Africa’s Road Safety Challenges

Stephen Karingi
Director, Regional Integration and Trade Division
ECA
11 March 2015
Addis Ababa
● Context
● Status of Road Safety in Africa
● African & Global Response to Road Safety Crisis
● Strategic Road Safety Issues
● Conclusion & Way Forward
Unprecedented sustained economic growth in Africa
- Spurred, partly, by spending in infrastructure, notably construction of roads
- Spending in Africa’s infrastructure grew by 8% between 2011 and 2013
- Cape Verde, Namibia, Uganda and South Africa allocated 44%, 39%, 28%, and 24% respectively of their budgets to infrastructure in 2012

Implications for road safety
- Improved quality and coverage of roads could increase road crashes
- Rapid economic growth is translating into increase in car ownership which increases road conflicts

Efforts needed to ensure that gains of economic growth are not undermined by road crashes
Global Road Safety Situation

- 1.24 million people die each year on the world’s roads
- 20 to 50 million people sustain non-fatal injuries as a result of road traffic crashes
- Road traffic injuries are the 8th leading cause of death globally
  - Impact is similar to that of communicable diseases such as malaria
- Road crashes are leading cause of death for young people aged 15-29 years
- Economically, road traffic injuries are estimated to cost low and middle income countries between 1-2% of their gross national product, estimated at over 100 billion USD a year

Source: WHO, 2013
Status of Road Safety in Africa

• Africa has the most dangerous roads in the world
  • The risk of death from road traffic injury is highest in Africa (24.1 per 100,000 population) and lowest in Europe (10.3 per 100,000 population)
• Over a third of road traffic deaths in low-and middle-income countries are among pedestrians and cyclists
  • 38% of all African road traffic deaths occur among pedestrians
  • 46% of road traffic deaths in Kenya occur among pedestrians
• 43% of all road traffic deaths occur among car occupants
• Motorised 2-3 wheelers and cyclists account for 7% and 5% of Africa’s traffic deaths respectively

Source: WHO, 2013
Road Deaths Alarmingly High in all African Countries

- The rate of deaths per 100,000 population is higher in all African countries than the Europe Average of 10.3.
- The rate of death per 100,000 population in at least 26 African countries is more than double the European average of 10.3.

Source: ECA analysis using WHO data
High Toll on Pedestrians

- Pedestrians deaths represent more than 45% of total road crash deaths in 5 out of 20 African countries (25%) with available data

- Pedestrian deaths represent more than 40% of road crash deaths in 50% of African countries with available data

Source: ECA analysis using WHO data
## Risk Factors

<table>
<thead>
<tr>
<th>Risk Factor</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excessive Speed</td>
<td>- Speed limits enforced in some countries</td>
</tr>
<tr>
<td></td>
<td>- Signs with speed limits vandalised (common problem in some SADC countries)</td>
</tr>
<tr>
<td>Drink-driving</td>
<td>- Serious problem (confirmed in survey in Cameroon &amp; Tanzania)</td>
</tr>
<tr>
<td></td>
<td>- Blood Tests for alcohol common, but difficulties in testing for other drugs.</td>
</tr>
<tr>
<td>Seatbelts: Child restraint &amp; Helmets</td>
<td>- Many countries have rules and regulations, but these are not strictly enforced</td>
</tr>
<tr>
<td></td>
<td>- South Africa provides helmets for free, compliance is high</td>
</tr>
<tr>
<td>Driving Hours</td>
<td>- Not regulated and/or enforced in many countries</td>
</tr>
<tr>
<td>Use of Mobile Phones</td>
<td>- Huge challenge in Africa</td>
</tr>
<tr>
<td></td>
<td>- Rules exist but not strictly enforced in many countries</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>- Lack of facilities for pedestrians (walkways, zebra crossings, etc)</td>
</tr>
<tr>
<td></td>
<td>- Motorists and pedestrians not properly sensitised on use of facilities</td>
</tr>
<tr>
<td>Old Vehicle Fleet &amp; Overloading, especially in Rural Areas</td>
<td>- Common in rural Ethiopia and some Southern African countries</td>
</tr>
</tbody>
</table>
African Response: Chronology of Key ECA Events

- Second African Road Safety Congress held in Addis Ababa (1989)
- Third African Road Safety Congress held in Pretoria (1997)
- First African Road Safety Conference held in Accra (2007)
  - Ministerial Declaration and key recommendations that fed into the African Road Safety Action Plan (2011-2020) adopted
- African Regional Road Safety Seminar in Dar es Salaam (2009)
  - Targets and indicators developed that fed into African Action Plan
  - To undertake mid-term review of Action Plan
Global Response: Chronology of key UN Actions

UN Resolution 57/309 of 22 May 2003
- Encouraged governments and Civil Society to raise awareness of widespread problem of traffic death/injury
- Request the Secretary-General to submit a report to the General Assembly on global road safety crises

UN Resolution 58/289
- Invites WHO, working in close collaboration with UN Regional Commissions, to act as coordinator on road safety within the UN system
- Coordination undertaken through UN Road Safety Collaboration (next meeting to be held later this month in Geneva)

Moscow Ministerial Conference on Road Safety (2009)

UN Resolution 64/255 of March 2010
- Proclaimed 2011-2020 as Decade of Action for Road Safety
Strategic Issues 1: Road Safety Management

• Institutional Arrangements
  • Legal framework: Road Safety Acts, Highway Codes exist in many countries
  • Lead Agency: Still don’t exist in some countries
  • Road Safety Strategy: Exist in many countries but not systematically implemented, mostly due to lack of committed funds
  • Road Safety targets: Exist in many countries but not systematically pursued

• Funding: common funding mechanisms include:
  • Road fund
  • Development Partners
  • Private sector

• Staffing
  • Most African countries lack a critical mass of dedicated road safety professionals, including those working with Lead Road Safety Agencies
Strategic Issues 1: Road Safety Management (con’t)

• Updating road safety strategies:
  • Ongoing in many countries
  • Need to incorporate African Road Safety Action Plan in national strategies

• Allocating sufficient funds to implement national strategies
  • Still a challenge in many countries
  • Road funds increasingly used, but continued dependence on donor support

• Enhancing collaboration among road safety stakeholders
  • Encouraging signs: MoUs signed between key government Ministries and agencies in some countries (Zambia)
  • Road Safety Councils/Committees also exist (Burundi, Burkina Faso, Lesotho, Cameroon) - headed by Prime Ministers Office in some countries (Cameroon)
Strategic Issues 2: Road Safety Data

- Lack of adequate and reliable data is a serious problem
- Police still collect data manually (using forms) and input into a central system
- Data is lost in the process
- Many crashes, especially in rural areas not recorded
- Web-based computerised systems being put in place in several countries (e.g. Malawi)
- Coordination problem: Police reports to Ministry of Interior while Road Safety Agency generally reports to Ministry of Transport
- Road Safety does not appear to be the top priority of Police
  - Busy dealing with other issues, notably crime
  - Explains delays in inputting of data into system
- Vehicle and drivers’ information system being harmonised/modernised in many countries and is expected to be linked to road crash data
Strategic Issues 3: Safer Infrastructure

- Global Road Safety Decade calls for allocation of 10% of funds for road construction to road safety
  - Most countries find it difficult to determine percentage of road construction funds allocated to road safety
  - There is need to be more precise on what constitutes funds used for road safety
- Many countries undertake Road Safety Audits for new projects:
  - Mandatory in some countries (such as Nigeria) but not mandatory in others
  - Some countries have guidelines for audits and inspections
  - Others are developing road safety standards
- Road Safety Inspections also undertaken for existing roads
Strategic Issues 4: Safer Vehicles

- Vehicle inspection Stations
  - Insufficient national coverage in many countries: rural areas not sufficiently covered
    - Results in low level of compliance
  - Private sector involvement through ownership of inspection stations
    - Many countries have policies to involve private sector in vehicle inspection (e.g. 5 stations licensed in Ghana)
    - But there is lack of trust in the reliability of inspections which often leads to contestation of results

- Frequency of inspection
  - Differs for private and public service vehicles
    - Higher for public service vehicles than private vehicles
    - Commercial vehicles tested after every six months in several countries

- Age of vehicles
  - Vehicle fleet generally old
  - Some countries impose age limits for imported vehicles while others don’t
  - Tax policy also used in some countries to discourage importation of old vehicles
  - Vehicles that fail test elsewhere are not allowed to enter Nigeria. Vehicles also tested before imported to Swaziland

- Standards for Inspection
  - Some RECs have standards: for instance SADC standards are used in Zambia
Strategic Issues 5: Safer Road Users

- Road Safety curriculum introduced in schools in many countries
  - Road Safety Clubs also introduced

- Regulation of Curriculum of Driving Schools:
  - Syllabus and training manuals are regulated in many countries (e.g. Ghana)
  - But many driving schools are below standard
  - Ongoing effort in many countries to improve and harmonise standards
    - Opening of new Driving Schools suspended in Cameroon, standards of existing ones being examined

- Drivers’ tests
  - Increased introduction of state-of-the-art facilities to test driving skills

- Drink-driving
  - Blood alcohol limits exist but vary across African countries: needs to be harmonised
  - Zero tolerance: all drivers involved in drink-driving are punished – having good effect in Kenya
  - Fast-track courts for drink-driving offenses – applied in Zambia
Strategic Issues 6: Post-Crash Response

- Quality of emergency care varies across country
  - Good in South Africa where public and private services are provided
- Many African countries need to improve their post-crash response, notably the provision of:
  - Roadside clinics
  - Trauma care units and crash centres in hospital
  - Ambulance services
  - Facility for emergency calls, such as hotlines to report crashes and SOS telephones along roads
- Third Party Insurance Schemes is mandatory in most countries
- First Aid is part of driver training, although not always enforced
- Road Accident Funds exist in some countries (e.g. South Africa) to assist crash victims
Conclusion

• Road Safety impacts on Africa’s economic growth and should be addressed in the context of the continent’s economic transformation agenda
• The African Road Safety Action Plan provides a framework for addressing Africa’s road safety challenges
• Progress is being made in the implementation of the Action Plan, although to a varying degree across countries
• There is scope for sharing experiences among countries, several good practices exist on the continent
• Going forward, more attention should be placed on the impact of the application of road safety measures
  – Correlation between implementation of road safety measures and reduction in crash deaths and injuries
Thank You