



## Key Findings

Progress in Africa Toward the Goals of the Decade of Action for Road Safety: Surveys of Road Safety Agency Heads

## Participating Countries

Of the initial 21 target countries, we were able to obtain responses from 19 countries:

- Angola
- Botswana
- Cameroon
- Ethiopia
- Ghana
- Kenya
- Lesotho
- Liberia
- Mozambique
- Malawi
- Namibia
- Sierra Leone
- Swaziland
- South Africa
- South Sudan
- Tanzania
- Uganda
- Zambia
- Zimbabwe



No response from Nigeria and the Gambia

## Survey Questions

Mix of:

- Quantitative DoA questions
- Qualitative opinion questions
- Questions about UN legal instruments

## Survey Limitations

- Not all respondents were able to access information in order to answer all the questions.
- Due to the phrasing of several questions, respondents may have offered what they thought was the “correct” answer.
- The surveys and follow up were conducted in English.



## Key Findings – Aggregated

- Of the country respondents that answered the question, “Is your country a Contracting Party to any United Nations road safety-related legal instruments?” 10 of 19 answered yes. Of those 10 only two could name them.
- 100% of respondents answered yes to the question, “Would you/your country be interested in receiving more information on United Nations road safety-related legal instruments?”
- All but four respondents reported that their countries have lead road safety agencies. The countries reporting no lead agency were Liberia, South Sudan, Tanzania, and Uganda.





### Key Findings – Aggregated

- 15 of 19 countries said that their countries have national road safety strategies. 7 submitted them:
  - Ethiopia
  - Ghana
  - Lesotho
  - Liberia
  - Namibia
  - Zambia
  - Zimbabwe
- 26% of countries reported having “a policy to regulate fatigue among commercial vehicle drivers.”
- 1/3 felt that drink driving laws were not strongly enforced, 1/3 felt that laws were enforced somewhat, and 1/3 felt that laws were strongly enforced.



## Key Findings – Country-by-Country

Common responses to open-ended questions:

- Reduce drinking and driving
- Strong, well-funded lead agency
- Political “buy in” and will
- High-level coordination in government
- Funding for RS in general
- Training and capacity building
- Research & monitoring
- Legislation
- Well-trained and non-corrupt Traffic Police enforcing by risk factor



**Thank You!**

