Implementing the African Road Safety Action Plan

ECA-ECE-ICAP Workshop

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UNECA

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Objectives

- Improve understanding of RS institutional arrangements, activities, achievements, opportunities and challenges in African countries
  - Collect baseline data on RS
  - Assess performance in implementing African RS Action Plan
  - Identify areas where more effort should be directed
  - Identify and disseminate best practices
Motivation and Contribution

- ECA expected to undertake mid-term review
- ECA contributes to reports of UN Secretary General on Road Safety
  - Study provides evidence-based and updated information
  - First continent-wide quantitative study on the RS Decade in Africa
- Study is part of ECA Work Programme
Methodology

Mixed Methods

Qualitative
- In-depth Interviews
  - Ethiopia
  - Malawi
  - South Africa
  - Zambia

Quantitative
- Structured Questionnaire
Questionnaires

- Questionnaire distributed to all participants
- Respondents asked to rate the extent to which their countries have implemented activities in the Africa Action Plan as follows:
  1. Not at all or insignificantly
  2. Some action taken or action in progress
  3. Fully
- 14 countries responded
Analytical Framework

Country Performance

- Above Average (sub-Pillars)
- Below Average (sub-Pillars)
- Above Average (Pillar)
- Below Average (Pillar)

Thematic Performance

- High Performing Areas
- Encouraging Areas
- Problematic Areas

- Country average = \( \Sigma \text{Ratings} / \text{No of items in Pillar (sub-Pillar)} \)
- Rating in a scale from 1-3
- Weighted Average = \( \Sigma \text{Country averages} / \text{No of countries} \)
- Country performance based on comparing country average with weighted average
- Good performance = country average > weighted average
- Low performance = country average < weighted average
- High Performing Areas: Mode of ratings = 3
- Encouraging Areas: Mode = 2
- Problematic Areas: Mode = 1
Analysis 1

**Established/Strengthened Lead Agencies**

**Average score**

- Malawi
- Zambia
- Cote Divoire
- Niger
- Namibia
- Nigeria
- Burundi
- Kenya
- Ghana
- Ethiopia
- Mozambique
- Liberia
- South Africa

**Countries**

*Grand Average 1.93*

**Items**

- Lead Agency
- Strategy
- Targets
- Focus of development plan
- Promotion of RS research and good practices
- Creation of knowledge management portal
- Self-standing RS financing
- 10% infrastructure investment on RS
- Sufficient financial and human resources to improve RS
Analysis 2

**Items**
- National Database
- Mandatory reporting
- Analysis & reporting system
- Harmonised data
- Harmonised vehicle and driver registration system
- Data management Capacity
- Engage local research centres
- Enhance injury data system
- Enhance baseline data on RS
Analysis 3

**Items**

- Commit RS component in partner funded interventions
- Transport corridors RS programmes
- Establish national associations of victims and survivors
- Promote private sector and Civil Society involvement

**Develop/strength Partnership & Collaboration**

<table>
<thead>
<tr>
<th>Average score</th>
<th>Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5</td>
<td>Malawi</td>
</tr>
<tr>
<td>1</td>
<td>Cote D'ivoire</td>
</tr>
<tr>
<td>1</td>
<td>Niger</td>
</tr>
<tr>
<td>1.5</td>
<td>Namibia</td>
</tr>
<tr>
<td>2</td>
<td>Nigeria</td>
</tr>
<tr>
<td>2</td>
<td>Burundi</td>
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<td>Kenya</td>
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<tr>
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<td>Ghana</td>
</tr>
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<td>3</td>
<td>Ethiopia</td>
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<tr>
<td>2.5</td>
<td>Mozambique</td>
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<td>Liberia</td>
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<tr>
<td>1.5</td>
<td>South Africa</td>
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</table>

*Grand Average 2.04*
## Summary of Results: Road Safety Management (Above Weighted Average)

<table>
<thead>
<tr>
<th>Sub-theme</th>
<th>Countries above Weighted Average</th>
<th>Average Score of country</th>
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</thead>
<tbody>
<tr>
<td>Lead Agency</td>
<td>South Africa, Nigeria, Ghana, Niger, Ethiopia, Burundi</td>
<td>2.8, 2.6, 2.4, 2.3, 2, 2</td>
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<td>Data</td>
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<tr>
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<tr>
<td>Sub-theme (% of countries)</td>
<td>Countries below Weighted Average</td>
<td>Average Score of country</td>
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<tr>
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<td>--------------------------</td>
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<tr>
<td><strong>Lead Agency</strong></td>
<td>Mozambique</td>
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<td>Zambia</td>
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<tr>
<td></td>
<td>Cote d’Ivoire</td>
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<td></td>
<td>Kenya</td>
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<tr>
<td><strong>Data</strong></td>
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<td><strong>Partnership</strong></td>
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<td></td>
<td>Malawi</td>
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</table>
Road Safety Management Performance by Country (Response Frequency)
<table>
<thead>
<tr>
<th>Sub-pillar</th>
<th>Establish Lead Agencies</th>
<th>Improved Management of Data</th>
<th>Develop Partnership &amp; Collaboration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response (Mode)</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
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<td>4</td>
<td>6</td>
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<td>3</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

*1. Insignificant  2. Some Action Taken  3. Fully
Key Findings 1

- 50% or more of countries have done nothing at all or significant on:
  - Creating knowledge management portals on RS issues in Africa (50%)
  - Allocate at least 10% of road infrastructure investment on RS (64%)
  - Allocate 5% of road maintenance resources to road safety (57%)
  - Enforce mandatory reporting 50% Establish national associations of road accident victims and survivors (50%)
Key Findings 2

- 50% or more of countries have taken some action on:
  - Establishing/strengthening RS Lead Agency (57%)
  - Setting realistic and attainable RS targets (50%)
  - Establish self-standing RS financing (79%)
  - Allocate sufficient financial and human resources to improve RS (50%)
  - Commit appropriate RS component in all relevant international partner funded interventions (50%)
Key Findings 3

- There is no activity that has been fully implemented by up to 50% of countries.
- Activities that have been fully implemented by relatively high proportion of countries include:
  - Prepare and approve a RS Policy/Strategy (43%)
  - Advocate RS as a focus area of development plans (36%)
  - Promote/assist RS research/studies and use of good practices (36%)
  - Promote private sector and CSO involvement in RS (43%)
# Status of Establishment of Lead Agency

<table>
<thead>
<tr>
<th>Confirmed Lead Agency</th>
<th>Road Safety Council or Commission/RS Office/RS MoU</th>
<th>Plan/Recognition of need for Lead Agency/MoU under negotiation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zimbabwe; Nigeria; Malawi; Zambia; Kenya; Lesotho; Togo; Cote d’Ivoire; Ghana</td>
<td>Mozambique; Burundi; Benin; Burkina Faso; Guinea</td>
<td>Namibia; Senegal; Comore; Madagascar; Ethiopia</td>
</tr>
</tbody>
</table>
Good Practices 1

- Coordination: MoU for RS stakeholders in Zambia, Namibia
- National RS Council/Committee (Burundi, Burkina Faso, Guinea, Ethiopia, Lesotho, Cote d’Ivoire)
- RS Strategy/Action Plan (Malawi, Zambia, South Africa, Senegal, Burundi, Burkina Faso, Ethiopia)
- Infrastructure: Road safety audits/inspections (Malawi, Zambia)
- Commitment: Government funding/Annual RS conference in Namibia; Road fund allocation: (Ghana, Ethiopia, Guinea)
Good Practices 2

- Training: Scholarship to attend RS training abroad (South Africa –Mandela Charity on Road Safety); Study tour to France (Benin)
- Deterring drunk-driving: High-level officials arrested in Kenya
- High-level Political Commitment: Year of Road Safety declared by President of Togo; Ghanaian President champions RS in West Africa
- Age restriction for imported vehicles: Senegal (5 years for cars/8 years for trucks); DRC (10 years)
Policy Implications

- Strengthen data collection as well as analysis and reporting systems
  - Accelerate reforms/modernisation of systems to improve the accuracy of data
  - Raise awareness of police of the importance of accurate and timely reporting of RS data
- Provide a critical mass of road safety experts in national organisations directly involved in RS
- Huge scope for sharing of experiences among countries
Limitations

- Only 14 countries completed questionnaire
- Respondents not necessarily sufficiently informed on all Pillars of the Action Plan
- Analysis focused on Pillar 1
  - Gap in knowledge on other Pillars
Way Forward

- Countries update/revise responses in questionnaire
- Questionnaire complete by more African countries (preferably all African countries)
- Undertake analysis using a bigger sample of countries (preferably the entire population)
- Prepare comprehensive report of performance in the implementation of the African Action Plan (mid-term review report)