

ROAD SAFETY MANAGEMENT PLAN

1 INTRODUCTION

This report is on the Road Safety Management Plan (RSMP) for the MML operation is prepared as part of the Environmental and Social Management Plan (ESMP) for this ESIA study.

1.1 Terms of Reference and Objectives

Road safety precautions must be put in place to help drivers on the road from causing unnecessary accidents and at the same time helping pedestrians and cyclists understand the rules governing their safety on a highway. The plan will highlight the social and economic implications of road traffic crashes, in order to appreciate and drastically reduce road traffic injuries and also help such raise awareness for road safety improvement. It will detail the road safety and traffic management principles, strategies and measures that will be applied, road user requirements including: provision of a safe environment for the travelling public, and minimising impacts on the road network. Specific community/stakeholder consultation process and community relations strategies for managing changed traffic conditions will be highlighted. It is however be cognisant of the fact that MML is not the sole user of some of these roads that are not within the mine premises and that road management is within the purview of several Ministries, departments and Agencies including the Sierra Leone Roads Authority (SLRA).

The RSMP is to be read in conjunction with the following documents:

- Emergency Response Plan
- Community Development Action Plan
- Mitigation measures in the ESIA and EMP dealing road safety

1.2 Limitations and Perspectives of the Report

This report recognises the fact that the roads should be of concern to the company and that the company should entertain the idea of reasonable measures to address the mitigation and management of salient issues, especially when the road is occasionally used for the transport of company goods and personnel. Notwithstanding this, it should be acknowledged that some of the roads are public roads whose maintenance is within the purview of the relevant Government MDAs. Also, issues dealing with road traffic are under the ambit of relevant MDAs including the Sierra Leone Police. It should also be noted that normal mine haulage of products takes place on internal company roads which bear the burden of most of the company-related traffic. The emphasis in this report is therefore on collaborative efforts with other stakeholders. It should also be made clear that many programmes envisaged could be accommodated under the ambit of various plans including the Community Development Action Plan already formulated by the company.

2 PROJECT DESCRIPTION

2.1 Location and Settlements

The mining site is near the town of Lunsar in the Marampa Chiefdom, Port Loko District on the coastal plain of Sierra Leone. The jetty project is located in the Maforkie Chiefdom also in the Port Loko District.

Several communities are present within the project area, living in settlements. The mining concession area comprises inland valley swamps, the Masaboin and Gafal Hills and interfluves of variable heights. The Batbana and the Baki and their tributaries, being the main streams within the concession boundary, comprise the catchments draining the area. The hills and valley swamps within the area have been largely altered by previous iron ore mining activities so that the hills portray terraces with sparse grass cover, while the swamps reveal streams with hampered flows.

The mining concession area can mainly be accessed through mostly rough and rugged laterite roads and motorable tracks branching off from the well constructed tarmacadam highway leading from the town of Lunsar. The unpaved secondary roads and tracks generally form links to the sites of the various settlements.

Further accessibility into the interior of the surveyed project area is possible mainly by footpaths and traverses. Where streams cut across the road network, bridges and/or culverts have been constructed to connect the settlements but sometimes, going through valley on foot is the only access to get from one landform or habitat to the other.

The jetty site at Thofeyim is in the Maforkie Chiefdom, Port Loko District in the Northern Province of Sierra Leone. The site is located about 12km south west of Port Loko town, at the settlement and environs of Thofeyim located on the banks of the Port Loko Creek.

2.2 Status of Roads

2.2.1 Port Loko District

Though one of the most populous districts, Port Loko district has very weak infrastructure in terms of roads. In all, first class roads are not more than 70 miles. There is therefore need for construction of roads to stimulate and enhance economic and livelihood activities of the people. Interview with the district engineer showed that there are plans to expand the road network. The council is responsible for the following: maintenance of chiefdom road racks, -brushing, grubbing, ditch clearing, reshaping of the carriage way, pothole patching, clearing of culverts and day works. However, the maintenance of primary feeder roads is yet to be completely devolved to the district council. Because of the situation above, the SLRA, is engaged in the majority of infrastructural (road) development in the district and it has been performing these functions in the following sequence and activities. The inadequate maintenance of these roads can mainly be attributed to a lack of funds, human resources, capacity and equipment and lack of appropriate road maintenance policies. The road linking Freetown and Lunsar is tarred.

The primary means of access to the MML site is by motor vehicle. Roads inside the concession area are numerous. Most of the roads in use are utilised by heavy mining and light vehicles and are maintained on an ongoing basis.

2.2.2 Roads within mining concession area

Inbound freight for the mine will travel from Freetown port to Lunsar via an existing sealed road (the Makeni Highway). This is owned and maintained by Government. Specialized equipment will be supplied by the freight forwarder and clearing agent to transport any oversized equipment to the site.

The main haulage road used by the mine is the 46 km road between the minesite and the Port of Thofayim. The haulage trucks have a 3 hour cycle time for the 92km return journey. Approximately 17 trucks are required for the initial 2.0Mtpa(dry). Speed limits of 50kmph (day) and 40kmph (night) are enforced. Haul trucks are tipper trucks with a capacity of between 40-60 tonnes. This road is maintained by MML even though a government road. The haul road will undergo more frequent maintenance as the tonnage handled increases. Suitable grade laterite for road rehabilitation works to return is sourced from borrow pits along the route. The road is frequently watered.

There are also site roads to connect the various components of the operation. Large haul roads will be required to transport ore from the pits. Smaller roads will also be required at the beneficiation plant for light vehicles.

The other roads and tracks linking settlements within the lease area and its environs are laterite roads in a poor state that are poorly maintained.

3 REGULATORY AND ADMINISTRATIVE FRAMEWORK

3.1 Regulatory framework

3.1.1 Regional Road Safety Harmonisation

Sierra Leone is a member of the Economic Community of the West African States (ECOWAS) and has implemented a number of ECOWAS protocols for instance, the motor vehicle number plate protocol. In addition, Sierra Leone is one of 13 members of the West African Road Safety Organisation (WARSO). WARSO was formed in 2008 and has the potential to become a valuable road safety function for member countries.

3.1.2 International Guidelines and Standards

Standards that are relevant to the Project activities include:

- IFC Performance Standard 4: Community Health, Safety and Security, the objective of which is to:
 - Avoid or minimize risks and impacts on the health and safety of the local community during the Project life cycle from both routine and non routine circumstances; and
 - Ensure that the safeguarding of personnel and property is carried out in a legitimate manner that avoids or minimizes risks to the community's safety and security.
- International Labor Organizations Code of Good Practice on HIV/AIDS.

3.1.3 Local policies legislation and regulations

Road Safety Policy

The overall road safety goals of the road safety policy are:

- a) To reduce the number of accidents, fatalities and injuries in road traffic;
- b) To put in place effective road safety management and coordination functions;
- c) To bring in place the necessary legal, policy, administrative and financial foundation for road safety interventions;
- d) To establish systems and analysis tools providing reliable and timely statistical information about road traffic accidents, which can form the basis for qualified decisions on road safety interventions;
- e) To bring in place cost effective road design and maintenance procedures that consider all road users, minimise road user error (self-explanatory roads) and produce a more forgiving roadside;

- f) To improve safe road user behaviour through increased awareness of traffic regulations and accident risks;
- g) To improve the competence of drivers and in particular to produce safety conscious drivers through training and testing standards;
- h) To improve the vehicle fleet, notably trucks and public service vehicles, through improved inspection procedures and enforcement of appropriate vehicle standards; and
- i) To reduce the consequences of accidents by securing adequate rescue and trauma care facilities.

Road Traffic Act , 2007

Sierra Leone enacted a new road traffic Act in 2007 as a way to effect a favourable road safety environment. The Act consolidates, with amendments the law relating to road traffic and deals with issues such as registration of vehicles, licencing, use of vehicles, driving test, vehicle examination and other related issues.

The Road Maintenance Fund Administration Act, 2010

This act was set up to establish a Fund to be known as the Road Maintenance Fund and an administration to finance the maintenance of the core road network in Sierra Leone and to provide for other related matters. The general functions of the administration are to:

- Manage and administer the fund
- Approve the amount of funding to be made available to the Administration from the fund for the performance of the Administration's functions
- Effectively monitor the use of monies allocated from the fund
- Approve any application from any local council or body for funding from the fund, of any road-related activity
- Do all other things as will contribute to the attainment of the stated objectives

The monies for the Fund shall be derived from road user charges levied on fuel; vehicle license and registration fees; road donations or grants; profits made from investments plus any other road user charges. Funds generated shall be used for road maintenance activities and any other expenditure relating to the achievement of the Authority's objectives.

The Sierra Leone Roads Authority (Amendment) Act, 2010

This Act amends the Sierra Leone Roads Authority Act of 1992 and governs the development, maintenance, efficient planning and reliable management of the national road network to provide the entire country with a safe, reliable and sustainable means of transport. The Authority in order to attain set objectives will:

- develop a national policy on the management of the national road network

- specify the national road network and sets the width of the right-of-way for roads which form part of the national road network
- develop strategies, technical instructions and standards, programmes for roads
- commission location and design studies and preparation of construction plans and also erect and maintain traffic signs on roads
- provide technical guidance and support to local councils in roads maintenance and
- carry out any other such activities as may be required under this Act

The Road Traffic Regulations, 2011

The regulations consist of the following sections:

PART II – Registration of motor vehicles

PART III – Licences for motor vehicles

PART IV – special trade licences

PART V – Driving School Licence

PART VI – Identification number plates

PART VII – Motor Driver’s licence

PART VIII – Public Service vehicles

PART IX – Use and Construction of motor vehicles

PART X – Driving speed limits, etc.

PART XI – Removal of motor vehicles

PART XII – Special Regulations relating to Driving of motor vehicles

PART XIII – Special Provisions relating to Roads

PART XIV – Miscellaneous

3.2 Administrative framework

Several Ministries departments and Agencies deal with road safety. These include the following:

3.2.1 Ministry of Transport and Aviation (MoTA)

The Ministry of Transport and Aviation (MOTA) provides the policy and regulatory framework for transport management in Sierra Leone. It is the overall body responsible for policy formulation in the area of road safety in the country. The Ministry has the mandate to draft and table amendments of traffic regulations to Parliament.

3.2.2 Ministry of Works, Housing and Infrastructure (MoWHI)

The Ministry of Works, Housing and Infrastructure (MOWHI) oversees the policy guidance and execution of the Road, Housing and Infrastructure sectors in the country. It is in charge of the construction, reconstruction and rehabilitation and overall maintenance of the road sector infrastructure. It has recently taken on the management of the feeder roads.

The Ministry has a challenge of road maintenance backlog especially during the rainy season. The funds from the road fund are not yet sufficient to cater for the enormous demand of maintenance. As a result, some road sections are in poor condition thereby raising the risk of road crashes. Shoddy work by contractors who perform below the expected standards was cited as a challenge.

3.2.3 Sierra Leone Road Safety Authority (SLRSA)

The Sierra Leone Road Safety Authority (SLRSA) was set up to regulate, coordinate development in the road transport industry, including the registration and licensing of vehicles, the drivers, the prescription of routes for commercial passenger and goods transport. SLRSA supervises road safety related activities largely through a department of Safety and Enforcement. Other departments include Audit; Finance; Licensing and; Transport.

3.2.4 Sierra Leone Roads Authority (SLRA)

The Sierra Leone Roads Authority (SLRA) was established in 1992 and has the functional mandate of planning, developing, maintaining, administering and managing the trunk roads and related facilities and lately also the feeder roads. It has a mission of providing a safe, reliable, and sustainable National Road System for the enhancement of the socio economic development of the country. SLRA has been active in the road safety area. In particular, it has installed road signs reminding road users the need to observe road safety actions. In addition it cooperates with other stakeholders to sensitise road users on the safe road usage.

3.2.5 Sierra Leone Police (SLP)

The Traffic Police is responsible for traffic control and traffic law enforcement. Furthermore, SLP's role is seen in the area of road side checks, patrol, traffic congestion control, road accident investigations and prosecuting offenders, The Police duties are focussed in four areas: point duty, patrols, investigations and training. Western Area traffic work involves point duty and to lesser extent patrol duties. Point duty officers check vehicles and control traffic; Patrol officers escort offenders to the Police station. Investigators handle not only traffic accident cases but also other types of cases.

3.2.6 *Ministry of Health and Sanitation*

Ministry of Health is responsible for the trauma care treatment of accident victims, and it provides training in first-aid of first responders to injury in the communities and the formal health care systems.

3.2.7 *Private Sector players and Development Partners*

A number of private sector actors are active in the field of road safety. Two of the most important are:

- Indigenous Transport Owners Association (ITOA)
- Drivers Union and Transport Workers Union

Development partners active in the road sector include the EU, World Bank, African Development Bank and a host of Arab Development Banks.

4 THE ROAD MANAGEMENT AND SAFETY SITUATION

4.1 *The Sierra Leone Situation*

4.1.1 *The National Road network*

Sierra Leone has a public road network of about 11,700 kilometres of which 8,700 km are functionally classified in the National Road System. The other 3,000 km consist of local roads and unclassified roads and tracks. The Sierra Leone Roads Authority (SLRA) manages the national roads. Relevant statistics on types of roads is shown in Figure 1.

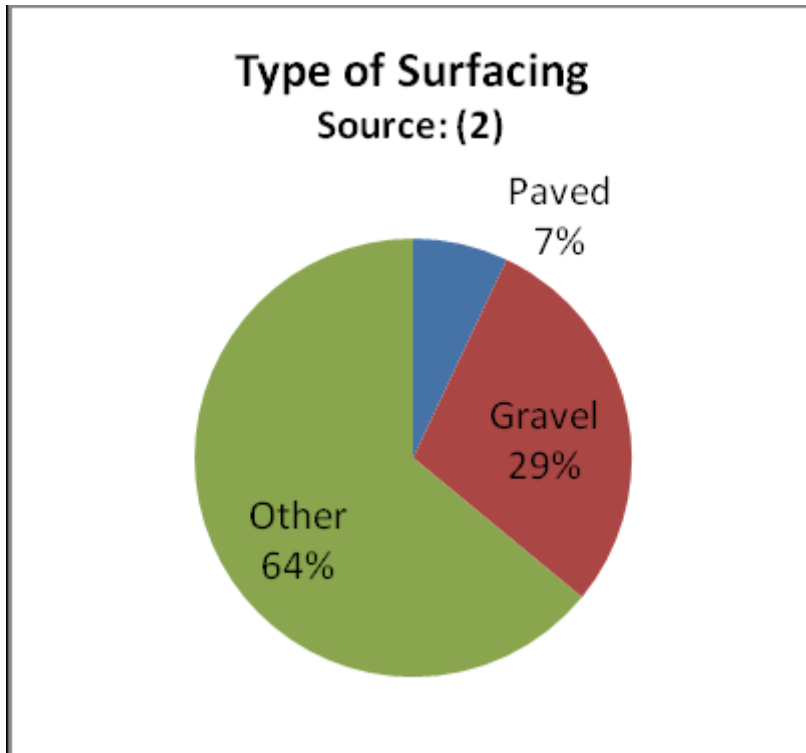


Figure 4-1: Types of road surfacing in Sierra Leone

The average road density is 0.16 km per km² or 2.35 km per 1,000 inhabitants. Road transport is the most dominant mode of transport and represents about 85% of the entire transport system. 95% of the inland transport of passengers and goods are carried out on roads.

4.1.2 The Road Safety Situation

The number of vehicles registered in Sierra Leone is between 60000 and 70000 i.e. about 10 motor vehicles per 100000 inhabitants. There is also now a proliferation of public motorcycles known as "Okadas". These are the main means of transport in Provincial areas and it is generally acknowledged that they are poorly regulated.

The road safety situation in Sierra Leone is poor. Police statistics show that data collection is extremely poor. The general vehicle fleet especially public transport is extremely old and unsafe. Compliance by the road users towards traffic regulations is generally poor. Road users especially drivers do undertake unnecessary risks. Monthly and yearly road statistics are provided in Table 4-1 and accident statistics in Table 4-2. Categories of road transport offences are indicated in Table 4-3.

Table 4-1: Monthly/Yearly Road accident statistics 2020

MONTHS	TYPE OF INJURIES			SEX		PEDESTRIAN				PEDESTRIAN INJURIES			TYPE OF ROADS	
	Slight	Serious	Fatal	Male	Female	0-9	10-17	18-40	40+	Slight	Serious	Fatal	Feeder	Trunk
JANUARY	40	30	35	70	35	6	10	15	20	20	15	16	10	48
FEBRUARY	50	55	40	90	55	8	11	12	15	10	11	25	15	55
MARCH	65	50	55	100	70	10	13	15	25	15	20	28	13	59
APRIL	50	45	55	100	50	10	15	14	20	10	20	29	10	50
MAY	55	60	70	100	85	12	10	20	25	15	22	30	8	40
JUNE	60	65	80	150	55	5	10	11	15	10	11	20	13	64
JULY	80	70	50	105	95	10	15	8	12	10	20	15	8	40
AUGUST	79	55	60	114	80	15	20	10	13	15	20	23	5	45
SEPTEMBER	90	60	65	112	103	13	14	12	15	20	22	12	10	54
OCTOBER	70	80	95	145	100	15	20	12	30	20	15	42	15	50
NOVEMBER	95	85	100	150	130	25	12	14	15	24	20	22	20	55
DECEMBER	100	115	130	200	145	30	15	20	25	35	25	30	10	60
TOTAL	834	770	835	1,436	1,003	159	165	163	230	204	221	292	137	620

Table 4-2: Summary of Road accident statistics 2020

Stat	TYPE OF INJURY			FATALITY				TOTAL ACCIDENT CASE			
	Slight	Serious	Total	Male	Female	Children	Total	Male	Female	Children	Total
Stat	834	770	1604	501	334	32	867	1436	1003	324	2763

	TYPE OF INJURY			FATALITY				TOTAL ACCIDENT CASE			
	Slight	Serious	Total	Male	Female	Children	Total	Male	Female	Children	Total
%	52	48	100	57.8	38.5	3.7	100	52	36	12	100

Table 4-3: Categories of Motor Traffic Report (MTR) cases

1	Reckless driving	12	Disobeying stop signal
2	Dangerous driving	13	Failing to exhibit vehicle license
3	Careless driving	14	Obstruction
4	Exceeding speed limit	15	Defective brake
5	Using unauthorised route	16	Lack of necessary accessories
6	Unauthorised use of vehicle	17	Insufficient light
7	Unlicensed driver	18	Detail unpainted
8	Unlicensed vehicle	19	Overloading passengers
9	Failing to produce license	20	Overloading goods
10	Failing to report accident	21	Parking offence
11	Failing to give name and address	22	Other type of offence

4.2 Road Network – Planning, Design, Operations and Use

The following sections apply to planning, design, operations and use of the road network.

Road Standards

There are currently no Sierra Leone national road standards developed. The SLRA uses a combination of standards of Kenya and Ghana among others.

Road Safety Audits

There are currently no routine regular road safety audits in place on the entire road network and no compliance regimes.

Black Spot Management

SLRA undertakes black spot improvement works but they are not routine and as comprehensive as they ought to be.

Speed Management

The implementation and enforcement of speed along the road network is poor. The mechanical condition of the highway patrol vehicles is poor. The motorcycles are also in poor mechanical condition and therefore not particularly effective. In addition there are no speed radars to assist in speed detection and management.

Alcohol Management

The implementation and enforcement of alcohol management is carried out without any equipment thereby limiting the effectiveness of alcohol management.

Safety Belt Management

On the overall, implementation and enforcement of seat belt management is poorly managed as some of the seatbelts are just of a formality and many of the seatbelts in public transport are not in good order.

Helmet Management

The enforcement of helmet use in Freetown seems to be comparatively high with compliance of both the public transport operators and their passengers. However outside the Freetown area, the compliance levels are less significant. In rural areas, where Police surveillance is poor, the helmet use compliance is said to be extremely poor. This implies the helmet management is only driven by enforcement action rather than voluntary compliance.

Fatigue Management

The implementation and enforcement of fatigue management is nonexistent.

Focus on High-risk Groups

There is no focus on pedestrian facilities except for Zebra crossings found in the CBD of Freetown.

Compliance with International Good Practice

There is no compliance of the above on the international practice except for the road standards mentioned above. The UN Decade of Action Pillar 3 encourages member states to ensure that safer roads are built to reduce the incidence of crashes.

Road Safety Standards, Vehicles

The implementation of vehicle standards is poorly managed. Sierra Leone has no vehicle assembly plants; all vehicles are imported. Most imported vehicles are used vehicles of more than 5 years old.

Seat Belts and Helmets

The implementation and enforcement of seat belt and helmet standards is being managed within the given capacity. The effectiveness of the seat belt control is compromised by being limited to front seat occupants. In regard to helmets, the standards of the helmets need to be instituted. Some use hard caps as helmets.

Vehicle Inspection Procedures

SLRSA is mandated to undertake a mandatory vehicle inspection for motor vehicles in the country.

Focus on High-risk Groups

There is limited focus on passenger safety in terms of standards.

4.2.1 Safety Standards on Driver Training and Testing

There are no set standards for performance targets in driver training and testing whether for private, commercial or public transport drivers. There are no compliance regimes in place to deal with issues high risk road users like the young, older, commercial and public transport drivers or riders.

Driver license requirements

The Traffic Act stipulates the conditions for acquisition of driving license.

Driver training

Driver training standards is extremely poor. There are a few driving schools mainly based in Freetown. The driving schools focus on small vehicles (Group B) and no opportunity for trucks or buses. Most driver instructors are self trained and have never undertaken a professional driver instructor education.

Driver testing

Driver testing in Sierra Leone is carried out by the SLRSA. Drivers are tested in regard to knowledge on traffic signs and vehicle manoeuvring. The testing involves practical and theoretical test. Upon completion of testing the candidates are given a Certificate of Competence, thereby leading to acquisition of a driving license. The driving licence is the conventional plastic card which is now used in many African countries. In order to improve driver testing, Government plans to develop a new test regime.

Enforcement

The entire strength of the Traffic Police Personnel is about 600 men compared to its total strength of 9,482 thereby representing 6.33% of the entire force. About 400 of its personnel are deployed in the Western Area where traffic concentration is highest. The Police have severe logistical challenges.

Focus on high-risk groups

Awareness training by RTA is aimed at the public vehicle operators. "Passengers" dominate among road traffic fatalities, so the RTA focus seems relevant.

Compliance with International Good Practice

At present, there is no compliance with international good practice.

4.2.2 Recovery of Accident Victims

Sierra Leone has no dedicated post accident rescue system that is dedicated for evacuation of road crash victims. Though health centres have Ambulances, they are not dedicated to emergency evacuation of road traffic victims.

Compliance Regimes

There are no standard compliance regimes in the recovery of accident victims.

Focus on high-risk groups

There have been efforts by World Health Organisation in conjunction with Ministry of Health and Sanitation to advocate for setting up standards and also reducing the number of accident victims through proactive methods.

Compliance with International Good Practice

There is no compliance to the international good practice apart from the hospital which is guided by the World Health Organization standards. Pillar 5 of the Decade of Action outlines the need for improvement in post crash care.

4.2.3 Road Safety Awareness Campaigns

Government usually holds regional workshops in the different part of the country on an irregular basis. The first road safety committee was set up in 2001 and have since been established in a number of regions. The committees include the main stakeholders in road safety like the Police and Drivers Unions.

Driver training

Driver training in Sierra Leone is extremely poor. According to records from the RTA, there are only three driving schools and all based in Freetown. The driving schools focus on small vehicles (Group B) and no training opportunity for trucks or buses. This implies that most drivers in Sierra Leone are either trained by unqualified trainers or are self trained. Poor driver training contributes to poor road usage which is seen clearly whilst using the roads. These incompetent drivers disregard the Highway Code usually leading to non compliance towards the regulations.

5 MITIGATION AND MANAGEMENT MEASURES

5.1 Guiding Principles for New Mitigation and Management Measures

The MML Project should strive to ensure that government's ability to deliver on providing services and utilities is not detrimentally affected as a result of the Project. It is emphasised, however, that the Project will not attempt to take on government's responsibility as service Provider. It will however take reasonable steps to assist with ameliorating problems through collaborative efforts with other stakeholders. The company will certainly take steps to ensure full compliance of its personnel with relevant national laws relating to road traffic and safety.

5.2 MML's Commitment to Comply with Local Road Safety Regulations

The company commits itself to comply with local road safety regulations as outlined in the Road safety regulations, 2011. Relevant sections which are considered paramount are described in detail in Appendix 2.

These are summarized as follows:

- Display of motor vehicle licence
- Test of competence
- Motor vehicles to be fitted with tyres, fire extinguishers, etc.
- Driving mirrors and seatbelts.

- Driving speed limits etc.
- Rules of the road
- Maximum period of driving
- Minimum and maximum speed limits
- Marks on motor vehicles to be clear and legible
- Report of road accident

5.3 Additional recommended mitigation and management measures

A series of mitigation strategies will be developed into detailed implementation plans describing timeframes, responsibilities, collaborating agencies/organizations and performance indicators. These are outlined below.

5.3.1 Road traffic management Area 1: Road safety education, promotion and awareness campaigns

Key Concerns and Mitigation Measures

Company drivers may not be aware of certain road safety issues and need to undergo training. There is also a general lack of awareness of road safety issues in communities along the roads and also in communities in the project area. Awareness campaigns can be on a whole range of issues from reading vital road signs, pedestrian crossing etc. Whereas company driver training can take place within the company's premises, community training should take place in the communities themselves for a range of stakeholders including traditional leaders, women, youth, traders etc.

Possible collaboration and implementing partners

- Sierra Leone Police
- SLTRA
- SLRA
- Motor drivers Union
- Bike riders' Associations
- Community stakeholders including Chiefs, women, children, youths etc

Role of the Company

Company will support the effort of collaborating and implementing partners for projects in this area within reason from its CDAP budget.

Cost Details

Cost details will be as provided for in the approved CDAP budget. Costs for company driver training will be accommodated within the company's Safety budget.

5.3.2 Road Traffic Management Area 2: Training to Improve Competence of Drivers

Many drivers need to markedly improve their competence when employed by the company. Training programmes will be organised on various issues which include improving driving skills, control of vehicles, physically securing loads etc.

Possible collaboration and implementing partners

- Sierra Leone Police
- SLTRA

Role of the Company

Company will provide self funding for this programme.

Cost Details

Company will fully support the programme within its normal mine operating budget.

5.3.3 Road traffic management Area 3: Vehicle Standards and Maintenance

Vehicle standards and maintenance can go a long way towards making a vehicle roadworthy, reduce breakdowns and accidents. The company will operate a sensible vehicle replacement programme in which vehicles will be replaced at intervals determined by various factors. Regular maintenance will be carried out by the company garage and proper maintenance records kept. It will be ensured that vehicle maintenance standards are uniform and that testing is frequent. The vehicles will also be regularly checked for tyre wear, mirrors, fire extinguishers etc.

Possible collaboration and implementing partners

Vehicle manufacturers' representatives

Role of company

Company will provide self funding for this programme.

Cost Details

Company will fully support the programme within its normal mine operating budget

5.3.4 Road Traffic Management Area 4: Monitoring and Enforcement

Whatever measures that are put in place need to be monitored. The monitoring programme will involve all company drivers from professional drivers to other personnel who drive company or private vehicles. For company vehicles, appropriate measures including vehicle logs, fuel monitoring, specialist monitoring equipment will be put in place. Sporadic snap checks on drivers along certain routes will also be done. The Police may also be involved in some monitoring.

Possible collaboration and implementing partners

- Sierra Leone Police

Role of company

Company will provide self funding for this programme.

Cost Details

Company will fully support the programme within its normal mine operating budget

5.3.5 Road Traffic Management Area 5: Medical Support

Provision should be made for medical support in case of accidents. The few clinics that are along the route are equipped, staffed and trained to a level that would be inadequate for any significant road trauma event. Also, there is no reliable ambulance service. Although the company clinic is well equipped it is necessary to collaborate with medical centres in some areas along the route. Suitable centres will be identified with a view to collaborating with them. Medical emergency response systems for off-site accidents, injuries or hazardous materials release events will be put in place.

Possible collaboration and implementing partners

- Sierra Leone Police
- Ministry of Health

Role of company

Company will provide self funding for this programme.

Cost Details

Company will fully support the programme within its normal mine operating budget

5.3.6 Road Traffic Management Area 6: Human Factors

A whole host of human factors may cause accidents. These include speeding, alcohol consumption and fatigue. The company has strict guidelines related to these and adopts a zero tolerance approach towards defaulters. The company does random alcohol tests on its workers including drivers. Long distance drivers will be especially targeted, The company also discourages night time driving and restricts drivers as to the number of hours they can drive continuously. National speed limits are rigidly enforced.

Possible collaboration and implementing partners

- Sierra Leone Police

Role of company

Company will provide self funding for this programme.

Cost Details

Company will fully support the programme within its normal mine operating budget

5.3.7 Road Traffic Management Area7: Training in Handling Hazardous Materials

Though not usual, it is possible for company vehicles to occasionally carry hazardous materials. These may include chemicals and fuel. Fuel supply companies also supply fuel by road tankers that may be susceptible to accidents. The company has addressed this issue in its Emergency response Plan. Fuel supply companies supplying the company will also be compelled to keep to this plan. A select group of company drivers will be trained in chemical handling.

Possible collaboration and implementing partners

- Ministry of Health

Role of company

Company will provide self funding for this programme.

Cost details

Company will fully support the programme within its normal mine operating budget

5.3.8 Road Traffic Management Area 8: Support to Local Law Enforcement Officers

Law enforcement officers usually check for various offences including speeding, reckless driving, alcohol use, seat belt usage, use of mobile phones while driving etc. They also assist the company in various monitoring issues along the route and in the community. SLRTA and SLRA may also occasionally require assistance in various forms.

Possible Collaboration and Implementing Partners

- Sierra Leone Police
- SLRTA
- SLRA

Role of company

Company will support the effort of collaborating and implementing partners for projects in this area selected by the Committee set up to recommend and approve CDAP projects. Company will also initiate projects on its own accord.

Cost details

Cost details will be as provided for in the approved CDAP budget. Additional costs will be borne within the company's operating budget.

5.3.9 Road Traffic Management Area 9: STD/HIV Aids Awareness

Increased traffic along the route, not necessarily caused by the company may lead to social problems related to vulnerability of young girls/women to sex. Training in Safe sex practices and AIDS awareness is necessary for the drivers and vulnerable people along the route. The company already has its own full fledged Aids awareness programme. It will

however consider lending support to various programmes for organisations and communities.

Possible collaboration and implementing partners

- Ministry of Health
- HIV/Aids secretariat
- Motor drivers Union
- Bike riders' Association

Role of company

Company will support the effort of collaborating and implementing partners for projects in this area selected by the Committee set up to recommend and approve CDAP projects. Company will also initiate projects on its own accord.

Cost details

Cost details will be as provided for in the approved CDAP budget. Additional costs will be borne within the company's operating budget.

5.3.10 Road traffic management Area 10: Road inspection and maintenance

It is necessary for the company to inspect the road occasionally. The company does provide the occasional support toward maintaining the road. Road safety inspections will be carried out by having a regular, systematic, on-site inspection of existing roads, covering the whole road network, Detected hazards and safety issues will be reported upon. Black Spot Management (BSM) consists of identification, analysis and treatment of black spots. Black spots are defined as any location that has a higher expected number of accidents than other similar locations as a result of local risk factors.

Possible collaboration and implementing partners

- Sierra Leone Police
- SLRA
- SLRTA

Role of company

Company will support the effort of collaborating and implementing partners for projects in this area selected by the Committee set up to recommend and approve CDAP projects. Company will also initiate projects on its own accord.

Cost details

Cost details will be as provided for in the approved CDAP budget. Additional costs will be borne within the company's operating budget.

6 MONITORING, EVALUATION, REPORTING AND NOTIFICATION

Accurate and timely data allows for objective, evidence-based decision making. The Project will be monitored by the company's Community Affairs Department. Collaborating committees will be set up as appropriate with other stakeholders and regular review meetings held. Reports will be prepared for the attention of management and relevant MDAs.

APPENDICES

APPENDIX 1

POLICY, VISION AND GOALS ON ROAD SAFETY FOR SIERRA LEONE

Policy Statement

The Government of Sierra Leone is concerned about the poor road safety situation in the country, road crashes are compromising the benefits that road transport investments play in national development. Government consequently commits itself to reverse this unfavourable development and reduce crash levels in Sierra Leone.

Vision

Our Vision is a Sierra Leone where national road crash levels are kept at a minimum level, and where road user behaviour and attitude towards road safety are enhanced and promoted by efficient road safety interventions.

Goals

The overall road safety goals are:

- a) To reduce the number of accidents, fatalities and injuries in road traffic;
- b) To put in place effective road safety management and coordination functions;
- c) To bring in place the necessary legal, policy, administrative and financial foundation for road safety interventions;
- d) To establish systems and analysis tools providing reliable and timely statistical information about road traffic accidents, which can form the basis for qualified decisions on road safety interventions;
- e) To bring in place cost effective road design and maintenance procedures that consider all road users, minimise road user error (self-explanatory roads) and produce a more forgiving roadside;
- f) To improve safe road user behaviour through increased awareness of traffic regulations and accident risks;
- g) To improve the competence of drivers and in particular to produce safety conscious drivers through training and testing standards;
- h) To improve the vehicle fleet, notably trucks and public service vehicles, through improved inspection procedures and enforcement of appropriate vehicle standards; and
- i) To reduce the consequences of accidents by securing adequate rescue and trauma care facilities.

APPENDIX 2

EXCERPTS FROM ROAD SAFETY REGULATIONS, 2011

Complying with Local road safety regulations

Display of motor vehicle licence

(1) The owner, driver or person in charge or in control of a motor vehicle shall at all times when the vehicle is being used on a road keep the current licence of the vehicle displayed in the manner provided in sub-regulation (2) and shall, on demand, permit any appropriate authority to examine the licence.

31. Test of competence

(1) A test of competence shall be conducted by the Authority.

(2) The test shall be held at a place and time to be determined by the Authority to determine the competence of the applicant to –

(a) Control the motor vehicle in the traffic;

(b) Bring the motor vehicle to a standstill from normal speed;

(c) turn corners, cross main roads and turn from side to main roads;

(d) pass other vehicles on the roads;

(e) Drive a motor vehicle except a motor-cycle, backwards along a straight road and around comers;

(f) Turn round in a road;

(g) Understand the indication of speeds and figures shown on the speedometer of the motor vehicles;

(h) demonstrate knowledge of the rules of the road, the hand signals as illustrated in the highway code of Sierra Leone as well as signs and traffic light signals illustrated in the highway code and the principal offences set out under the Act and these Regulations;

(i) Read at a distance of twenty-three metres in daylight (with the aid of glasses, if worn), motor vehicle identification number plates;

(j) generally drive a motor vehicle competently or in the case of a person suffering from disability, a motor vehicle of the particular class to which the application relates without danger to and with due consideration for other road users.

55. Motor vehicles to be fitted with tyres, fire extinguishers, etc.

(1) A motor vehicle and trailer shall be fitted with pneumatic tyres on all its wheels and at no point of the circumference of such tyres shall the depth of the tread be less than one millimeter.

(2) No person shall use or cause to be used on a road, any motor vehicle or trailer with a wheel which is fitted with a re-cutting pneumatic tyre the fabric of which has been exposed by the re-cutting process.

- (3) Tyres of vehicles shall carry on the side walls full specifications on safety regarding load capacity, maximum speed permitted, pressure and codes for dated of production.
- (4) All commercial vehicles carrying ten or more passengers shall have emergency exits.
- (5) The front and rear bumpers of a motor vehicle shall be 50cm by 12cm above the surface of the road and be spaced at least 12cm from the main frame of the vehicle.
- (6) All motor vehicles shall be in possession of good electric or air horn, jack, wheel spanner, tools, fire extinguisher, inflated spare tyre, first aid box, emergency warning triangles or cones, laminated windscreen and mirrors, speed governor, wipers, insurance certificate and road worthiness certificate.
- (7) The fire extinguisher shall be carried for different categories of vehicles as follows: -
 - (a) articulated vehicles or trailers ... 2 Nos. 9Kg;
 - (b) lorries 2 Nos. 6Kg;
 - (c) luxury Buses 2 Nos. 6Kg;
 - (d) buses 1 No. 2Kg;
 - (e) pick-up vans 1 No. 2Kg;
 - (f) taxis or private cars 1 No. 1Kg;

and shall confirm with the specifications approved by the Authority.

60. Driving mirrors and seatbelts.

- (1) All motor vehicles shall be equipped with at least two mirrors which shall be fitted externally, one on the offside and the other on the nearside of the vehicle; and the mirrors shall be so contracted or fitted to the motor vehicle as to assist the driver to be aware of traffic to the rear and on both sides rearward.
- (2) A motor vehicle shall carry a driving mirror which shall be so fixed inside the vehicle as to enable the driver when driving to have a clear view reflected in the mirror of any following traffic.
- (3) A motor vehicle shall have fitted in the front and rear seats, seat belts which shall be unutilized by any occupant of the vehicle while it is in motion.
- (4) The driver of a motor vehicle shall ensure that all passengers in the vehicle have their seat belts firmly fitted while the vehicle is in motion.

PART X - DRIVING SPEED LIMITS ETC.

Driving speed limits etc.

80. A person driving or in control of a motor vehicle on any road shall -
 - (a) not drive at a speed exceeding 50 kilometres per hour in any town, village, residential or industrial area, as delimited by speed signs along the road;

- (b) not cause the motor vehicle to move backwards further than may be necessary for turning other than for a reasonable purpose;
- (c) not let the vehicle be in such position that he cannot control it or that he cannot obtain a full view of the road and traffic ahead of the vehicle;
- (d) whenever necessary and provided it is not in contravention of any enactment sound his horn or other appliances giving sufficient audible warning of his approach;
- (e) not use any appliance including musical instrument which is not approved by the Authority or make any unnecessary noise with the horn, musical instrument or other appliance to the annoyance of other persons;
 - (f) on the request of an appropriate authority or a person having charge of animals, on the road, if that person puts up his hand or blows his whistle as a signal for that purpose, cause the vehicle to stop and remain stationary if so directed and as long as may be reasonably necessary to allow the animals to cross from one side to the other side of the road;
 - (g) before rounding any curve or corner or entering or crossing a road or approaching a fork reduce speed -
- (i) in rounding any curve or corner, keep as close as possible to the right hand side of the road.
- (ii) and when rounding any corner or any curve at which the road ahead is not visible for a distance of 92 metres or entering or crossing or attempting to pass any traffic traveling in the same direction;

And shall not otherwise than by reason of an enforced stoppage or owing to the necessities of traffic, stop the vehicle within 8 metres from any corner;
- (h) not be asleep while in control of the vehicle on a road;
- (i) draw up his vehicle close to the side of the road where provided, on the shoulders, of the road so as to allow a clear roadway for passing traffic and obey the direction of any appropriate authority as to where to place his vehicle while waiting on the road, and not leave the vehicle unattended on the road with the engine running or leave the vehicle without having applied the brake and without having taken due precaution against it being started in his absence, or allow the vehicle to stand on the road so as to cause any unnecessary obstruction;
- (j) except in the case of a motor cycle, carry on the vehicle at least one spare tyre capable of being fixed to an axle, a jack or any appliance sufficiently strong to lift the vehicle for the purpose of changing a wheel and the necessary tools for effecting such a change;
- (k) obey all directions whether verbal or signal given by an appropriate authority to stop the vehicle or make it slow down and keep to any directed line of traffic;

- (l) make use of hand signals illustrated in the highway code and pay regard to such signals when use by other persons; but where mechanically or electrically operated indicators are fitted to the vehicle they may be used instead of or in addition to hand signals;
- (m) comply with the signs illustrated in the highway code and all other traffic signs place on or near a road;
- (n) obey all notices on a road where the notices are erected or exhibited in accordance with these Regulations or by an authority responsible for the construction or maintenance of the traffic over bridges or sections of the road;
- (o) on approaching any appropriate authority on duty at a road junction give the appropriate signal and on no account proceed to cross the road until the appropriate authority or traffic light or signals have given permission to do so;
- (p) not permit nay person to be in the vehicle in such a position as to interfere with the driver's control of the vehicle or his full view of the road and traffic ahead or his ability to make the hand-signals illustrated in the highway code;
- (q) on demand by an appropriate authority produce his driver's licence for inspection;
- (r) not permit nay person to ride on the wings, running boards, fenders, bonnet or sides or the vehicle.
- (s) not permit any person other than the person in charge, to be carried on a vehicle which is being drawn by another vehicle;
- (t) not leave the vehicle if demobilized or broken down on any road except at the right or nearside or shoulder of the road and in that case, cause the vehicle to bear lighted lamps at the front and the rear between sunset and sunrise.

81. Rules of the road

- (1) when two or more motor vehicles approach each other on a road, the driver of each vehicle shall, where by reason of the width and condition of the road it is necessary or desirable to do so, cause his vehicle to slow down for the purpose of allowing safe passage to the other vehicle or any other traffic on the road.
- (2) the driver of a motor vehicle shall, when approaching and passing another vehicle coming from the opposite direction, drive his vehicle on the right or near-side of the road.
- (3) the driver of a motor vehicle when overtaking another motor vehicle proceeding in the same direction shall pass the vehicle on the left or off-side, except when the driver in front has signaled his intention to turn left or when traffic is moving slowly in queues and vehicles in the left lane are slower than his.
- (4) when motor vehicle is being overtaken by another, for front vehicle shall slow down to allow the overtaking vehicle to pass safely.

- (5) no person shall overload his motor vehicle with passengers or load beyond the capacity permitted.
- (6) the driver of a motor vehicle shall not, while the vehicle is in motion smoke or eat.
- (7) no driver of a motor vehicle shall not, while the vehicle is in motion smoke or eat.

Part XII – special regulations relating to the driving of motor vehicles

91. Maximum period of driving

- (1) No person shall drive or cause or permit any person employed by him to drive a vehicle –
 - (a) subject to sub-regulation (2), for any continuous period of more than five-and-a half hours;
 - (b) for periods amounting in the aggregate to more than ten-and-half hours in any period of twenty-four hours commencing two hours after midnight, but that where it is necessary for a driver to conclude a long distance journey the period may be extended to twelve-and-a-half hours in all; or
 - (c) where the driver has not at least eight consecutive hours for rest in any period of twenty-four hours calculated from the commencement of any period of driving.
- (2) Where the duration of a journey exceeds five-and-a-half hours, the driver shall have intervals of rest of not less than thirty minutes in every three hours of the journey.
- (3) For the purposes of this regulation –
 - (a) any two or more periods of driving time shall be deemed to be continuous periods unless separated by intervals of not less than thirty minutes for the purpose of enabling the driver to obtain rest and refreshment; and
 - (b) anytime spent by a driver on other work in connection with the vehicle or load carried thereby shall be reckoned as time spent in driving.
- (4) Any person who contravenes this regulation commits an offence and is liable on conviction to a fine not exceeding Le400,000 or to imprisonment of a term not exceeding 6 months or to both the fine and imprisonment.

Minimum and maximum speed limits

100. The minimum speed of any motor vehicle shall be 30 kilometres an hour and the maximum shall be 80 kilometres an hour, except where otherwise indicated by a sign.

101. Stoppage on roads

- (1) No motor vehicle shall stop on any road except in the case of an emergency or when signaled to stop by any appropriate authority.
- (2) No repairs or servicing of vehicles shall be carried out on the main carriageway of any road.

U-turns etc

102. No motor vehicle may enter or leave a road, cross the central reserve or perform a U-turn except at locations designated for that purpose by the authority.

No parking in central reserve

103. No motor vehicle shall be parked in the central reserve of any road except in the case of an emergency; but a vehicle may park on the hard shoulders of a road

PART XIV - MISCELLANEOUS

Marks on motor vehicles to be clear and legible

104. where under these Regulations it is required that a motor vehicle or trailer shall have painted or marked on it any words, letters, figures or symbols or to be repainted or otherwise marked, from time to time, the owner of the vehicle or trailer shall paint or mark the words, letters, figures or symbols legibly and clearly so that it is distinguishable at all time.

105. Power to inspect motor vehicles

(1) An appropriate authority may inspect any motor vehicle or trailer with a view to ascertaining whether the provisions of the Act, these Regulations, or permit or notice issues under these Regulations are being complied with.

106. Report of road accident

(1) A road traffic accident shall be reported to the police or any appropriate authority nearest to the scene of the accident.

(2) A road traffic accident shall be recorded as -

(a) a minor accident, where minor damage is caused to the road and vehicle and there is no injury to any person;

(b) a serious accident, where there is extensive damage to the road or vehicle and I njury to persons on the highway; and

(c) a final accident, where the death of a person occurs regardless of damage to property.