Accession to 1968 Conventions – New Opportunity for Africa

50th Anniversary 1968 Convention
Global Forum for Road Traffic Safety
Palais des Nations, Geneva
25 March 2019
Overview

- State of Road Traffic Safety & Conventions in Africa
- Tripartite Initiative
- Need for Harmonisation
- Status Quo
  - Compliance Baseline Scores
  - Findings
- Tripartite Transport & Transit Facilitation Programme (TTTFP)
  - Way Forward
- Road Map to Conventions
State of Road Traffic Safety and Conventions in Africa

- Poor road traffic safety record
- Road fatalities among highest in world
  - Highest cause of unnatural deaths
- Poor cohesion in road traffic safety campaigns domestically by individual member states
- Road traffic law enforcement ineffective
- No international focus or cooperation in region
- No urgency to ratify Convention on Road Traffic or Convention on Road Signs & Signals
  - Appears to enjoy low priority by most governments
1968 Convention

Ratified by

• 78 countries worldwide
• Only 14 of the 54 countries in Africa
  – Nigeria (Oct 2018)
• Only 5 of 25 Tripartite members on continent
  – DR Congo
  – Kenya
  – South Africa
  – Tunisia
  – Zimbabwe
1949 Convention

Ratified by

- 97 countries worldwide
- 26 of the 54 countries in Africa
- 10 of 25 Tripartite members on continent
  - Botswana
  - DR Congo
  - Egypt
  - Lesotho
  - Malawi
  - Namibia
  - Rwanda
  - South Africa
  - Tunisia
  - Uganda
  - Zimbabwe

Ratified 1968 Convention
Tripartite Initiative

- Established by agreement amongst 3 Regional Economic Commissions in 2011
  - Common Market for Eastern & Southern Africa (COMESA)
  - East African Community (EAC)
  - Southern African Development Community (SADC)
- 25 Member States on Continent
- 4 Member States on Islands

- Areas of cooperation
  - Regional integration – free movement of persons, goods and services
  - Trade liberalisation – Tripartite Free Trade Area Agreement 2015
The Need for Harmonisation

• Lack of common requirements, procedures and standards relating to:
  – vehicle registration & documentation
  – equipment on vehicles, vehicle dimensions & fitness certification
  – maximum permissible loads on vehicles
  – driver education, training & testing
  – driving licence documents & vehicle categories
  – rules of the road & road signs
  – transportation of dangerous goods by road
  – effective road traffic safety law enforcement
  – poor record keeping of accident data
Tripartite Transport & Transit Facilitation Programme (TTTFP)

Policy Goal

Harmonisation in respect of inter-state road transport policies, laws, regulations, standards and systems for efficient cross border road transport and transit networks, transport and logistics services, systems and procedures in the Tripartite (COMESA, EAC & SADC)
Tripartite Transport & Transit Facilitation Programme Beneficiary Member States

- Coastal
- Land Locked
- Additional Beneficiary Member States
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Findings

• Rules of the Road are generally compliant – only minor amendments required
• Conditions for the admission of motor vehicles and trailers to international traffic
  – Vehicle registration certificates are generally non-compliant regarding numbering of fields, use of Latin characters & lack distinguishing sign
  – Number plates generally lack distinguishing signs & identification marks
Findings

• Conditions for the admission of motor vehicles and trailers to international traffic
  – Inspection process – large variations:
    • Manual inspections without the use of test equipment in most states – up to 80% of vehicles fail when use of test equipment is introduced
    • Not required annually for all vehicles in a number of states
  – No regulation of technical requirements for equipment on vehicles in most states:
    • Braking, Lights, Tyres, Steering mechanism, Audible warning device, Windscreen wiper, Exhaust silencer, etc
Findings

• Driver training not compulsory in number of states

• No regulation of training environment & content – “brief case” driving schools

• Vehicle categories are not compliant & no restrictions for corrective lenses or physical disability

• Domestic Driving Permits are not compliant in COMESA, EAC and 2 SADC members
Findings

• Road Signs & Signals
  – Relative small number of signs that are not compliant
  – No standardisation size, colour & reflective properties
  – Inconsistent application of signs appear to be result of design & installation by international construction companies
  – Small quantity of road signs installed – drivers not warned of dangerous conditions
  – Road markings absent from large portion of roads – not in the interest of road safety
  – Need for design guidelines or Road Sign Installation Manual describing conditions under which road sign is to be installed
TTTFP APPROACH & METHODOLOGY

1. Change from bilateral to multilateral agreements relating to road traffic & transport in region

2. Adopted principle of quality regulation of road traffic & transport domestically and internationally

3. Harmonise legislation – draft model laws and regulations along lines of international model

4. Harmonise standards – adopt international practice (point of departure not current level)

5. All administration supported by ICT based systems

6. Variable Geometry – less developed states may need more time, but implementation framework based on transport corridors
Way Forward

• Multilateral Agreements validated for signature by heads of state
• Model Laws & Regulations validated for promulgation by individual member states
  – Road Traffic Act & Regulations
  – Vehicle Load Management Act & Regulations
  – Cross Border Road Transport Act & Regulations
  – Transport of Dangerous Goods by Road Act & Regulations
  – Road Traffic & Transport Transgressions Act & Regulations
Way Forward

• International Standards identified for adoption by African Regional Standards Organisation (ARSO), eg
  – Vehicle Fitness: 6 Part Standard modelled on UN Regulations
  – Transport of Dangerous Goods by Road: modelled on ADR 2005
  – Equipment on vehicles – starting with those with highest safety impact: modelled on UN Regulations
  – Number plates – distinguishing sign, size & font of lettering, reflective properties, durability

• ICT Systems: Specifications developed for all states to procure compliant systems
Road Map: TTTFP Implementation

• TTTFP Model Laws & Regulations are in compliance with UN Conventions
• TTTFP Standards are in compliance with UN Conventions, Agreements & Model Regulations (eg Vehicles, DDP & Dangerous Goods)
• TTTFP driving licence categories, system & card specifications are in compliance with UN Convention
• TTTFP law enforcement, administrative adjudication & demerit points system support sustainable road safety goals
• TTTFP time frames:
  – Promulgate Model Laws & repeal current legislation – April 2019 to March 2021
  – Adopt Standards – August 2019 to March 2021
  – Implement compliant computerised systems – Jan 2019 to March 2021
  – Operationalisation: April 2021
Accession to 1968 Conventions

- Adopted TTTFP rules of the road and road signs & signals are in compliance with 1968 Conventions
- Promulgation of TTTFP Model Laws & Regulations will enable member states to bring their legislation in compliance with 1968 Conventions
- Adoption of the TTTFP Standards will enable member states to comply with UN Conventions, Agreements & Model Regulations (e.g., Vehicles, Domestic Driving Permit & Dangerous Goods)
- Implementation of TTTFP law enforcement, administrative adjudication & demerit points system provide for equal treatment of domestic & foreign drivers and operators
- Tripartite member states expressed desire accede to 1968 Conventions:
  - Angola
  - Ethiopia
  - Namibia
  - Uganda
  - Other 1949 CPs?
- TTTFP “paved” the road ahead for others to follow
Congratulations at 50\textsuperscript{th} year!

To all who have contributed and those who are still contributing to the development of the 1968 Conventions

TTTFP is funded by the EU from the 11\textsuperscript{th} EDF