

The background of the slide features a collection of items on a light-colored surface. On the left, there is a chessboard with several pieces. A red ribbon with a circular medallion is pinned to the board. Below it, a blue ribbon with a similar medallion is also pinned. Two ornate medals are visible: one is a white star-shaped medal with a central emblem, and the other is a red star-shaped medal with a central emblem. A pair of gold-rimmed glasses with thin temples is placed diagonally across the lower half of the image. In the bottom left corner, a circular compass is visible, showing cardinal directions (N, S, E, W) and degree markings.

ROAD SAFETY DEVELOPMENT IN AFRICA

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Background

- ◆ The road sector has been and continues to dominate Africa's freight and passenger movements
- ◆ The incidence and severity of road accidents is worse than in all other regions in the world
- ◆ Three African Road Safety Congresses organized by ECA and its cooperating partners
- ◆ Other initiatives undertaken by WHO, the World Bank, GRSP
- ◆ African Ministers declaration on Transport and MDGs 'Reduce road traffic crashes by 50% in 2015



Objective

- ◆ Overall: Develop an affordable, environmentally safe, efficient, transport system in Africa through
- ◆ Reduction of road traffic crashes by 50% by 2015 through the implementation of the priority programmes which address the development of Sustainable transport policies;
 - Integration of road safety measures;
 - Financing of road safety activities;
 - Training, education, and information dissemination;
 - Accident data collection and treatment;
 - Traffic regulations and enforcement;
 - Low cost physical counter-measures;
 - Priority areas for research;
 - Technology transfer, assistance policy, other Initiatives such as the African Road Safety Initiative



An Assessment of the Road Safety Situation in Africa

- ◆ Between 750,000 and 1,000,000 people died in officially reported road crashes in 1999.
- ◆ Police records seriously under-report crash and casualty numbers. In some countries, the police do not record more than half of the deaths that occur as a result of a road crash.
- ◆ The World Health Organization (WHO) forecasts that by 2020 road crashes will be the third most common cause of premature death in the world.
- ◆ More children died in Africa in 1998 from road crashes than from the HIV/AIDS virus.



An Assessment of the Road Safety Situation in Africa (2)

- ◆ Road crashes killed more young adults (aged between 15 and 44 years) in Africa than malaria.
- ◆ In many Asian, African, and Middle Eastern countries between 40 and 50 per cent of people killed as a result of a road crash are pedestrians.
- ◆ Road crashes affect predominantly the young and middle aged with approximately 67 per cent of all deaths occurring to those under 45, while retired and elderly people account for 10 per cent.



- ◆ The percentage of children under 15 killed in road crashes in developing countries is currently almost three times higher than that in highly motorized industrialized countries.
- ◆ Road deaths are only the tip of the road casualty “iceberg”. Conservative estimates indicate that between 30 and 45 injuries occur annually for every road death. Many involve permanent disability and due to their ongoing care and support requirements.
- ◆ The economic cost to African countries accruing from road crashes has been on average estimated to approach two percent of GNP with a high foreign currency component.



Useful Initiatives

- ◆ The WHO work on traffic injury prevention
- ◆ The OECD International Road Traffic and Accident Data Base
- ◆ The British TRL Micro-computer Accident Analysis Package
- ◆ The SSATP and its Road Safety Component
- ◆ The GRSP programmes in Ghana and Zambia
- ◆ The SADC manuals on road safety
- ◆ The Road Safety Congresses organized by ECA and its Cooperating Partners
- ◆ The African Road Safety Initiative



The African Road Safety Initiative (ARSI)

- ◆ Declared during the Third African Road Safety Congress, endorsed by the Conference of African Ministers for Transport and Communications at their 11th meeting held in Cairo, Egypt in 1997 and adopted as an integral component of the way forward beyond UNTACDA II
- ◆ To assist member States in substantially improving the appalling road safety situation through the implementation of short, medium and long-term targeted, coordinated and integrated programmes
- ◆ Action plan for ARSI to be developed through the undertaking of in-depth studies and dissemination seminars at regional, sub-regional and national levels

Strategies for ARSI

- ◆ Increase the awareness of decision makers and politicians and achieve a common understanding of the magnitude of the road safety problem
- ◆ Increase the motivation and commitment of top-level decision makers and politicians in addressing the road safety problem
- ◆ Increase awareness of the public of the risks generated by road traffic more specifically the enormous social and economic cost of road traffic accidents and its impact on GNP
- ◆ Develop and implement sustainable transport policies that incorporate road safety aspects



Strategies for ARSI (2)

- ◆ Involve all stakeholders in the design and implementation of road safety programmes and policies
- ◆ Assist member States in adopting inter-sectoral and multi-disciplinary integrated approaches to road safety programme development with clearly defined targets and properly constituted administrative structures
- ◆ Accord education a high priority with special emphasis on training of trainers and develop better information and communication systems
- ◆ Assist member States in the development of short medium and long term strategies to comprehensively address the priority areas identified for road safety improvement on the basis of a thorough road safety diagnosis



Strategies for ARSI (3)

- ◆ Develop a human and technical resource capacity building programme;
- ◆ Develop technical resources both on the basis of relevant knowledge available from the international scientific community and on the experiences developed in African countries;
- ◆ Seek financial resources from both public and private sectors and civil society;
- ◆ Develop cooperation programmes which will result in coordination and harmonization of sub-regional and regional road transport operations;
- ◆ Develop programmes for research, technology transfer through North-South and South-South cooperation, ensuring gathering, assessing and disseminating the experience acquired in Africa, and promoting better interaction between politicians, field professionals and researchers.





Activities in support of ARSI

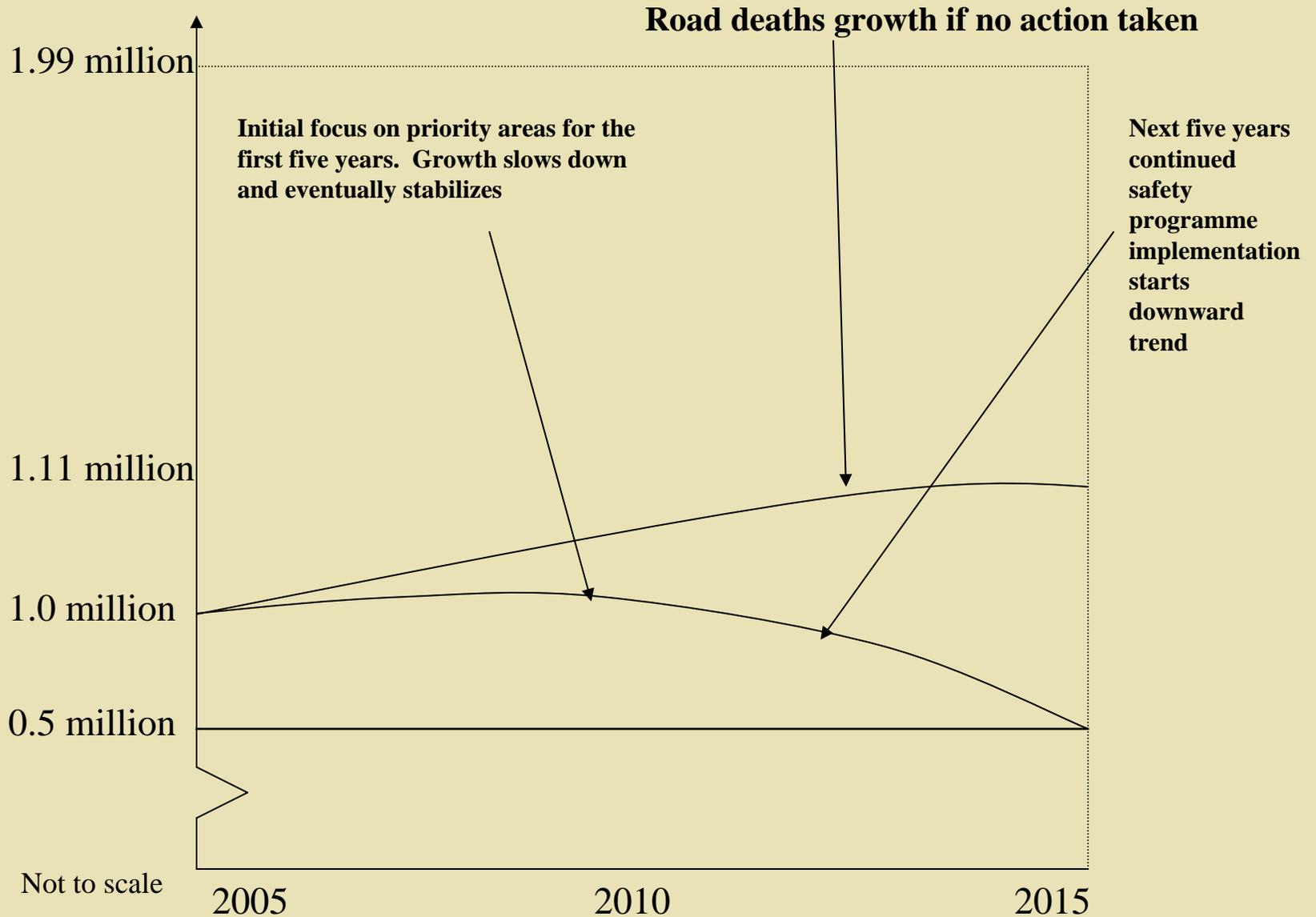
- ◆ Pedestrian and child safety in urban areas
- ◆ Institutional issues review
- ◆ Manual of the manual for heavy goods drivers
- ◆ Workshop for Beira corridor countries – dissemination of SADC manuals
- ◆ Engineering countermeasures to crash prone spots



Conclusions

- ◆ Address of road safety issues not new but requires a more concerted effort taking into account the multi disciplinary and multi sectoral nature requiring collaboration at national, sub-regional and regional levels
- ◆ all organizations involved in road safety activities should pool together their resources to support all initiatives in addressing road safety issues in Africa.
- ◆ Partnerships between WHO, SSATP, and FIA should be strengthened

Schematic to show 50% Reduction in Fatalities in accordance with MDGs for Road Safety





Thank you