



United Nations
Economic Commission for Africa



African Union
a United and Strong Africa

Africa's Road Safety Challenges

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- **Context**
- **Status of Road Safety in Africa**
- **African & Global Response to Road Safety Crisis**
- **Strategic Road Safety Issues**
- **Conclusion & Way Forward**

Context

- 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

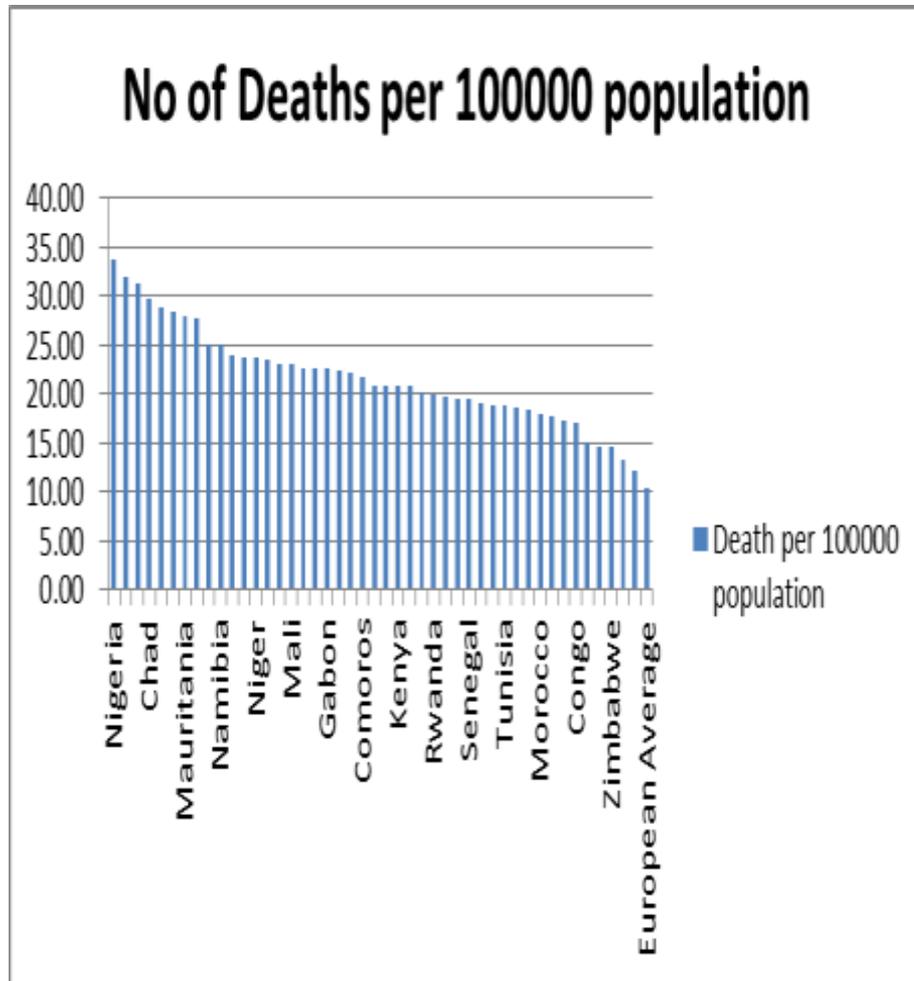
Source: WHO, 2013

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

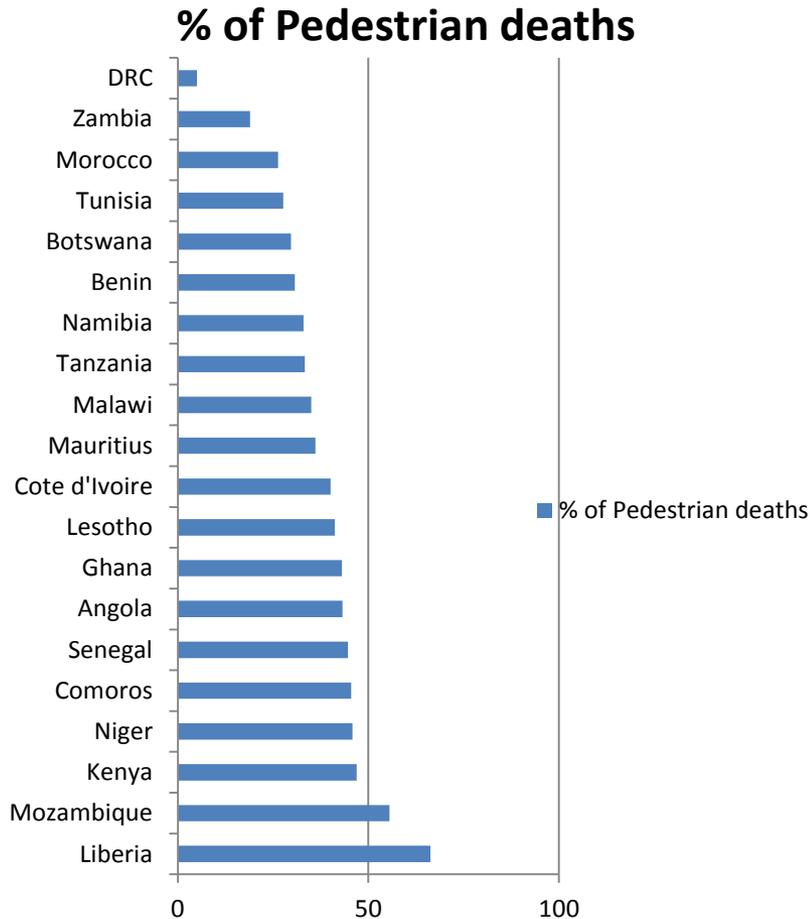
Road Deaths Alarmingly High in all African Countries



- 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

● Excessive Speed

- Speed limits enforced in some countries
- Signs with speed limits vandalised (common problem in some SADC countries)

● Drink-driving

- Serious problem (confirmed in survey in Cameroon & Tanzania)
- Blood Tests for alcohol common, but difficulties in testing for other drugs.

● Seatbelts : Child restraint & Helmets

- Many countries have rules and regulations, but these are not strictly enforced
- South Africa provides helmets for free, compliance is high

● Driving Hours

- Not regulated and/or enforced in many countries

● Use of Mobile Phones

- Huge challenge in Africa
- Rules exist but not strictly enforced in many countries

● Infrastructure

- Lack of facilities for pedestrians (walk ways, zebra crossings, etc)
- Motorists and pedestrians not properly sensitised on use of facilities

● Old Vehicle Fleet & Overloading, especially in Rural Areas

● Animal strike

- Common in rural Ethiopia and some Southern African countries

African Response: Chronology of Key ECA Events

- First African Road Safety Congress held in Nairobi (1984)
- 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
- Second African Road Safety Conference in Addis Ababa (2010)
 - African Action Plan for the period 2011-2020 adopted
- Third African Road Safety Conference planned for July 2015
 - 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