ECA-ECE-ICAP Workshop on Improving Road Safety Situation in Africa:
UN Road Safety Conventions and Approaches to Preventing Drink Driving

African Action Plan for the Road Safety Decade

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Overview

• Introduction
• UN Decade Plan of Action for Road Safety 2011-2020
• African Action Plan for the Road Safety Decade
  • African Position
  • Africa’s Specificities
  • Policy Issues
• African Road Safety Charter
• Way forward
Introduction: Road Safety Situation

- Road Crashes is an issue of global concern;
- By 2050 the International Futures (IFs) forecasting model anticipates that global traffic deaths will surpass 3 million people per year;
- Africa stands at 9% of world total road accident deaths & numbers are increasing (IRF World Road Statistics, 2012);
- The problem differ in extent and mix from one country to the next but their characteristics are common.

Source: The Frederick Pardee Center for International Futures (www.ifss.du.edu)
Road Safety Situation

- Worldwide vehicle ownership is forecast to double by 2020 (WHO, 2009);
- Much of this growth will be in emerging markets;
- Africa has experienced the highest urban growth during the last two decades at 3.5% per year;
- Road traffic injuries cost countries 1–3% of GDP;
- Only 15% of countries have comprehensive laws which address five key behavioral risks (drink-driving, over speeding, fatigue, not wearing seatbelt...)

United Nations Economic Commission for Africa
Launching: the Decade of Action for Road Safety across the globe

- On 11 May 2011, the first ever Decade of Action for Road Safety – with the official goal to stabilize & then reduce crashes
  - Mandated by the UN General Assembly Resolution (64/255);
  - It is a collective roadmap indicating critical areas for engagement: improving the safety of roads and vehicles; enhancing emergency services; and building up road safety management in general.
  - Creates the political platform needed to scale up some well-defined measures;
  - Taking inspiration from the Global Plan, many countries have developed national plans for the Decade; and,
  - A number of countries used the occasion of the Decade launch to revise existing or adopt new road safety legislation.
UN- Decade of Action

- Coordinated by the WHO, through the UN Road Safety Collaboration: governments, UN agencies, multilateral institutions and NGOs;

- The Decade is a historic opportunity for countries to stop and reverse the trend which – without action – would lead to the loss of around 1.9 million lives on the roads each year by 2020;

- Organized around the 5 pillars of the ‘Safe System’ approach.
UN- Decade of PoA ......

Road safety management
Safer roads and mobility
Safer vehicles
Safer road users
Post-crash response
African Position

- Significant reflections have taken place to improve road safety in Africa;
- Clear articulation of African position across the aboard:
  - African Ministerial Declaration on Transport & MDGs (April, 2005)
  - Accra Conference (Feb, 2007)
  - Dar es Salaam Workshop (July, 2009)
  - Addis Ababa Conference (Nov, 2011)
  - The Second Meeting of the Conference of African Ministers responsible for Transport (Dec, 2011)
African Action Plan: Africa’s Specificities

- Global PoA does not address the specificities of the regions; therefore, there is a need to have a harmonized Plan of Action for Africa;
- Reduce road traffic crashes by 50% by the year 2020;
- Additional to the categories or “5 pillars" of activities, cross-cutting issues are included to address the African Rural Transport Safety;
APoA (Log frame): Expected Accomplishment, Activities, Monitoring Indicators, Main Actors; Time Frame:

- Expected Accomplishments (derived from Accra Recommendation)
- Activities/Actors/Time Frame (Addis Ababa Conference)
- Monitoring Indicators (Dar es Salaam Workshop)

**PILLAR 1: ROAD SAFETY MANAGEMENT**

<table>
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<tr>
<th>EXPECTED ACCOMPLISHMENT</th>
<th>ACTIVITIES</th>
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<td>Set realistic and attainable RS targets</td>
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<td>Advocate RS to become one of the focus areas for development plans.</td>
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<td>Promote and assist road safety research and studies and use good practices from other countries</td>
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<td>Create knowledge management portals on road safety issues in Africa</td>
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<td>Establish self standing RS Financing</td>
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<td>Allocate at least 10% of road infrastructure investment to RS</td>
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<td>Allocate sufficient financial and human resources to improve RS</td>
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<td>Allocate 5% of road maintenance resources to road safety</td>
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African Plan of Action

Policy issues based on the six pillars
1. Road Safety Management

- Raising the profile of lead agency to high political offices
- Effective road safety management
- Development of road safety strategies
- Framework for financing road safety
- Better articulation of the roles and responsibilities of insurance companies
- Corporate social responsibility on road safety
  - Alcohol manufactures (ICAP)
  - Car manufactures
- Traffic accident data management – standardization and harmonization
2. Safer Roads

- Road safety audit – a requirement for road funding
- Axle loads control
- Axle load harmonization
- Standardization of road standards and signage
- Emphasis on road maintenance rather than new construction
- Dedication of a pre-identified proportion of cost to road safety
- User friendly designs – “a total road” approach
3. Safer Vehicles

Safer Vehicles

- Importation, licensing, vehicle and inspection
- Certification of vehicle mechanics on road safety
- Control of usage of motor cycles
4. Safer Road Users

- Training and licensing of drivers
- Education curriculum on road safety
- Enforcement of existing laws and regulations
5. Post-Crash

- Better accident management
- Insurance scheme - mandatory third party liability and financing rehabilitation services
6. Cross-cutting issues

- Road safety audits on rural roads
- Sensitization of rural population on Road Safety
- Safety features in planning and construction of rural roads
African Road Safety Charter

- To serve as:
  - a policy framework for Road Safety improvement in Africa;
  - an advocacy tool and instrument for Road Safety improvement on the Continent aimed at facilitating the creation of an enabling environment to drastically reduce the road traffic crash.
- 3rd AU Conference of Ministers of Transport, in Malabo, Equatorial Guinea, 10th April 2014 (CAMT-III);
- The draft will be submitted for consideration at the next meeting of the Ministers of Justice (legal counsel).
Way Forward....

• Carry out mid-term review in 2015:
  - Countries
  - Regional Economic Communities
  - Economic Commission for Africa
  - African Union Commission
  - African Development Bank
Thank you!