Africa

Regional perspectives on preventing alcohol-related road crashes involving vulnerable road users

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### Africa

#### Regional road fatality rates

<table>
<thead>
<tr>
<th>WHO Region</th>
<th>Rate/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Africa</td>
<td>32.2</td>
</tr>
<tr>
<td>Americas</td>
<td>15.8</td>
</tr>
<tr>
<td>South East Asia</td>
<td>16.6</td>
</tr>
<tr>
<td>Eastern Mediterranean</td>
<td>32.2</td>
</tr>
<tr>
<td>Europe</td>
<td>13.4</td>
</tr>
<tr>
<td>Western Pacific</td>
<td>15.6</td>
</tr>
<tr>
<td>Global average</td>
<td>18.8</td>
</tr>
</tbody>
</table>

Nigeria and South Africa have the highest fatality rates/100,000 population:

- **Nigeria**: 33.7/100,00
- **South Africa**: 31.9/100,000
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Road crash injury rates by age including VRUs

![Bar chart showing road crash injury rates by age for Africa]

- 0-4 years: 3.4%
- 5-14 years: 9.2%
- 15-29 years: 26.8%
- 30-44 years: 35.2%
- 45-59 years: 15.8%
- 60-69 years: 4.4%
- 70+ years: 1.9%
- Age Unknown: 3.2%
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Pie chart showing the distribution of road fatalities in Africa:
- Pedestrians: 38%
- Occupants: 43%
- Cyclists: 7%
- Others: 5%
- Wheelers: 7%
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Risk of road crashes by VRUs

Vulnerable road users are at greater risk than vehicle occupants, and bear the greatest burden of injury, due to:

- The variety and intensity of traffic mix
- Transport planning and road design have overlooked needs of VRUs and their safety
- Low or lack driver compliance at crossings and intersections
- Inappropriate behaviour of pedestrians
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Drink drive road crash trends

- Alcohol is a risk factor for crashes involving all road users
- Limited data currently available to assess extent of alcohol impairment in Africa, with the exception of South Africa
### Africa

#### Drink drive road crash trends

NIMSS Reports (2002-2008): fatally injured pedestrians are consistently more likely than drivers to be blood alcohol positive, and have the highest mean BAC levels.

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian</th>
<th>Drivers</th>
<th>Passengers</th>
<th>Cyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>59%</td>
<td>55%</td>
<td>41%</td>
<td>37%</td>
</tr>
<tr>
<td>2004</td>
<td>60%</td>
<td>51%</td>
<td>40%</td>
<td>39%</td>
</tr>
<tr>
<td>2007</td>
<td>59%</td>
<td>56%</td>
<td>56%</td>
<td>42%</td>
</tr>
<tr>
<td>2008 (Mean BAC)</td>
<td>63% (0.21)</td>
<td>58% (0.17)</td>
<td>45% (0.13)</td>
<td>43% (0.16)</td>
</tr>
</tbody>
</table>
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Culture of alcohol consumption

- Home-made brews played an important role in social and cultural activities, and were an integral part of traditional African life-style.

- Gradual change in use of alcohol from socialization and celebrations to commercial purposes, with introduction of European types of alcohol (beer, whisky, brandy), and extensive advertising.
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Culture of alcohol consumption

• Diversity in drinking patterns between counties: regularity (acceptance) and extent of intoxication (binge)

• Prevalence of alcohol use is highest in Seychelles (87%), Benin 48%, Cameroun (44%) and Uganda (44%); lowest in Comoros (1%) and Senegal(2%)

• Culture of drinking influenced by gender, religion and status: high abstinence among women (>80%) and Muslims(>98%)

• Africa has the highest rate of binge drinking at 25% (of drinkers) compared to the global rate of 11.5% (Global Status Report on Alcohol, WHO 2004)
Main challenges in preventing road crashes involving alcohol and VRUs in the region

- Lack of or weak national alcohol policies: to regulate the production, sale, promotion, advertising
- Establishing sustainable and effective behaviour change programmes for the general population to reduce alcohol abuse, adopt responsible drinking habits
- Enforcement of drink driving laws, particularly those targeting pedestrians (designated walker)
### Africa

**Examples of effective interventions**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe public transport in Lagos</td>
<td>Nigeria</td>
</tr>
<tr>
<td>Alcohol law (&quot;Mututho law&quot;) introduced in 2010 to control alcohol consumption to reduce harmful effects including road crashes</td>
<td>Kenya</td>
</tr>
<tr>
<td>National drink-drive law BAC limit of ≤0.05 g/dl</td>
<td>Eritrea, DRC, Liberia, Nigeria, South Africa, Swaziland</td>
</tr>
<tr>
<td>Strict enforcement of drink-drive laws of BAC 0.08g/dl leading to 1% decrease in crashes</td>
<td>Botswana and Rwanda</td>
</tr>
</tbody>
</table>
Africa  Observations from the region

• Alcohol use is embedded in African cultures, but is low in most countries, and is influenced by religion

• The rate of binge drinking is higher in the region compared to the global rate especially among male drinkers

• Data on alcohol use and road traffic crashes are limited and inadequate for planning, implementing and monitoring road safety interventions

• Most countries either do not have BAC limits or have limits that are above the recommended level of 0.05g/dl

• Poor enforcement of drink driving laws means countries in the region are unlikely to make progress in reducing alcohol-related crashes.
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Recommendations for moving forward

• Prioritize needs of vulnerable road users by policy-makers, researchers and stakeholders in road safety.

• Increase efforts to address all aspects of drink-driving, including establishing legal limits of 0.05g/dl, ensuring effective enforcement, and providing resources to monitor progress.

• Introduce penalties for pedestrians who cross the road while intoxicated.

• Enhance behaviour change activities that include road safety awareness and anti-alcohol impairment campaigns targeting all road users is needed.
Thank you

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