



SSATP

Africa Transport
Policy Program

Managing Road Safety in Africa: A Guide for Road Safety Lead Agencies

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WARSO/SSATP Road Safety Management Workshop

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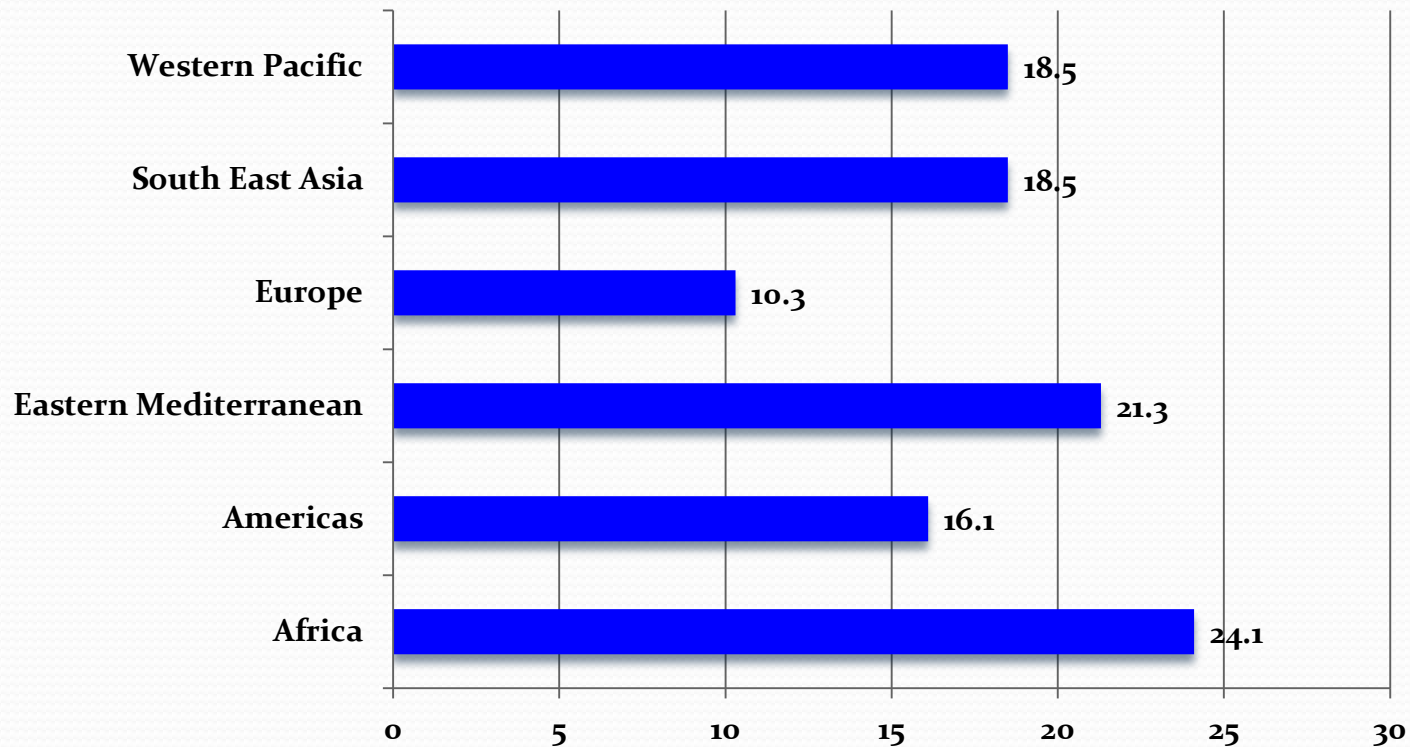
Outline

1. The African road safety crisis
2. African commitment to lead agencies
3. Road safety management lessons in Africa
4. The role of Road Safety Lead Agencies (and the management functions they are responsible for)
5. Identifying a suitable organisational form
6. Meeting the road safety management challenge

Globally, road traffic injury is a major health issue

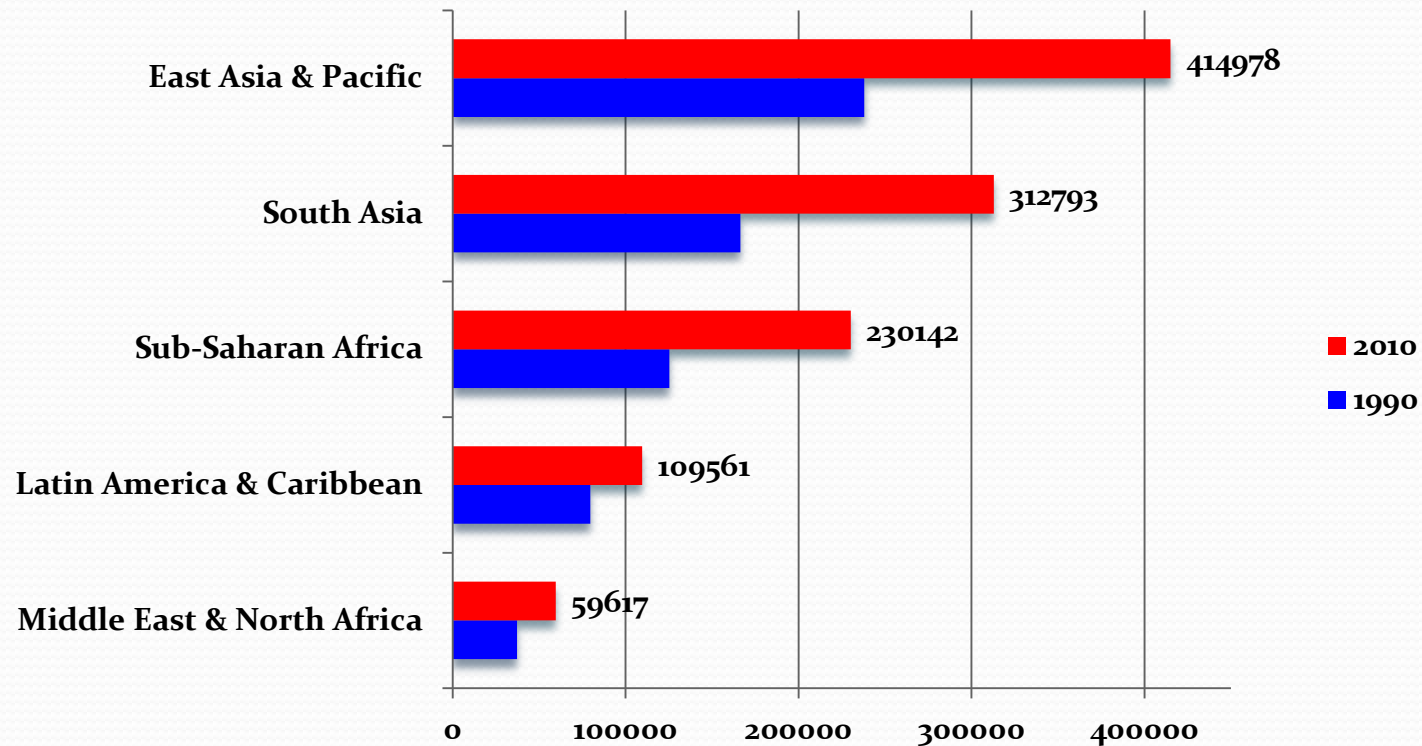
- WHO estimated 1.24 million fatalities occurred on the world's roads in 2010
- Road traffic injury in 2010 was estimated by the Global Burden of Disease study to be:
 - The no.1 cause of death worldwide for 15-24 year olds
 - The no.2 cause of death worldwide for 25-39 year olds, behind HIV/AIDS
 - The cause of twice as much death as malaria
- WHO projections are for road traffic injury to accelerate, and overtake HIV/AIDS as a cause of death by 2030

In Africa, we are witnessing a road safety crisis ...



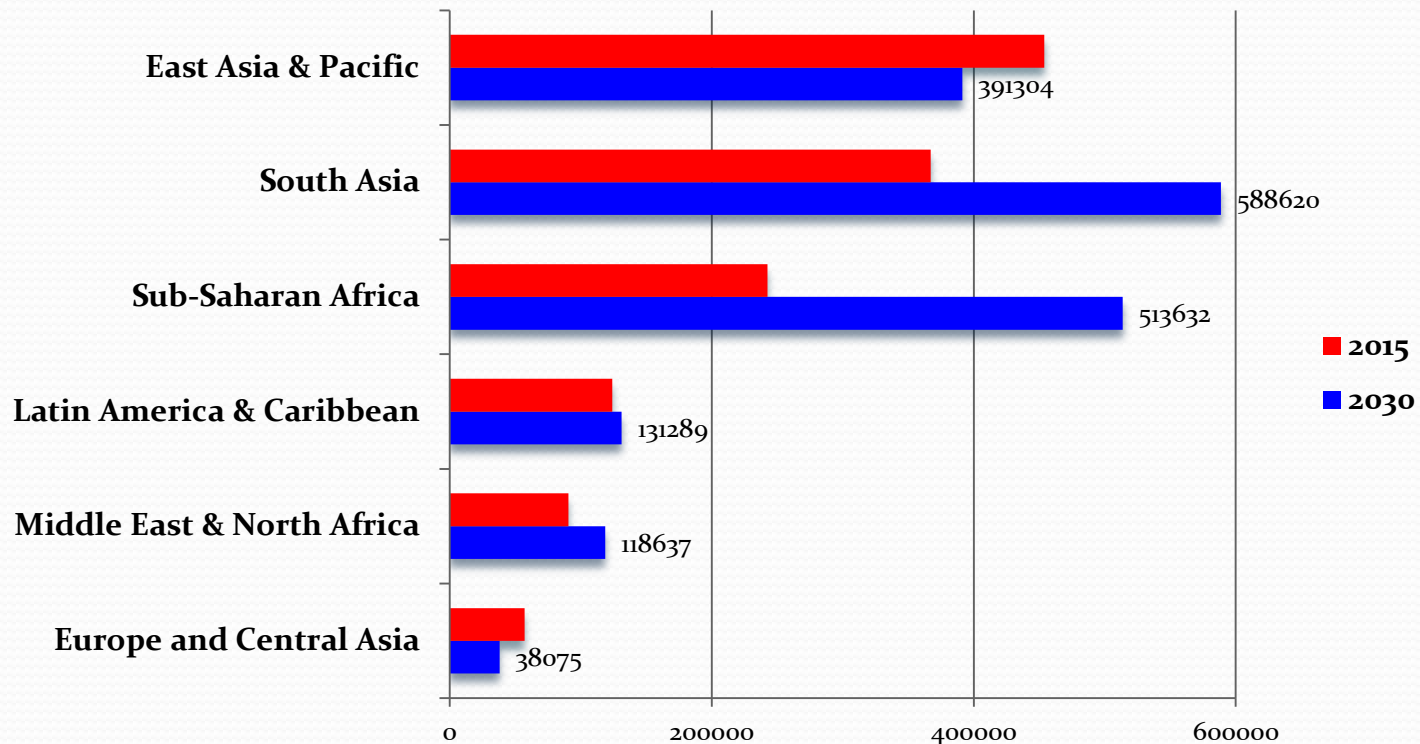
*Estimated Road Fatalities per 100,000 Population
2010 (WHO Regions)*

... road safety results have been deteriorating



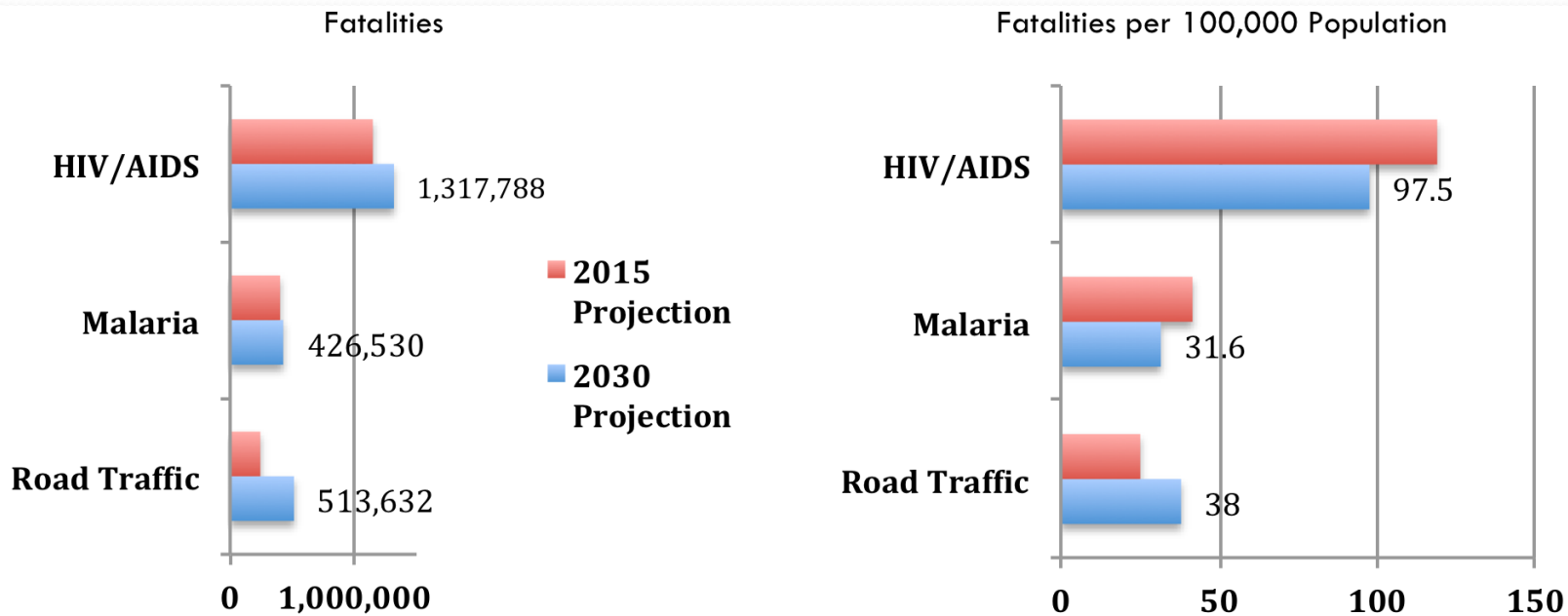
Estimated Road Fatalities (World Bank Regions, Low and Middle Income Countries)

... and are projected to get dramatically worse



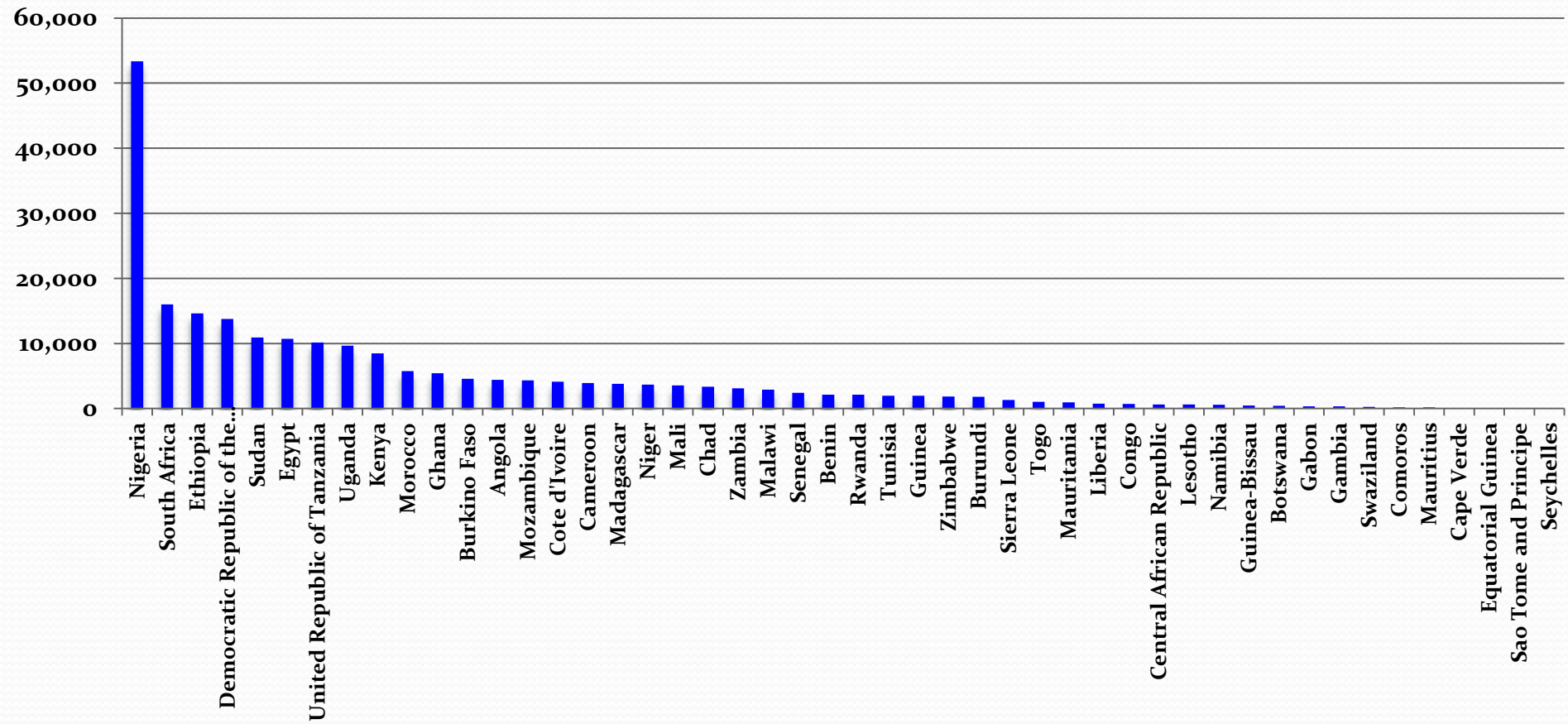
Projected Road Fatalities (World Bank Regions, Low and Middle Income Countries)

... when some other results are projected to improve

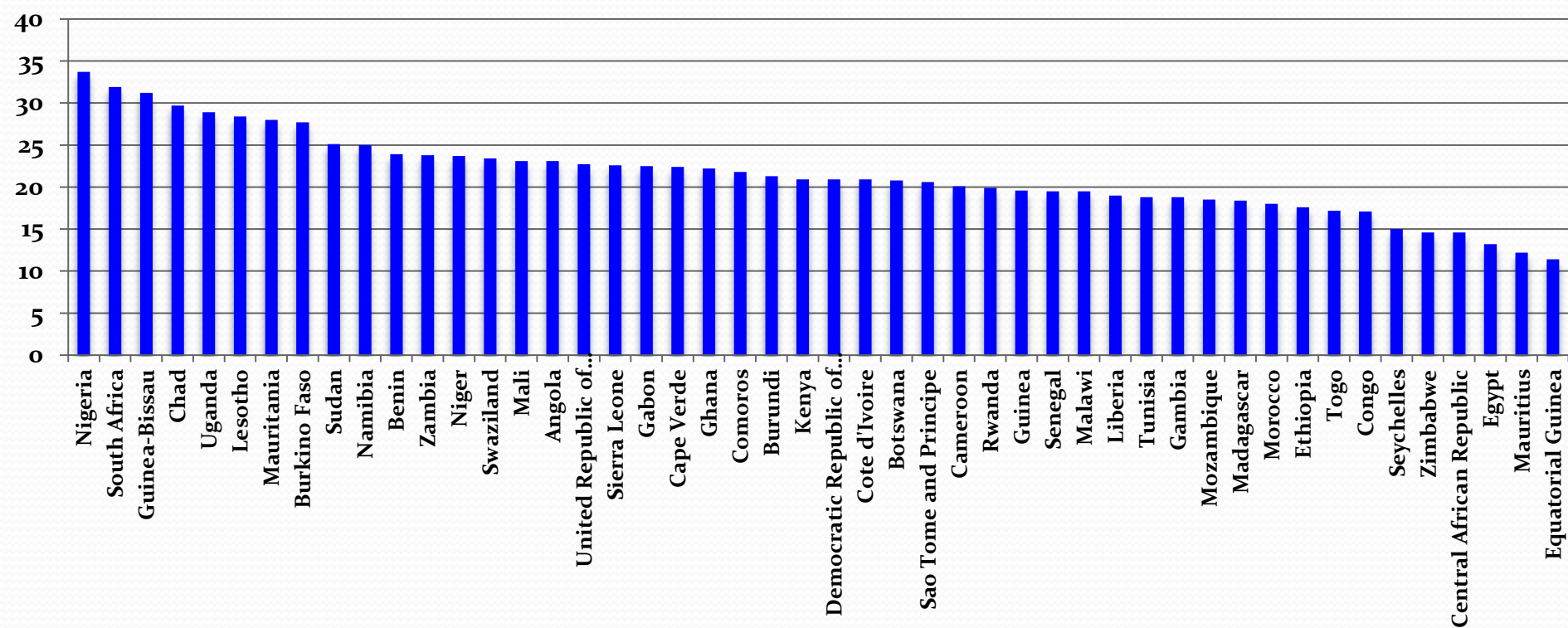


Projected Fatalities in Sub-Saharan Africa

2010 WHO estimated fatalities



2010 WHO estimated fatalities per 100,000 population



Effectively responding to the escalation in road traffic injury in Africa will require ...

- The prevention of road traffic death and disability to be formally recognised as an international Post 2015 development priority, like Malaria and HIV/AIDS
- Lead road safety agencies to be established if they do not already exist, or strengthened, in order to effectively lead sustained safety improvements in African states
- Investment in regional trade road corridors which breaks the link between development and death, through systematic mainstreaming of road safety
- Other key management and investment decisions; a stronger road safety voice for Africa; knowledge transfer, data systems; and driver and vehicle regulation

The importance of road safety management and lead agencies are well known in Africa

- The first item in the African Road Safety Action Plan 2011-2020 is to establish/strengthen lead agencies
- The first commitment in the draft African Road Safety Charter is to create a legally mandated lead agency
- The second commitment in the draft African Road Safety Charter is to provide institutional support to lead agencies “through financial and human resources, political support and recognition”

Several African studies point to road safety management issues

- A 1998 appraisal of road safety in five countries by SSATP concluded that “there is no doubt that the main problem in Africa is implementation of accident countermeasures rather than (that) conventional road accident countermeasures are not working.”
- A 2000 review of road safety in Sub-Saharan Africa by the United States Department of Transportation identified the need for systematic needs analysis (GRSF capacity reviews) and for road safety project policy (SSATP corridor guidelines)
- A 2004 review of World Bank projects and programmes in Africa pointed to issues in the legal authority of the institutions responsible for road safety, and the need for sustainable funding.

Lessons were perhaps best summarised in 2009

- A high proportion of crash victims are poor, or likely to be pushed into poverty as consequence of road crashes, making road safety a development priority
- Projects tend to be too small and too fragmented to achieve measurable safety results, solely focused on interventions and not taking account of the institutional capacity required to implement them
- Although many national coordination bodies have been established, accountable lead agencies are needed to mobilise the resources and partnerships necessary to achieve results

Make Roads Safe Africa Conference 2009

The “Safe System” approach to road safety

- Aims to develop a road transport system better able to **accommodate human error**, commonly achieved through better management of crash energy, so that no individual road user is exposed to crash forces likely to result in death or serious injury.
- Incorporates many strategies for **better management of crash forces**, with a key strategy being road network improvement in conjunction with posted speed limits set in response to the level of protection offered by the road infrastructure.
- Relies on strong **economic analyses to** understand the scale of the trauma problem, and **direct investment** into those programs and locations where the greatest potential benefit to society exists.

OECD/ITF *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*

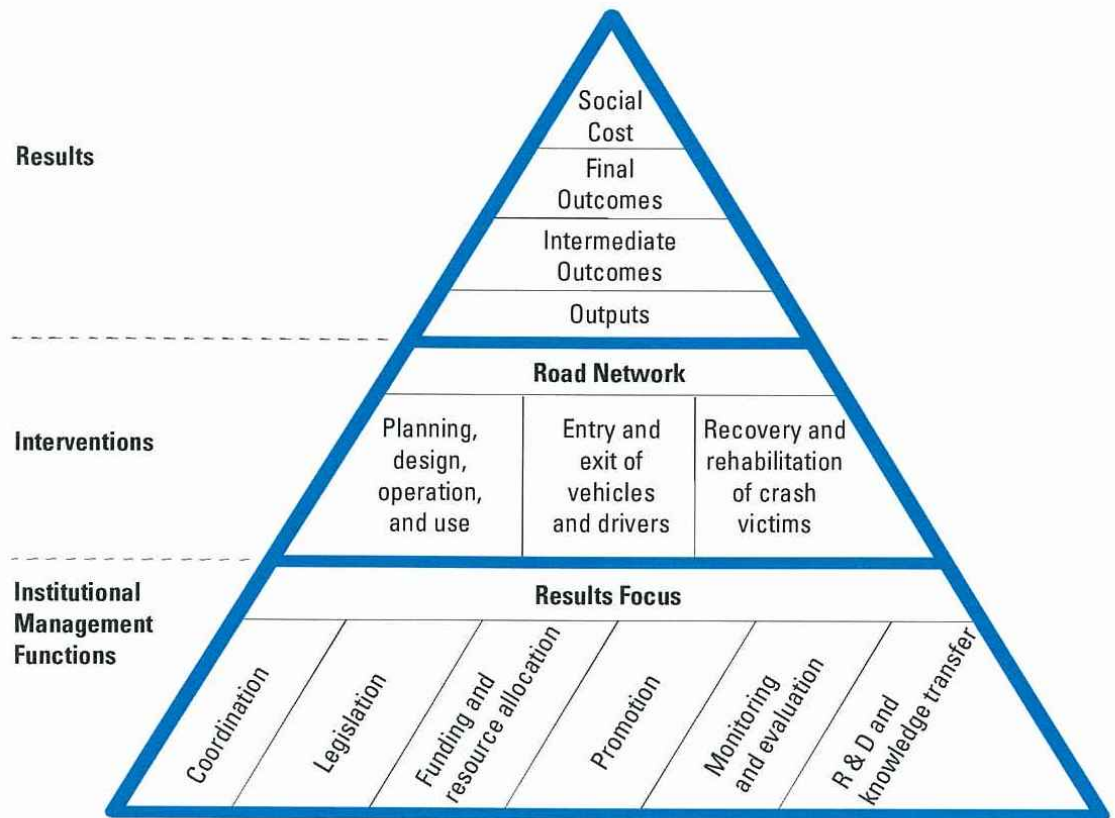
The “Safe System” approach (continued)

- Is underpinned by ***comprehensive management and communication structures*** incorporating all key government agencies and other organisations which have a role in determining the safe functioning of the transport system.
- ***Aligns safety management decision making*** with broader economic goals and human and environmental health goals, and a commercial environment that generates demand for providers of safe road transport products and services.
- Embraces the ***ethos of “shared responsibility”*** for road safety among the various actors of the road transport system, such that there is a shared vision amongst citizens, public, private and not for profit organisations ***regarding the ultimate safety ambition***, and how to achieve it.

OECD/ITF *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*

The Global Road Safety Facility published a comprehensive road safety management framework in 2009

Road safety is produced. Institutional management functions produce interventions, which in turn produce results.



Source: Bliss and Breen, building on the frameworks of Land Transport Safety Authority, 2000; Wegman, 2001; Koornstra et al, 2002; Bliss, 2004.

There are seven management functions that a lead road safety agency must focus on

1. Maintaining an unrelenting focus on results (p.15)
2. Coordinating the contributions of various government and non-government actors (p.16)
3. Reviewing and promoting effective change in legislation, standards and rules (p.17)
4. Promoting a safe system response to the road safety crisis (p.18)
5. Raising funds and allocating resources efficiently (p.19)
6. Monitoring results and evaluating projects (p.20)
7. Learning by doing – research, development, and knowledge transfer (p.21)

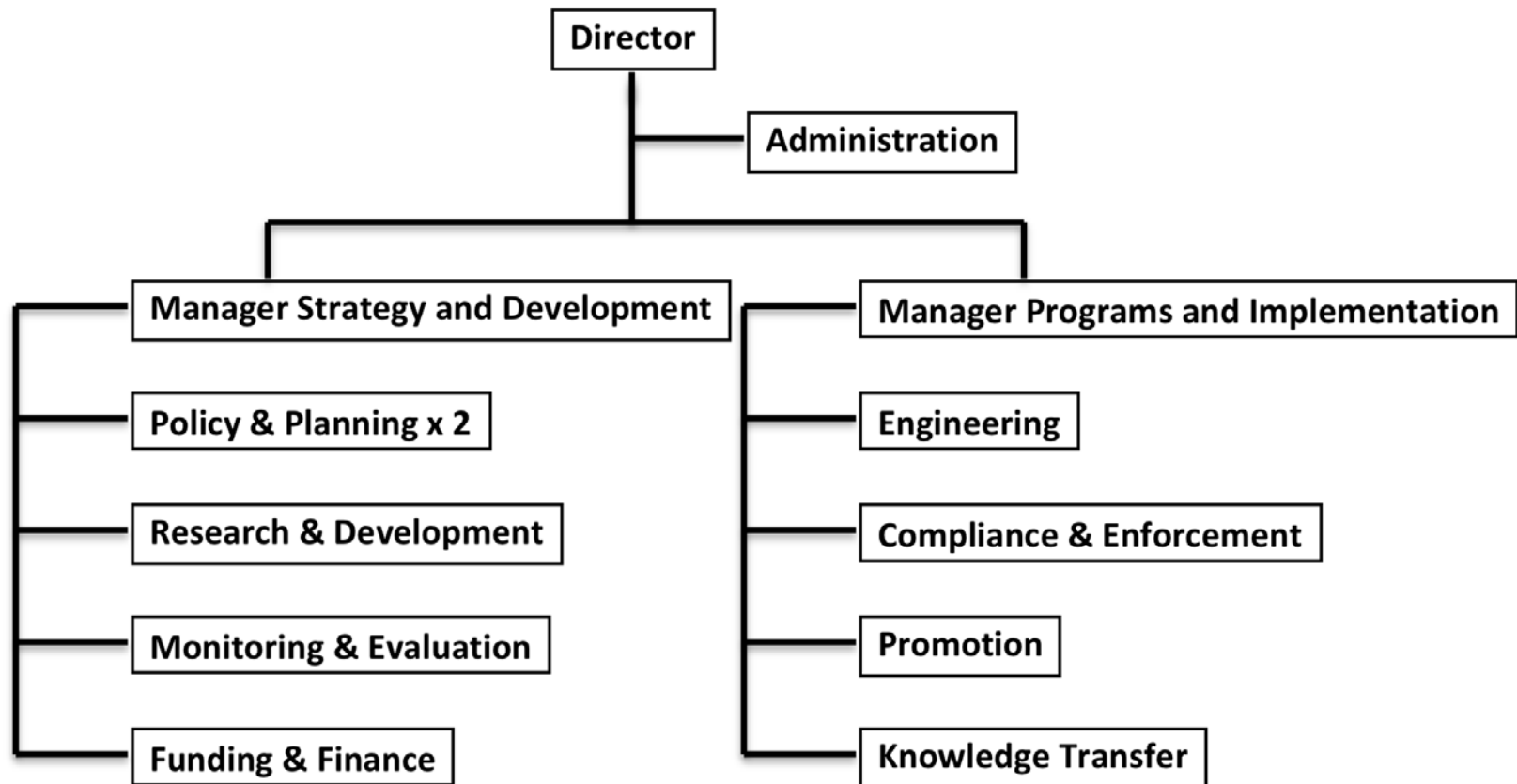
These seven management functions are essential to developing effective interventions

- Effective lead agencies do not necessarily deliver, but they influence the scale and effectiveness of interventions
- Interventions address
 - Design, operation and use of the road network
 - Entry and exit of vehicles and road users to the network
 - Recovery of road crash victims from the network, and their rehabilitation
- Interventions set standards and rules for these activities, and implement measures to achieve compliance with them (using education, enforcement and incentives)

... with the overall purpose being directed to achievement of three types of results

- Final outcomes consist of social costs, fatalities and injuries
- Intermediate outcomes consist of reduced speeds, higher safety belt and helmet wearing rates, improved road and vehicle safety ratings, etc.
- Outputs consist of deliverables such as hours of police patrol, volume of infringement notices, length of road improved to three star safety, etc.

A Possible Structure



Three types of road safety lead agencies (RSLA) noted in Africa

- Coordinating Committee – not advisable. Poor accountability means all talk, no action
- RSLA within operational agency – first among peers. Chief Executive needs to own the problem, and facilitate engagement between the Safety Head and the Minister
- Autonomous agency – highest profile. Agency needs to have sufficient technical capacity to bring key operational agencies along

Autonomous agency

- Ensure purpose is to improve governance for road safety
- Ensure focus is on management functions – not empire building
- Ensure there are champions for the agency

RSLA as part of an operational agency

- The lead agency function must be referenced in the legislation governing the agency
- The Safety Head must be at the most senior level reporting directly to the Chief Executive
- Agency coordination can be improved through agreement of a Memorandum of Understanding

Whether autonomous or within an operational agency

- Operating environment needs to promote independence and decision making
- Sustainable funding sources are vital

Meeting Road Safety Challenges

- There are two major sets of guidelines
 - Global Road Safety Facility Guidelines, specifically undertaking road safety management capacity review
 - SSATP Corridor Safety Guidelines, specifically dealing with improving safety on major road corridors

What are the major challenges?

How to build political support for road safety	Comment construire un soutien politique pour la sécurité routière
How to raise funds for road safety	Comment lever des fonds pour la sécurité routière
How to improve the convening and coordination powers of a lead agency	Comment améliorer les pouvoirs de convocation et de coordination d'un organisme chef de file
How to improve data systems and performance monitoring	Comment améliorer les systèmes de données et le suivi des performances
How to balance short term results and long term strategy	Comment équilibrer les résultats à court terme et la stratégie à long terme
How to facilitate high impact interventions	Comment faciliter les interventions à fort impact
How to assess establishment or strengthening priorities for lead agency	Comment évaluer l'établissement ou le renforcement des priorités pour organisme chef de file

Thank you