

Implementing the African Road Safety Action Plan

ECA-ECE-ICAP Workshop

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UNECA

12-13 November 2014

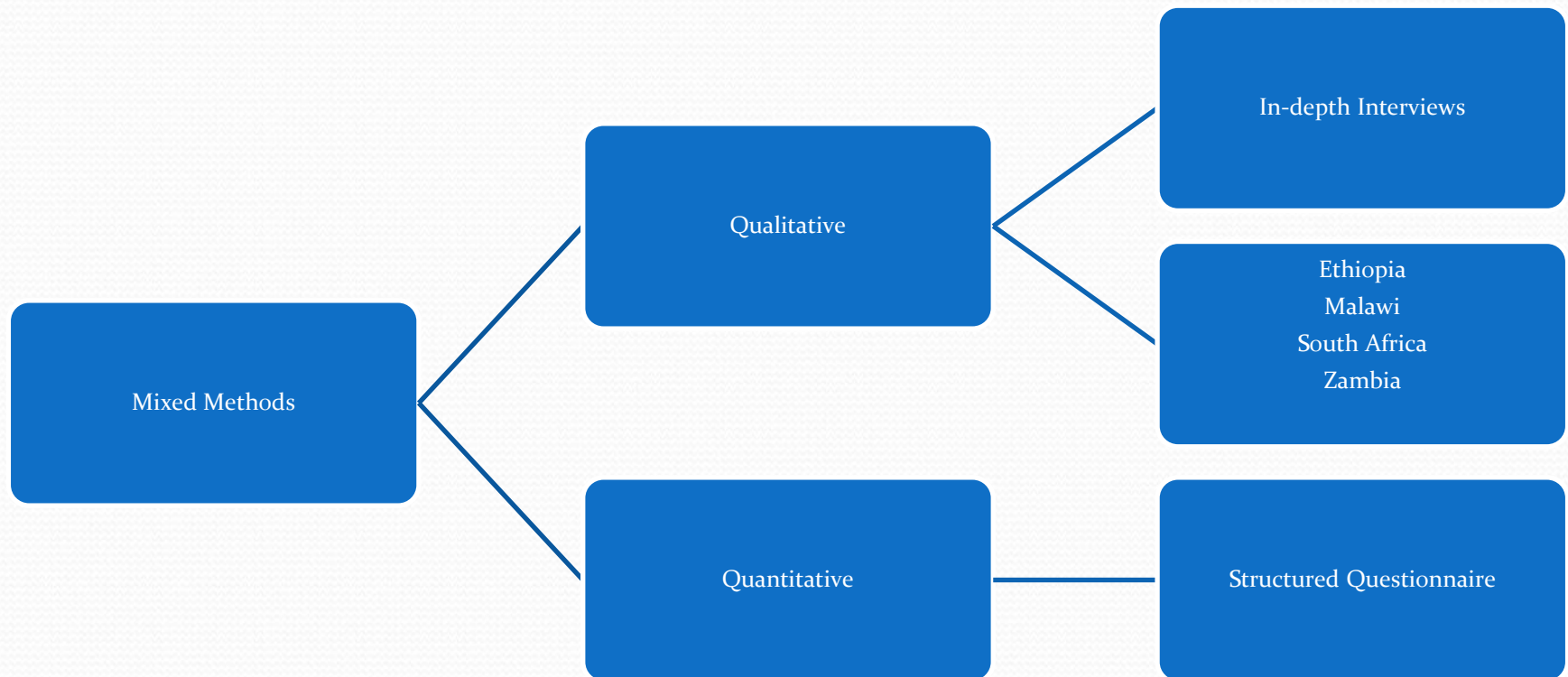
Objectives

- 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

- 2015 is midway in the African RS Action Plan (2011-2020)
- 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

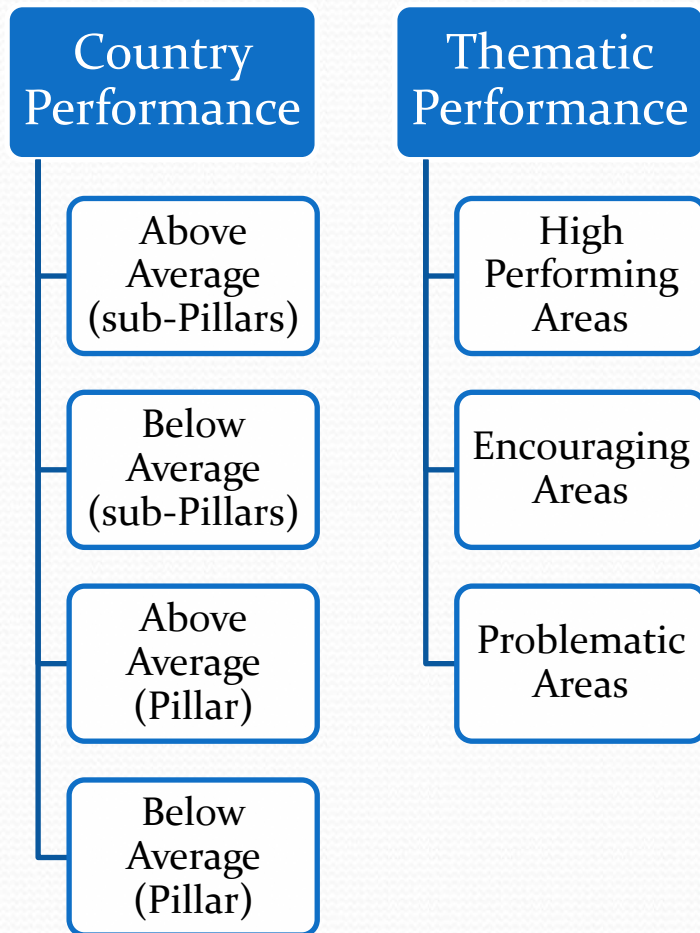
Methodology



Questionnaires

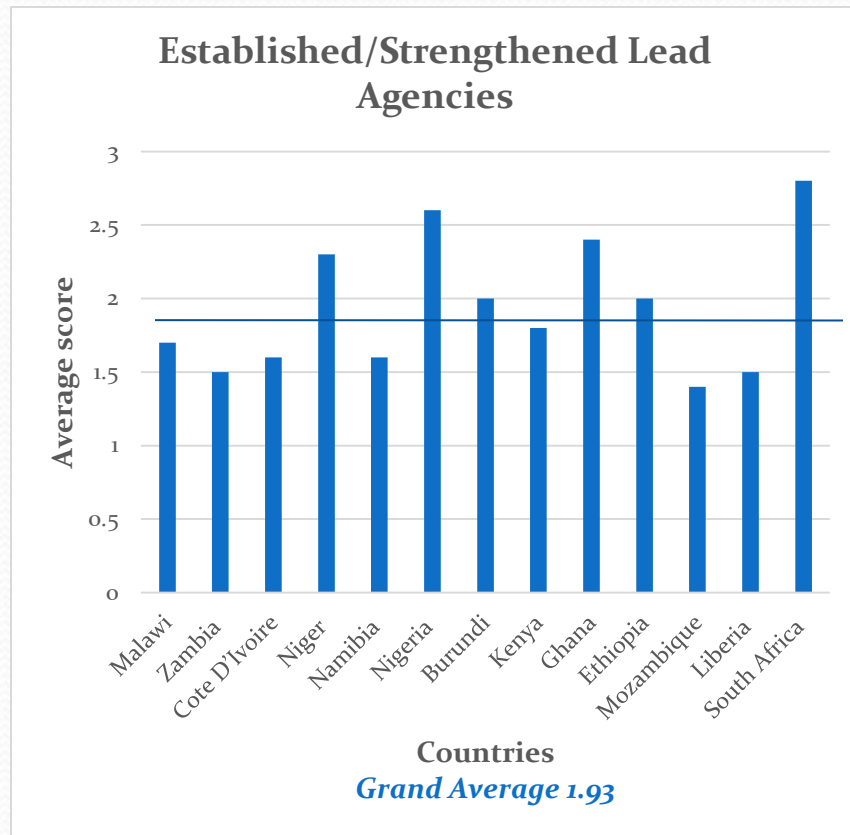
- Administered during SSATP-RS Management Workshop (18-19 June 2014, Addis Ababa)
- Questionnaire distributed to all participants
- Respondents asked to rate the extent to which their countries have implemented activities in the Africa Action Plan as follows:
 1. Not at all or insignificantly
 2. Some action taken or action in progress
 3. Fully
- 14 countries responded

Analytical Framework



- Country 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

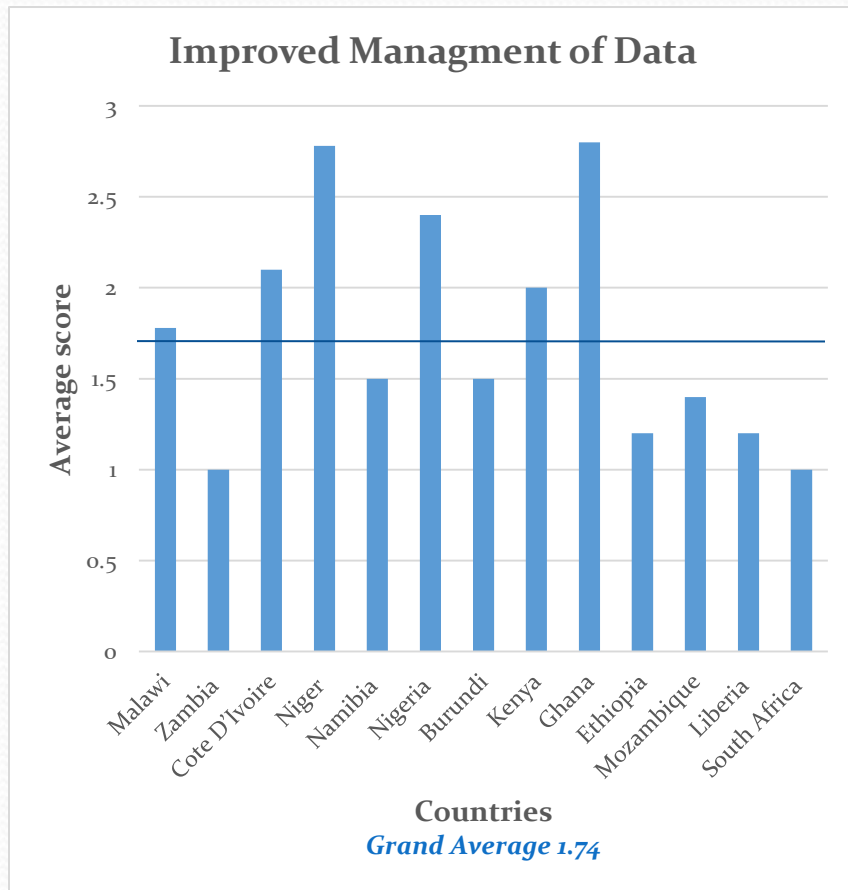
Analysis 1



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

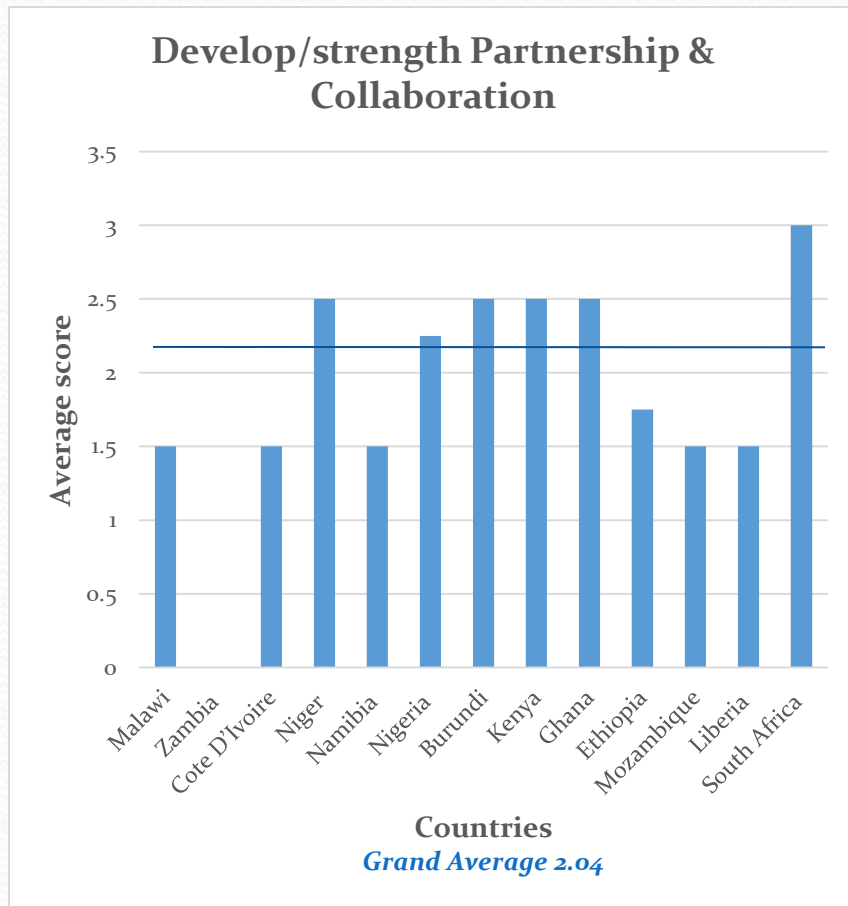
Analysis 2



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

Summary of Results: Road Safety

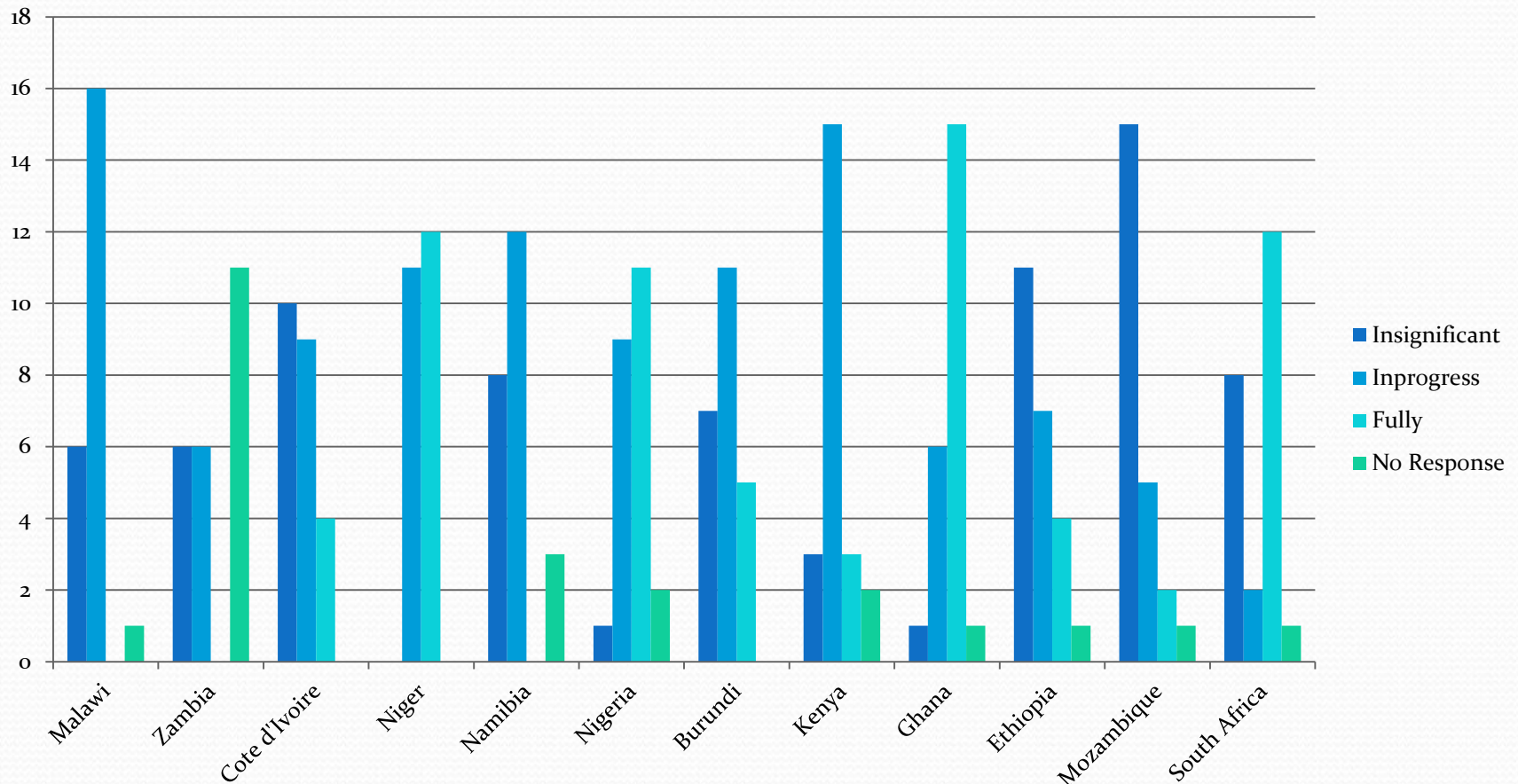
Management (Above Weighted Average)

Sub-theme	Countries above Weighted Average	Average Score of country
Lead Agency	South Africa Nigeria Ghana Niger Ethiopia Burundi	2.8 2.6 2.4 2.3 2 2
Data	Ghana Niger Nigeria Cote d'Ivoire Kenya Malawi	2.8 2.78 2.4 2.1 2 1.78
Partner	South Africa Ghana Kenya Burundi Niger	3 2.5 2.5 2.5 2.5

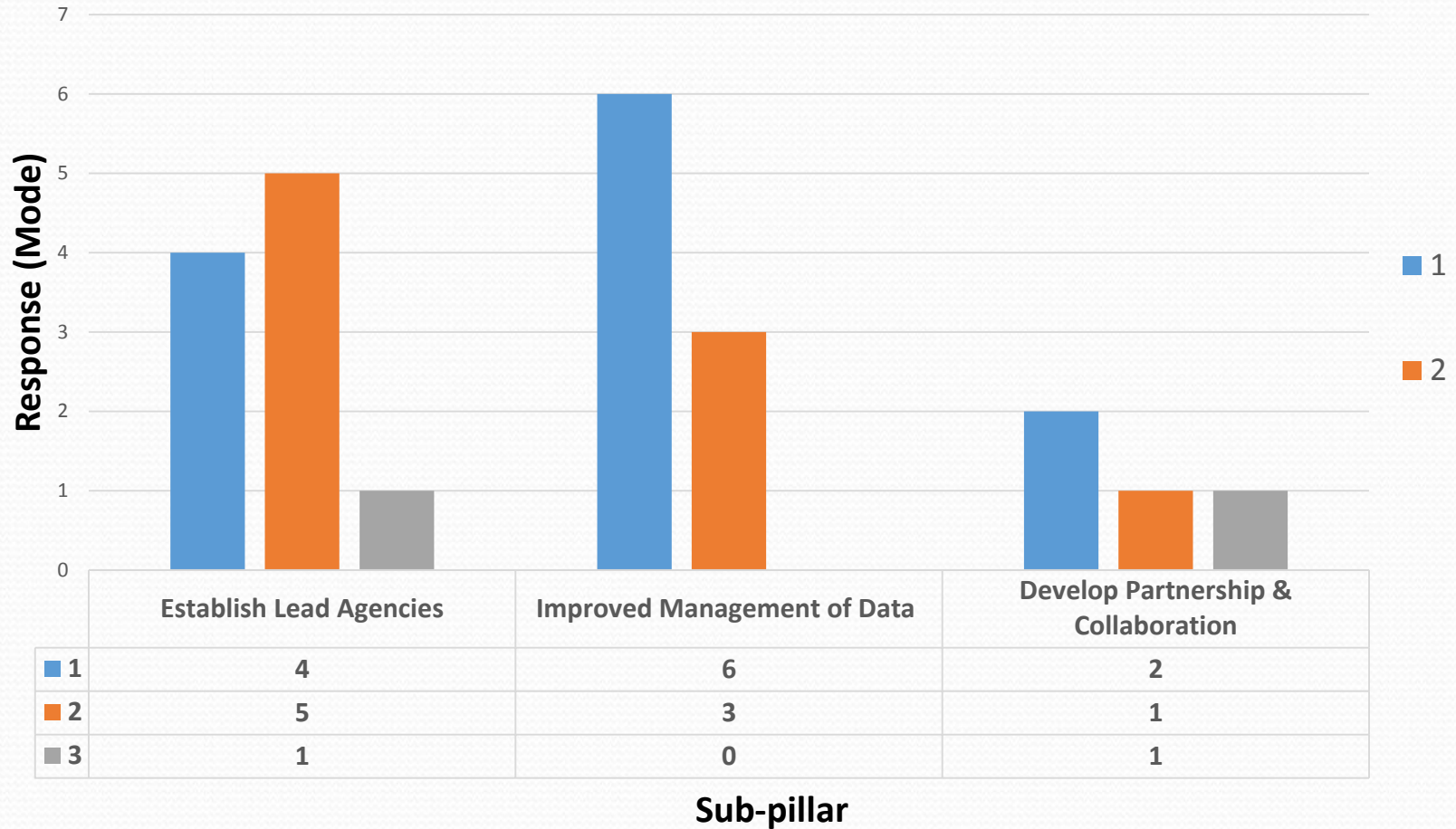
Summary of Results: Road Safety Management (Below Average)

Sub-theme (% of countries)	Countries below Weighted Average	Average Score of country
Lead Agency	Mozambique Liberia Zambia Cote d'Ivoire Namibia Kenya	1.4 1.5 1.5 1.6 1.6 1.8
Data	South Africa Zambia Ethiopia Liberia Mozambique Burundi Namibia	1 1 1.2 1.2 1.4 1.5 1.5
Partnership	Liberia Mozambique Ethiopia Namibia Cote d'Ivoire Malawi	1.5 1.5 1.75 1.5 1.5 1.5

Road Safety Management Performance by Country (Response Frequency)



Road Safety Management Performance



*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

Confirmed Lead Agency	Road Safety Council or Commission/RS Office/RS MoU	Plan/Recognition of need for Lead Agency/MoU under negotiation
Zimbabwe; Nigeria; Malawi; Zambia; Kenya; Lesotho; Togo; Cote d'Ivoire; Ghana	Mozambique; Burundi; Benin; Burkina Faso; Guinea	Namibia; Senegal; Comore; Madagascar; Ethiopia

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)