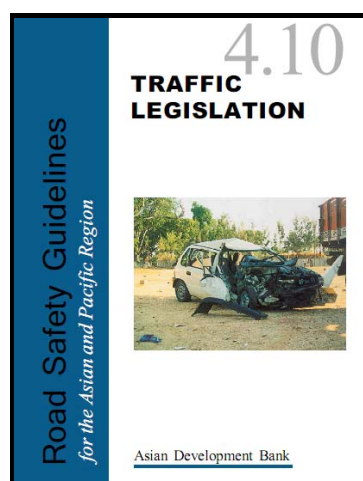
The project ToR includes reviewing Kiribati plans against international best practice, (Task 2). There is an abundance of advice produced by the ADB and World Bank in reviewing countries' road safety programmes and devising effective national strategies and action plans. The consultant's Inception Report detailed guidelines provided by the World Bank and the Asian Development Bank, (ADB). The consultant helped draft the ADB guidelines for Asia and Pacific that are specifically aimed at decision makers and believes they are still the most relevant to Kiribati and are particularly useful when reviewing driver safety.

The Road Safety Guidelines for the Asian and Pacific Region, can be downloaded from the website:

<http://www.adb.org/publications/road-safety-guidelines-asian-and-pacific-region>



These ADB guidelines are based on the practices found to have been most effective in developed and developing countries



Chapters of ADB Guidelines Most Relevant to Driver Safety in Kiribati

6.2 Traffic Legislation

Some key extracts from ADB Guidelines Chapter 4.10 are shown below:

“Where possible within the legislative system, the primary legislation should provide the basic features and framework, and the details should be specified within secondary legislation (i.e., through ministerial regulations). This allows flexibility for periodic revision without disturbing the primary enactment. Legislation provides the framework to promote and, where necessary, to enforce safer road user behavior.”

Table 1: Typical Safety Issues that Need to be Covered within Traffic Legislation			
Driver-related <ul style="list-style-type: none"> • Driving instructors • Driving schools • Learner licenses • Driving tests <ul style="list-style-type: none"> – medical – theory – practical • License holders • License categories • Professional drivers 		Highways-related <ul style="list-style-type: none"> • Authority • Statutory responsibility • Access/development control • Signs/markings • Speed zones • Traffic calming • Safety audit 	
Vehicle-related <ul style="list-style-type: none"> • Condition/construction requirements • Roadworthiness testing • Safety belts/equipment • Dangerous loads • Documents/insurance 	Fines/penalties-related <ul style="list-style-type: none"> • Traffic accident investigation • Penalties • Courts/hearings • Fines 	Traffic control/general safety-related <ul style="list-style-type: none"> • Drunk-driving • Seat belts • Speed limits • Pedestrians • Road user education • NRSC 	

Driver-related Issues

There is no inherent right to drive a motor vehicle on a road. So a motorist must be granted permission to drive by way of a license issued by the state, provided certain criteria relating to health, age, and competence to drive are met. Driver training and testing are covered more comprehensively in Sector Guidelines 4.7, but some of the key legislation-related issues concerning licensing are listed below.

Driving instructors and driving schools

Many countries find it useful to have a registration system for driving instructors and (separately) for driving schools, and no one is allowed to give paid instruction unless a special test is passed to become a registered driving instructor. This ensures that driving instructors have the necessary competence and knowledge not only of driving but also for teaching and instructing learners. The registration of schools ensures that they meet at least minimum standards and criteria on premises, vehicles, teaching aids, and qualified instructors. In some countries (e.g., Fiji) driving instructors are encouraged to take defensive driving courses and to include some of these elements into their training of learner drivers, while driving schools are being encouraged to set industry standards and controls.

Learner licenses

In many countries, new license holders are constrained in the types of vehicles they can drive by restrictions placed on the driving license. Engine size of motorcycles and cars may be limited. Learner car drivers in most countries usually have to be supervised by an experienced driver at all times until a driving test is passed. Consideration should be given to introducing a requirement that motorcyclists should have had at least four hours of off-road training in basic maneuverability skills before being issued with a learner license (such training can often be provided by motorcycle dealers and driving schools). Driver training regulations should be restricted to those that can be enforced.

Driving tests

*A driving test is designed to ensure that at least a minimum standard of competence is achieved by a driver before being allowed unrestricted access to the public roads, subject to other criteria in respect of vehicles or classes of vehicle. Driving test standards vary throughout the world, from minimal vehicle control maneuvering demonstrations to sophisticated multipart tests. The latter may include a medical test to ensure physical fitness to drive and a theory test on road knowledge before the third, **practical** part of the test (a drive of about 30 minutes in varied road conditions accompanied by an examiner). Generally, it is thought that more extensive tests produce better, and therefore safer, drivers.*

License holders

Age is only one consideration in assessing the suitability for a driving license. It is appropriate to set minimum standards of health and eyesight on applications for a license. As such medical conditions may manifest themselves later in life, it is appropriate to require the holder to notify the license issuers of specified medical conditions once aware of them. It would also be appropriate, if a regular license renewal system is in operation, to restate a health warranty at time of renewal. Graduated licensing programs have been used in motorized countries to prevent novice drivers from exceeding their capabilities. This is achieved by restricting motor vehicle choice and driving times. In some countries, novice drivers use a “P” plate to make easier detection of novice driver violations. In Japan, for example, novice motorcyclists are forbidden from carrying passengers for the first year.

Professional drivers

Most countries require a higher minimum standard (e.g., 25 years age and at least five years’ driving experience) for eligibility to become a professional driver of heavy goods vehicles (HGVs) and public service vehicles (PSVs). There should also be a requirement to carry out a driving test in the type of vehicle for which such a license is being requested. It should not be permissible to pass a test for a private vehicle and to then, after some time start driving an HGV or PSV. An additional more stringent test must be taken in an HGV or PSV to ensure competence to drive such a vehicle, not only because of the greater skill level required to control the larger vehicles but also the greater potential risk to public safety.

6.3 Driver Training & Testing

Some key extracts from ADB Guidelines Chapter 4.7 are shown below:

Recent studies in the United Kingdom (UK) and United States (US) have shown that in about 95 percent of recorded accidents, driver error was a contributory factor in some form or other. It is, therefore, vital that the human factor is addressed in tackling the problems of road safety.

Fundamental to this is an efficient driver testing and training regime.

It is readily appreciated that driver testing and training are only a small part of a whole series of initiatives necessary to solve the road safety problem. However, these sectors must make an important contribution to any initiative aimed at reducing road casualties and long-term reductions in accident statistics.

Novice drivers, especially those in the 17-21 age group, have a disproportionate number of accidents. By training all new drivers in skills for life, there are immeasurable long-term economic and social benefits arising from a more responsible attitude to driving.

Driver testing and training procedures are inadequate in many countries in the Asian and Pacific region and, with the rapid pace of motorization, urgent remedial measures are required to improve the situation. The state has a responsibility to ensure that only safe, competent drivers are allowed on roads.

The majority of driver training is used only to prepare a candidate for the driving test and therefore the standard of the driving test will determine the extent and quality of driver training.

In order to improve driver training, the quality of driving instructors must also be improved and monitored and, in each country, a recommended syllabus for learner drivers should be introduced.

PRIORITY ACTIONS NEEDED

- 1. Ensure that the driving test examines the driver's judgment, decision making, and ability to drive safely on public roads in normal traffic conditions with stricter tests for drivers of large commercial vehicles.*
- 2. Provide adequate training and staffing for driving examiners and ensure they are taught to drive all vehicles to the highest standards.*
- 3. Organize training courses for professional driving instructors, develop a standardized driver training curriculum, and established a registration system, driving instructors, and driving schools.*

Effective driver testing is the best way to ensure that only safe, competent drivers are awarded a driver's license. Good control and registration of driving schools and driving instructors is also highly beneficial in ensuring learners are given competent instruction.

KEY COMPONENTS**Driver Testing**

The driving test will always be the main judge of any driver training syllabus. For this reason, although driver training is experienced first, the driving test is reviewed first. Most training is geared towards passing the driving test rather than teaching the student to become a safe and competent driver. In newly motorizing countries, ensuring proper training through a comprehensive driving test is the most practical way to improve the standards of novice drivers.

a) Legislation

The traffic regulations must define both the legal authorities of the state that controls driver licensing and specify the requirements for potential license holders. Licensing legislation is discussed in Sector Guidelines 4.10, but should include criteria on the following:

- 1) minimum driving ages by vehicle type;*
- 2) vehicle classifications;*
- 3) medical limitations;*
- 4) driving test procedures;*
- 5) provision for training; and*
- 6) restrictions on learner or novice drivers.*

b) Medical examination.

The medical examination could in practice be limited to an eyesight check (a simple test of reading a registration plate at 20.5 meters [67 feet] is still used in the UK) and a consent form declaring that the candidate has none of the medical conditions specified in legislation as prohibiting driving. Many countries still use a medical or general board to test the candidate's mental or physical fitness

c) Theory examination.

In addition to the pure driving skills of candidates, their knowledge should also be subject to examination. A theory examination should test the candidates' knowledge of the highway code: traffic signs, traffic regulations, as well as basic knowledge of vehicle performance and simple safety checks before using a vehicle. It may be tested in one of several ways.

A test covering sufficient topics will require about 50 questions and last about 45 minutes. Subjects covered by the theory test should include at least the following topics:

- 1) traffic regulations;*
- 2) vehicle handling;*
- 3) vehicle maneuvering procedures;*
- 4) hazard perception; and*
- 5) effects of weather and road conditions on driving.*

d) Practical driving test.

Few countries conduct the whole practical test on public roads but use off-road facilities to examine the technical control of vehicles; i.e., emergency stop, hill start, zigzag maneuvers, and parallel parking. Normally the off-road test is carried out first and this is followed by the on-road test, which should be conducted in light traffic on normal roads. All test routes should ideally be on-road, although it is acceptable to have a combination of off and on-road routes.

They should be as uniform as possible and include a common range of typical road and traffic conditions. The test route should be chosen to test candidates' hazard perception skills without exceeding their capabilities. Pedestrian crossings and junctions (right and left turns), including roundabouts, should be included to provide opportunity for give way testing.

The on-road test should include (but not be limited to) the following checks and exercises:

- 1) take proper precautions before starting the engine of the vehicle;*
- 2) make proper use of all controls;*
- 3) position normally on the road and make normal stops in a safe place;*
- 4) drive at a speed appropriate for the conditions;*
- 5) make effective use of rearview mirrors;*
- 6) give all necessary signals;*
- 7) show alertness and anticipation of the actions of other road users;*
- 8) overtake, meet, and cross the path of other vehicles safely;*
- 9) act properly at road junctions;*
- 10) take appropriate action at pedestrian crossings; and*
- 11) take prompt and appropriate action on all traffic signs, road markings, traffic lights, signals by traffic controllers and other road users.*

Motorcycle tests can be conducted by an examiner observing set exercises on a normal road system or by specially trained examiners, riding their own machine, following the test candidate round a set route on normal roads. Contact can be easily maintained by simple radio equipment. By its very nature, this would be a more expensive option. Careful location of a number of examiners around a route could enable a large number of motorcycle tests to be performed efficiently.

When testing drivers of heavy goods vehicles or large buses, recognition should be given to the fact that the potential for damage by these vehicles is extremely high. It is recommended that the time taken to examine a candidate for a vehicle in one of these categories should be about twice that for a driving test for a light vehicle. Large vehicles should have an area of prescribed minimum dimensions available for maneuvering exercises. It is important that vehicles on these off-road areas do not interfere with one another.

Standardized assessment forms are necessary to ensure consistency among tests, to facilitate monitoring and to provide feedback. Errors should be pre-coded and thus standardized.

e) Driving examiners

No matter how elaborate or strict the driving test is designed to be, it can be effective only if driving examiners are properly trained and have adequate time to conduct the test. The increase in driving examiners has not kept up with the increase in license applicants. Lack of staffing has had a greater impact than inadequate training. Even with forms and procedures, the effectiveness is wasted if only a few minutes is available for each test due to demand.

All examiners, whether employed to test drivers of cars, motorcycles, heavy goods vehicles (HGVs), or public service vehicles (PSVs), or for the police or the military, should be subject to the same training and should be qualified to drive all categories of vehicles that they are likely to

examine. Examiners should be trained to drive to an exemplary standard at all times. Training should include both an external course as well as a probationary period (three to six months) on the job. One-week refresher courses for existing driving examiners should also be conducted on a regular basis. It is essential that driving examiners are seen to be fair and impartial and that the test sets a uniform standard wherever it is applied. Examiners should give clear directions and instructions, and should be understanding and sympathetic, making every effort to put the candidate at ease. They should assess and mark driving faults as they occur. It is useful to have a standard form that examiners complete during the actual test (i.e., not retrospectively).

Driving examiners should be subject to frequent supervision to ensure that their individual assessment is checked and that the tests are being conducted in accordance with the regulations. Test results can easily be monitored by computer over any period. Any pronounced individual variation from the average results obtained by colleagues in similar areas would readily show up. To facilitate this checking process, it is necessary that records of tests should be retained and collated at regular intervals.

Examiners can be recruited from many backgrounds. They need to have good interpersonal skills, have a wide driving experience of most types of vehicles, be good communicators, and be able to write clear and concise reports quickly. An even temperament to cope with often stressful situations is essential, together with a firm and confident manner.

To avoid any accusation of corruption, examiners should not be made aware of their test programs before the day of the test. They should not be permitted to give driving instruction themselves or be associated with any driving schools. Candidates with criminal records should not be permitted to become driving examiners.

f) Test administration

Clear requirements for the administration of driver testing are necessary. These should cover all classes of driving licenses and should be available in published format for sale to the public. A complete list of areas to be tested and standards required should also be published.

There should be an appeals procedure to cover allegations from candidates that tests have not been conducted in accordance with the regulations. However, there should be no appeal against the result of the test apart from the above reason. Appeals can be easily investigated by senior examiners if there is a standard marking and reporting system for each test.

Driving test centers need to be convenient for large numbers of the population and it is important that potential drivers do not have to travel unreasonable distances for their test. These centers should be able to accommodate sufficient numbers of examiners to meet the likely demand for tests in that area and also provide waiting and toilet facilities for candidates.

Parking should be convenient at the test center and provision made for all types of tests that are to be carried out at the center. For example, it may be considered convenient to carry out some of the test exercises off-road at marked-out areas. Theory tests and medicals may also be provided at the same venue if considered practical. Clerical staff may be necessary if tests are booked at a local level. Computers will ease this function and the collating of test results.

In countries with a widely distributed population, it may not prove feasible to combine the requirements of reasonable distances with expected demand for driving tests. In this case, it may prove acceptable to use a traveling examination center in which examiners may travel to outlying towns either regularly or on demand to carry out driving tests (e.g., once a sufficient number of candidates makes a trip worthwhile)

g) Cost recovery

The provision of a driving license should always be seen as a privilege and not a right. The provision of a testing regime infrastructure amounts to considerable capital sum with substantial running costs. However, most countries using a testing system, as described, try to recoup the running costs from the driving test fees. Administration staff and management do not usually conduct tests, so the cost of their services should also be recouped from driving test fees. There are no known instances of countries

3.2 Driver Training

a) Curriculum.

In most industrialized countries, driver training is seen as a necessary requirement in the quest for a driving license or permit. The normal approach is to follow a syllabus that covers sufficient elements to enable the student to pass a test for granting of the license. Ideally, the syllabus and the training should aim to prepare learner drivers for all potential hazards and situations and not just those tested by the examiner at the time of the test. But in reality, it cannot. It is evident that most candidates are concerned only about learning enough to pass the test.

Driving is a skill that takes years to master

6.4 Fiji Action Plan



FIJI

Growing Traffic
Faster Rehabilitated Roads
Deteriorating Road Safety

Road Safety Action Plan 1992

- Funding
- Institutional Strengthening
- Staff development & Technical Assistance



FIJI Road Safety Action Plan

- ☛ Accident Data System
- ☛ National Road Safety Council
- ☛ Road Safety Engineering
- ☛ Traffic Law & Enforcement
- ☛ Child Traffic Education
- ☛ Driver Training & Testing
- ☛ Vehicle Inspection
- ☛ Emergency Medical Services

Extracts from the ADB Guidelines, Appendix C Comparative Study: Fiji Road Safety Action Plan are shown below:

THE PROBLEM

Fiji, in common with other developing countries, saw a deterioration in road safety during the period 1988-1991. Increasing vehicle fleets began to cause problems, rehabilitated roads supported faster traffic through small communities along the national road network, and inadequate enforcement and medical services meant that driver behavior was poor and injured victims did not get the early medical attention they needed. There was a fragmentation of responsibilities and inadequate knowledge and effort to tackle the problems facing the country. Road accident deaths increased steadily year by year and peaked in 1991, the year before the start of the country's Road Safety Action Plan.

THE DEVELOPMENT OF A STRATEGY AND ROAD SAFETY ACTION PLAN

The Asian Development Bank (ADB) appointed a road safety advisor to assist the Bank and the Fiji Government to develop a strategy and to oversee implementation of a Road Safety Action Plan. The purpose of the Action Plan was to develop institutional capability to address road safety problems effectively and to oversee implementation of the most urgent improvements over a three- to three-and-a-half year period. Periodic inputs were provided by other specialists working under the direction of the road safety advisor.

The focus and strategy of the Action Plan was as follows: initiate the most urgent improvements; tackle problems where there were known and effective solutions available; and to develop and train local professionals in the key institutions so that they could more effectively implement the wider road safety improvement program needed in Fiji.

Driver Training and Testing. *In this sector the main improvements implemented were as follows:*

- introduction of new oral questionnaires with a preset pass mark;*
- introduction of standardized licensing test scores and test routes; and*
- development of comprehensive manuals for all aspects of driver licensing, including licensing of driving schools and instructors.*

It also included monitoring, periodic reporting, and analysis of all driver examination results, development of a revised road code consistent with a revised traffic legislation, and preliminary work with the driving schools industry on improving professional standards and the development of a standard curriculum.

During the Project, all existing driver examiners were given training on the new manual and procedures, and, in addition, the specialist advisor worked closely with the local specialists in developing a defensive driving course suitable for Fiji. A Defensive Driving Instructor Course was also developed and a large number of Fijian instructors were trained. The course has been institutionalized and is now available from the Fiji National Training Council, which has a pool of about 20 fully trained defensive driver instructors from which the Council will be able to draw to conduct courses in the future.

The population of Fiji was approximately 750,000 at the time of the plan, much higher than Kiribati but the action plan could still be a good model.

CHAPTER 7 CONCLUSIONS & RECOMMENDATIONS

7.1 Conclusions

- Driver training has been very basic until very recently
- The improved roadway resulting from the KRRP has the potential to increase speeds and accentuate weaknesses in driver behavior leading to increases in crashes, fatalities and injuries
- The 2002 Traffic Act provides the basis for driver licensing and has been strengthened by Amendments raising the age of license applicants
- Driver testing requirements in the Traffic Act are very weak
- A Kiribati Road Code was published in 1987 but is not generally available
- Poor government drivers are causing problems that have resulted in the MPWU and BTC requesting driver training
- A driver training course at KIT and the establishment of a new driving school represent very positive steps in the right direction
- The KIT Australian driver training specialist has offered his training notes and expertise to develop training aids and awareness material that could be made available to the police, driver trainers and the public
- There is an excellent opportunity within the KRRP to upgrade the Traffic Act with the help of the Legislation Specialist
- The Traffic Police are keen to upgrade all aspects of their service including driver training for police recruits and the public
- Driver awareness campaigns using advertising bill boards are part of the current culture
- There is expertise in the health service to develop road safety campaign material
- First aid training courses run by the Red Cross and supported by BIKERZ can improve road user awareness and safety as well as teach skills relevant to helping crash victims
- The Road Safety Taskforce and their Draft MoU recognise the importance of upgrading driver training
- The development of the Kiribati Road Safety Strategy and Action plan provides an excellent opportunity to improve all aspects of driver training, testing and licensing

7.2 Recommendations

Immediate Action

- The Australian driver training expert, (Terry Morgan), meets the Chairman of the Taskforce to discuss options for using graphic expertise to produce leaflets, brochures and posters aimed at safer driving
- Terry Morgan meets representatives of the Traffic Police, Police Training Centre and the new Driving School to discuss developing his training notes for local use
- The Taskforce meets in December to discuss this report, options for driver training materials and the Final MoU

- The consultant works with the Taskforce, Terry Morgan and others to start developing training aids for immediate testing then widespread used during the National Road Safety Action Plan launch
- The consultant discusses options for incorporating driver safety messages into first aid training with representatives of the Red Cross and BIKERZ

Early 2013 Action

- The Traffic Police, BTC and TUC meet to discuss options for improving legislation and procedures related to driver training, licensing and testing, based upon best practice outlined in this report and in neighbouring and other countries
- The Taskforce meets in late January to hear recommendations on driver training, licensing and testing from Traffic Police, BTC, TUC, the Australian driver training expert and the Consultant
- Recommendations on driver training, licensing and testing from the Taskforce are incorporated into an updated Strategy and the Draft Road Safety Action Plan

When the KRRP Traffic Legislation Expert is Available

- Discussions are held on the priorities for legislation updating related to this driver sector and other aspects of road safety

During Launch in April 2014

- Safe driver behavior and driver training opportunities are a focus of the launch of the Road Safety Action Plan

Longer Term

- New Traffic Act is published upgrading all aspects of driver training, licensing and testing
- New Highway Code is published based upon new Traffic Act
- Driver or rider training is incorporated into compulsory road safety lessons for senior pupils

APPENDIX A Meetings

Thursday October 10th

Patrick Mannix KRRP Advisor

KFSU: Reina Timau & England

MPWU: Toani Toatu, Director of Engineering Services, Koaa Ekeata, Project Officer KRRP

MCTTD: Tarsu Murdoch, Secretary, Teboranga Tioti. Deputy Secretary

Friday 11th October

First Taskforce Meeting

Patrick Mannix, Mweritonga Rubeiariki, Chairman & MoH; Teanibuaka Tabunga, MoH; Koaa Ekeata, Teboranga Tioti; Taare Aukitino, MCTTD SAS; Mangee Ubaitoi, Traffic Police; Tiraen Kienene, Kiribati Red Cross

Monday 14th October

Police HQ: Sgt Mangee Ubaitoi, Inspector Brian Ritang

MCTTD: Taare Aukitino

Kiribati Red Cross: Meaua Tooki Seretary General & Tiraen Kienene First Aid Instructor

Tuesday 15th October

Main Hospital, MoH: Mweritonga Rubeiariki, Teanibuaka Tabunga, MoH Statistics, Antokana Teerua, Graphic Designer

Wednesday 16th October

MoE. Beryl Kennedy, Senior Advisor, Wendy Gibson Curriculum Development Advisor

Thursday 17th October

Institute of Technology, (KIT), Kumon Tarawa, Business Development Officer

Betio Police: Sgt 172 Tautam Teonea

Police HQ Data Section, (Criminal Record Office), Ass. Supt. Eeri Aritiera, Officer Commanding; Teribua Temaro, OIC, CRO; Mareweniti Kautu, CRO Officer

Friday 18th October

Teinainano Urban Council, (TUC), Katangiman Bio, Deputy Clerk Tekotaake Keariki, Clerk

MoE, Wendy Gibson, Curriculum Development Advisor; Karawa Areieta

“BIKERZ” Motorcycle Group Promoting helmet wearing: Taraia Maitonga

Monday 21st October

KRRP Project Office,

Consultants Roughton & Fraser Thomas, Ian Archer, Resident Engineer

Contractors McConnell Dow, Mike Wynne, Health & safety Supervisor

Tuesday 22nd October

Betio Town Council, (BTC), Rine Ueara, Clerk

Wednesday 23rd October**Taskforce Meeting and Workshop**

Patrick Mannix, Mweritonga Rubeiariki, Teanibuaka Tabunga, Koaa Ekeata, Brian Ritang, Traffic Police; Tiraen Kienene; Meaua Tooki, Secretary General, Kiribati Red Cross; Panapu Pita, MPWU; Ioani Tokaua, MoE; Katangiman Bio, TUC; Rine Ueara, BTC; Rokobati Tearo, Act. Principal, KIT

Thursday 24th October

KIT, Rokobati Tearo, Acting Principal, Pamela Morgan, Senior Advisor
Police Training College, Brian Ritang, Ass. Supt. Atantaake Bureka
Police Commissioner, Ioeru Tokantetaake

Friday 25th October

Delivery of safety vests to MoE: Jesus Renzoli, Procurement Specialist; Beryl Kennedy
Main Hospital, Antokana Teerua, Graphic Designer

Saturday 26th October

Beam Driving School, Eita, Inspector Euta Taiki, Eutee Arobati, Mwea Betero
Bikenebeu Hotel, Follow up meeting with Inspector Brian Ritang