



**Economic  
Commission for Africa**



**World Health  
Organization**

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**African Road Safety Conference  
Accra, Ghana  
5-7 February 2007**

**Report of the Meeting of the Experts**

## **Executive summary**

The African Road Safety Conference was held from 5 – 7 February 2007 in Accra, Ghana. It was co-organised by the UN Economic Commission for Africa and the World Health Organization, with support from a number of agencies, notably the Swedish International Development Agency (SIDA), the FIA Foundation for the Automobile and Society, the Sub-Saharan African Transport Policy Program (SSATP), the World Bank, the United Kingdom's Department for International Development (DFID), and the Global Road Safety Partnership (GRSP). More than 250 delegates attended the conference.

The objectives of the conference were as follows:

- To review progress made by African countries in improving road safety;
- To plan for the implementation of the recommendations of the *World report on road traffic injury prevention and the African Road Safety Initiative*;
- To continue preparations for the First UN Global Road Safety week;
- To advance the development of national action plans for road safety for countries in the region; and
- To identify ways of mobilizing resources to rapidly improve road safety.

After three days of deliberations, the conference made the following recommendations for countries:

1. **Institutions:** Establish a lead agency that has proper legal backing, and is empowered and supported by adequate financial resources to ensure that it is well equipped and staffed with appropriately trained personnel;
2. **Data:** Improve the collection, management and use of data on road deaths and injuries so as to formulate evidence-based policies. In this regard, efforts should be made to address the non-reporting of accidents, and to harmonise data that originate from different sources;
3. **Road safety Education:** Commit to educating the general public on road safety matters, taking into consideration special categories such as drivers and school children;
4. **Road safety management:** Make the necessary effort to improve road safety management on the continent. In this

regard, good practices from within the continent should be recognized, widely disseminated, and emulated;

5. **Policy and harmonization:** Harmonise national action plans at sub-regional level (including databases, regulations, infrastructure, and equipment standards);
6. **Quick wins:** Endeavour to enforce road safety legislation, particularly those related to speed control, control of driving while under the influence of alcohol, prehospital and emergency trauma care, use of helmets, and enhancing visibility;
7. **Partnership and collaboration:** Strengthen partnership and collaboration at sub-regional, regional and global levels in advancing the road safety agenda;
8. **Rural road safety:** Mainstream road safety in national transport policies, including rural transport safety;
9. **National road safety targets:** Set and achieve measurable targets to contribute to achieving the goal of reducing accident fatalities by half by 2015; and
10. **UN Global Road Safety Week:** Urge all African countries to commemorate the first UN Global Road safety Week by organising activities at the national level and participating at the Youth Forum in Geneva in April 2007.

## **Introduction**

1. The United Nations Economic Commission for Africa (UNECA) and the World Health Organization (WHO) jointly organized the African Road Safety Conference in Accra, Ghana, from 5 – 7 February 2007, on the theme: Road Safety and Millennium Development Goals: Reducing the rate of accident fatalities by half by 2015. UNECA and WHO received commendable and generous support from the Government of Ghana and a number of agencies, including the Swedish International Development Agency, the FIA Foundation for the Automobile and Society, the Sub-Saharan African Transport Policy Program (SSATP), the World Bank, the United Kingdom's Department for International Development, and the Global Road Safety Partnership (GRSP). More than 250 delegates attended the conference.
2. The main objectives of the conference were: to review progress made by African countries in improving road safety; to plan implementation of the recommendations of the *World report on road traffic injury prevention and the African Road Safety Initiative*; to continue preparations for the First UN Global Road Safety week; to advance the development of national action plans for road safety for countries in the region; and to identify ways of mobilizing resources to rapidly improve road safety..

## **Attendance**

3. Delegates were from the following African countries: Algeria, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Comoros, Congo, Côte d'Ivoire, Democratic Republic of Congo, Djibouti, Eritrea, Ethiopia, Gambia, Ghana, Kenya, Lesotho, Madagascar, Malawi, Mali, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, South Africa, Swaziland, Tanzania, Togo, Uganda, Zambia, and Zimbabwe. In addition, the following international organizations participated: African Union Commission, United Nations Economic Commission for Africa, World Health Organization, Sub-Saharan African Transport Policy Programme, United Nations Economic Commission for Europe, World Bank, Economic Community for West African States (ECOWAS), FIA Foundation for the Automobile and Society, Department for International Development (DFID), SITRASS, International Forum for Rural Transport Development (IFRTD), Handicap International, and Global Road Safety

Partnership (GRSP). The full list of participants is attached as annex1

## **Proceedings**

The conference adopted the program of work, attached as annex 2

### **Day One: Monday, 5 February 2007**

#### **Opening Ceremony**

4. Mr. Osei-Asamoah, Chief Director of the Department of Policy and Planning, Ghana Ministry of Transport, chaired the session. He welcomed delegates to the African Road Safety Conference and to Accra, Ghana and wished them a good conference and stay in the country.
5. The following dignitaries were introduced and each gave a brief speech:
  - Minister of Interior, Ghana;
  - Deputy minister for Health, Ghana;
  - Representative of the Economic Commission for Africa;
  - WHO Representative, Ghana;
  - Representative of the World Bank; and
  - Representative of the African Union.
6. All the dignitaries called for increased attention to road safety, including the implementation of the recommendations of the World Report on Road Traffic Injury Prevention and those of the Global Road Safety Commission. They also urged delegates to work together to achieve the African Union target of reducing road traffic crashes by 50% by the year 2015. In particular they highlighted the need for:
  - Increased political will at national and international levels;
  - Multi-sectoral involvement (particularly between transport, health, and internal affairs);
  - Better data analysis and evaluation of programmes;
  - Improved health care systems for road accident victims;
  - Remembrance for those who have died in crashes;
  - Increased research in the area of road safety; and
  - Increased resources and international cooperation.

7. The Deputy Minister of Transport for Ghana, the Honourable Magnus Opare-Asamoah, gave the keynote address.

## **The Social and Economic Implications on Road Traffic Crashes in Africa**

### **Plenary Session 1**

#### **Preventing road traffic injuries world wide: what works?**

**Dr. Etienne Krug WHO**

8. Dr Krug gave an overview of road traffic injuries around the world with a special focus on the magnitude and risk factors in Africa. He summarised briefly what had happened at the international level since the launch of the WHO / World Bank World report on road traffic injury prevention on World Health Day in 2004. This included the passing of two UN resolutions, the WHO resolution on road safety and the setting up of the UN Road Safety Collaboration.
9. He stressed the need for both a multi-sectoral and systems approach to road safety with a focus on good practices such as use of helmets, speed and alcohol control, use of seat belts and safe infrastructure. He highlighted the need for good pre-hospital and trauma services for victims of road traffic crashes and drew delegates' attention to the newly passed WHO executive board resolution on emergency medical care. He called for all countries to implement the recommendations of the World Report.
10. Dr Krug concluded his presentation by reminding delegates that the First UN Global Road Safety week is planned for 23-27 April 2007 and that those countries that had not yet nominated a youth for the Youth Assembly should be encouraged to do this soon.

### **Road Safety Development in Africa**

**Mr. M. E. Dhliwayo, UNECA**

11. Mr Dhliwayo gave an overview of road safety efforts in Africa. He focused on a number of useful initiatives which have been undertaken - both globally and regionally - such as the World Report, the International Road Traffic Accident Database (IRTAD) of the OECD, the Microcomputer Accident Analysis Package (MAAP) developed by Transport Research laboratories UK (TRL) and others. He also gave credit to a number of important organizations such as the SSATP, the World Bank, the Global Road Safety Partnership, SADC and others who were supporting road

safety projects in Africa. He used Kenya, South Africa and Burkina Faso as examples of countries where such programs have been successful.

12. The meeting was informed that the ECA has sponsored three road safety congresses in Africa - the first in Kenya, the second in Ethiopia and the third in South Africa. The aim of these congresses was to share and exchange information and to create a forum for building networks. The African Road Safety Initiative (ARSI) was an outcome of the congress held in South Africa. ARSI is a vehicle to address road safety issues in Africa - at both a multi-sectoral and multidisciplinary level. Mr Dhliwayo concluded by presenting some of the focus areas for ARSI.

**Make Roads Safe: Raising Political Commitment and Resources.**

**Mr. David Ward, FIA Foundation for the Automobile and Society**

13. Mr Ward focused on Africa's response to road safety problems and stressed the important role road safety could play in efforts towards achieving the Millennium Development Goals.

14. He briefly introduced the Global Road Safety Commission which is an independent committee chaired by Lord Robertson, the ex-NATO Secretary General who was himself involved in a motor vehicle collision but was saved by the seat-belt. The Global Road Safety Commission, which uses the World report on road traffic injury prevention as its basis, has two major objectives: to encourage the implementation of the World Report; and to propose an action plan for global road safety.

He informed the conference of the Commission's three key recommendations that: A \$300 million, 10 year action plan for road safety be developed; all road infrastructure projects commit 10% of the cost of the project to road safety; and a ministerial conference (for transport and health) on global road safety be held in 2009 under the auspices of the United Nations.

13. 15. Mr Ward concluded his presentation by showing a short film on road safety in Africa and the need for political will to support road safety efforts.

**Plenary Session 2**  
**Road Safety Management**

16. Under this item of the agenda, Mr. Amakoe Adolehoume, Mr. Emmanuel Yoro, Mr. Abebe Asrat, Mr. Dele Brown, Mr. Francis Afukaar and Mr. Nestor Vitodegni made presentations. Mr. K. Abbey Sam, of Global Road Safety Partnership Ghana chaired the session.

**Road Safety Management**  
**Mr. Amakoe, SITRASS**  
**Mr. Yoro, UEMOA**

17. Mr Amakoe of the International Solidarity for Transport Research in Sub Saharan Africa (SITRASS) and Mr. Yoro of the Economic and Monetary Union of West Africa (UEMOA) focused their joint presentation on road safety management in West Africa. They highlighted the complex and multisectoral nature of road safety and outlined the current situation in the region, characterized by little progress in preventive measures and significant increase in road crashes due to the increase in the number of vehicles and lack of sound road safety policies.
18. The presenters also highlighted ongoing collaboration between SITRASS and UEMOA, which includes, among others, research on road safety issues and the development of a road safety policy for UEMOA. They also mentioned some of their observations in the region, including the lack of follow-up of infrastructure projects so as to measure their impact on road safety, and the creation of ineffective road safety coordination structures. In terms of the way forward, they recommended that governments designate institutions responsible for road safety, build partnerships with the Civil Society, demonstrate strong political will, and provide training to road safety officials, and adequate finance for road safety activities.

**Road Safety Management in Ethiopia**  
**Mr. Abebe Asrat**

19. Mr. Asrat started by explaining the organizational arrangement of the Interim National and Regional Road Safety Committee of Ethiopia. He then highlighted the principal causes of accident fatalities in Ethiopia, pointing out that driver error was top of the list followed by vehicle faults and pedestrian errors, respectively. In terms of accident types he noted that pedestrian strikes, vehicle overturn, fall from vehicle, and animal strikes were the most prevalent. Mr. Asrat also outlined some road safety achievements in Ethiopia, including the introduction of road safety community campaigns in rural areas, and

road safety audits. These actions have resulted in a reduction of death due to road accidents by over 40 %.

**Road Safety Management in Nigeria**  
**Mr. Dele Browne**

20. Mr. Dele Browne made his presentation on behalf of Major General Hananiya, Head of Nigeria's Federal Road Safety Commission. He listed some of the causes of road accidents in Nigeria including, among others, indiscipline and ignorance, excessive speed, drunk-driving, lack of infrastructure for pedestrians, non use of seat belts and helmets. He then explained the objectives of the Commission and the functioning of road safety schemes created in the country such as the Special Marshals who work on a voluntary basis and Road Safety Clubs that exist in schools and colleges. Regarding the achievements of the Federal Road Safety Commission, Mr. Browne cited the development of road safety education curricula, revision of the national Highway Code, national road safety regulations, uniform licensing scheme, and a national network of emergency services, among others. In conclusion, Mr. Browne underscored the Commission's contribution to the reduction of accidents in the country. He informed the conference of the Commission's targets, which include a 40% reduction in road accidents, and a 50% reduction of death or seriously injured persons by 2010.

**Traffic Safety Data in Ghana**  
**Mr. Francis Afukaar**

21. Mr. Francis Afukaar explained the importance of road safety data, stressing its usefulness in establishing the extent of the road safety problem, monitoring of trends, identification of high risk factors, and objective planning. He also mentioned the essential components of a traffic injury data system, including a standard reporting form, a means of data storage and retrieval, and a means of data analysis and dissemination. Mr. Afukaar listed the police, hospital and medical data, insurance data, and special surveys as the sources of accident data in Ghana. He illustrated how analysis of road safety data has led to a better understanding of the situation in Ghana and concluded by reiterating that data systems are key to safety improvement and control in Ghana.

**Traffic Safety Data in Benin**  
**Mr. Nestor Vitodegni**

22. Mr. Nestor Vitodegni informed the conference of the existence of a national centre for road safety in Benin since 1987. He noted the

introduction of a road accident data management system in the country in 2000, pointing out that the law enforcement agencies and reference hospitals were the sources of data for the system. He underscored the importance of personnel training in areas such as data collection for the effective use of the system. Mr. Vitodegni highlighted the usefulness of road accident data in Benin, notably in the areas of policy development, evaluating the impact of road safety actions, research, identifying “red spots”, and motivating the police. He concluded by saying that road accidents in Benin have reduced by 44.7% between 2000, when the data management system was introduced, and 2005.

### **Discussion**

23. In the discussion that followed the presentations, participants raised a number of concerns including issues related to the reliability of data and high likelihood of data duplication; addressing the safety problems caused by two-wheeled vehicles especially those used for commercial purposes; and addressing road safety problems along international corridors.
24. The following conclusions emerged from the discussions:
  - Improving road safety requires the designation of a lead agency that has a proper legal backing, and is empowered and supported by adequate financial resources to ensure that it is well equipped and staffed with appropriately trained personnel;
  - Data collection is necessary for road safety management but only reliable data can be useful for planning purposes. Accordingly, efforts should be made to address the non reporting of accidents, and to harmonise data that originate from different sources;
  - Given Africa’s dismal record, efforts must be made to improve road safety management on the continent. In this regard, good practices in the continent should be recognized, widely disseminated and emulated.

## **Day Two: Tuesday, 6 February 2007**

### **Prevention**

#### **Plenary Session 3**

25. Under this item of the agenda, Dr David Mock, Dr. Zachary Abiero-Gariy from Kenya, Mr. Jerry Muadinohamba from Mozambique, and Mr. A. Cisse Nassourou, from Burkina Faso made presentations. M. Tony Bliss of the World Bank chaired the session.

#### **Emergency Trauma Care Dr. Charles Mock**

26 Dr. Charles Mock a trauma surgeon and Director of the *Harbour View Injury Research Centre*, presented on strengthening care for the injured. He underscored the importance of beginning trauma care as soon as possible after road traffic injuries occur, given that majority of the trauma patients die on the road. Using examples from Ghana and other developing countries, his presentation highlighted that there are several important low cost resources that could be better supplied and indicated out how training and organization of trauma care could be improved. He presented the WHO Essential Trauma care project and explained how the project has been used to promote emergency trauma care in developing countries through the implementation of the Essential Trauma Care (ETC) Guidelines.

27. These guidelines were developed by the WHO in collaboration with the International Society of Surgery and the Working Group for Essential Trauma Care. The ETC and the accompanying pre-hospital care guidelines offer the first internationally applicable standard for countries to use. The next phase of the ETC project will focus on strengthening capacity to organize and plan trauma care services, building collaboration with MOH, professional societies and WHO.

#### **The role of speed control: Experience from Kenya Dr. Zachary Abiero-Gariy**

28 Dr. Zachary Abiero-Gariy presented Kenya's experience in the implementation of speed control law. He informed the meeting that speed control and management has been identified as one the most important road safety measures in Kenya. In 2003, the government of Kenya initiated a road traffic safety reform which led to the implementation of a

law with specific measures including speed governors for commercial and public service vehicles, speed limit enforcement, seat belt regulations and enforcement of existing traffic laws. These measures were chosen because they were considered to be effective in addressing the problem at minimum costs. Effective implementation of these measures has led to an appreciable reduction in road accidents. Dr. Abiero-Gariy concluded by highlighting the role speed control measures play in reducing road traffic crashes.

### **Motor Vehicle Accident Fund of Namibia**

#### **Mr. Jerry Muadinohamba**

29 The meeting was informed that MVA Fund is a state entity constituted under the Namibian Act of Parliament. It is funded by a levy on fuel which provides compensation to the victims. Mr Muadinohamba gave a presentation on the status, function, advantages and disadvantages of this fund. He also presented the lessons learned and the follow up proposed reform bill.

### **The Role of Motorcycle Helmets in Burkina Faso**

#### **Mr. A. Cisse Nassourou**

30 Mr. Nassourou informed the meeting that Burkina Faso faces enormous road safety challenges, noting that several road users are injured or killed on a daily basis. To address this problem, the authorities in Burkina Faso have introduced a series of regulatory and institutional measures.

31 The meeting was informed that one of the measures taken by the authorities in Burkina Faso is the introduction of compulsory use of helmets to protect motorcycle riders. Part of the strategy to ensure compliance to this regulation as well as to strengthen road safety initiatives in the country is the vigorous promotion of the use of helmets through the radio, television, print media, public lectures, posters, leaflets and audio cassettes. To explain why the Government took such a decisive measure, Mr. Nassourou presented vital statistics that show the number of road crashes involving motorcycles and pedestrians.

32. The meeting was informed that the introduction of measures related to the compulsory use of helmets has resulted in an increase in helmet usage in Ouagadougou by 9 per cent. However a number of challenges persist, including, among others, the need to intensify the

campaign outside Ouagadougou, the country's capital; and enforcing strict standards for helmets imported into the country.

33. Given the complexity of the challenges of road safety in Africa, Mr. Nassourou ended his presentation with a call for a global approach to the issue. He suggested that road safety measures should go beyond the use of helmets. In this regard, the measures should take into consideration and seek to address issues related to all components of the transport system.

### **Parallel Sessions**

Parallel sessions were organized on: Drunk –driving; use of seat belts and helmets; speed reduction; Emergency trauma care; Infrastructure and vehicles; and Road safety dimensions to rural transport

### **Drunk –Driving**

34. Participants recognized that drivers consuming over-and-above the legal limit of alcohol pose a great risk to themselves and other road users. Drunk-Driving must therefore be seen as a major road safety issue. Addressing this problem requires the political will of member states to examine existing laws, enactment tougher laws were appropriate, as well as to enforce such laws.

- 35 At the end of a deeper analysis of the issue the meeting made the following recommendations:

- Ensure that existing rules and regulations on drunk-driving are implemented;
- Ensure that penalties are adequate;
- Undertake audits after specific periods;
- Standardize and enforce alcohol limits in all countries; and
- Enforce a policy of zero tolerance for drunk driving, particularly for commercial drivers.

### **Seat-belts and Helmets**

- 36 The workshop emphasized that compulsory use of seat belts and helmets are effective road safety measures and in that regard urged African countries to urgently take steps to introduce their use. Participants indicated that these measures come with some cost, but also noted that the potential gains, notably the saving of lives, outweigh this cost.

37. The meeting also called for African countries to introduce specific legislations on standards, where they do not exist (standards for quality of helmets) and for such standards to be enhanced as soon as possible, where necessary (e.g. to include compulsory use of belts in the back seats of vehicles and children's helmets).
38. Participants called for the introduction of an accident data collection system to determine the percentage of deaths and serious injuries due to the non-use of seat belts and helmets. Efforts should also be made to understand the reluctance of people to use seat belts and helmets. In addition, where measures have been taken, an assessment of their impact should be made.
39. The meeting noted the importance of sensitising the public on the use seat belts and helmets through massive national sensitization campaigns. To this end, there is a need for opinion leaders to collaborate in convincing the public, making use of all available media. The importance of seat belts and helmets should be made part of the academic programmes of schools.
40. Most participants suggested that law enforcement agencies should be well equipped to enforce road safety measures (training, equipment, better remuneration, and strong political support). The meeting also agreed that the establishment of a special traffic Police was a good practice and encouraged those countries that have not introduced it to do so.
41. Police checks on the use of seat belts and helmets should be accompanied by massive national information campaigns, reminding people of the importance of these measures, the corresponding penalties for non-compliance, and when the implementation of such penalties will enter into force.
42. To enhance advocacy, the meeting strongly encouraged partnerships with interested organisations, including those in the private sector, in sensitising the public and co-financing activities related to the use of seat belts and helmets.

### **Speed Reduction**

43. An extensive presentation was made, and discussions held on the issue of speed as a road safety risk factor.
44. The recommendations from the workshop are as follows:

- To have high level national and regional commitment to get the public to understand the risks of excessive speed;
- Provide education to commercial drivers on specific speed issues;
- Address financial constraints through novel finance generating methods;
- Involve the media as partners of the education system;
- Use messages related to loved ones in education programmes;
- Develop low cost technology and speed reduction methods; and
- Enforce the law

### **Emergency Trauma Care**

- 45 In examining the issue of Emergency Trauma Care, the meeting identified the following causes of major road accidents: (1)over-speeding; (2) night driving; (3) dangerous overtaking on curves, hills, etc; (4) crossing of roads by pedestrians; wrongful use of traffic indicators or lack of it; (5) inappropriate parking of vehicles on roads; and (6) Tyre bursts. To control injuries, the meeting called for:

#### *Training*

- Institute mandatory training: at different levels;
- First aid training to all drivers, particularly commercial drivers;
- First aid box mandatory in all cars; and
- Accident prone areas should be priority.

#### *Communication*

- Emergency numbers should be added to cell phone numbers (in most countries emergency numbers are linked only to land lines);
- Link emergency lines to EMS;
- Separate lines for ambulance; and
- One national emergency number for the country or region

#### *Transportation*

- Strengthening of an ambulance service

#### *Delivery of Care*

- Pre-hospital and facility-based emergency care should go in parallel;
- Government to provide free care for first 48 hours;
- Institutional framework that is comprehensive (pre-hospital care, emergency care and cost); and

- Adaptation and implementation of the ETC guidelines;

### **Infrastructure**

46. The group examined issues related to road infrastructure and also dealt with the state of vehicles. The design, planning and use of roads were discussed. The group noted that the design of roads should take into consideration all users and not just motorized users. Also, the quality of roads and the state of vehicles should be considered as important risk factor. Often vehicles that have been rejected by countries in others regions of the world, are driven on African roads. Participants also noted that lack of proper maintenance of roads leads to their further deterioration, increasing the risk of road accidents.

47. The recommendations made by the group, are the following:

- Safety should be priority in the design and construction of road infrastructure. In this regard, African countries should set aside a proportion of funds allocated for road infrastructure development for road safety rating, assessment and design;
- Encourage African countries to use road funds, where available, as a sustainable source of funding for road safety activities;
- African countries to build and sustain road accident databases in order to identify and correct “black spots”. Regional economic commissions (RECs) can then harmonize databases in member countries;
- African countries should make it mandatory to audit road safety compliance at all stages of road projects (design, construction, usage);
- African countries should mainstream road safety in the training of truck drivers; and
- African countries should introduce performance indicators, which would assist in the assessment of road safety improvement.

### **Vehicles**

- African countries should build the necessary capacity to effectively enforce mandatory vehicle inspection; and
- Urge African countries to impose age limits on imported vehicles;

## **Road Safety Dimensions to Rural Transport**

48. The meeting examined the importance of rural roads, and urged policymakers to pay greater attention to rural transport safety. The meeting called for the following actions to be undertaken:
- The definition of rural transport should be clarified. Rural transport has different dimensions from urban transport, and special challenges such as transportation of school children in rural areas need to be addressed;
  - There is need to integrate rural transport into national plans. However, this may have some disadvantages to rural population. For instance, strict enforcement of vehicle standards will adversely affect mobility in rural areas, since most vehicles plying rural routes fail to meet national standards;
  - First Aid training should be provided to rural transport drivers, and villagers who often provide such services;
  - Low investment in infrastructure and rural vehicles contribute to accidents;
  - Data collection systems do not exist in rural areas. Need to introduce community data collection systems;
  - There is need for regulation of mixed transport (carrying animals, people, and goods in the same vehicle); and
  - There is need to support research on issues related to rural transport safety.

### **Plenary Session 4**

Two presentations were made in this session. One was a briefing on the forthcoming UN Global Road Safety Week, and the other was on communicating road safety.

#### **Briefing of UN Global Road Safety Week Dr. Olive Kobusingye, WHO**

49. Dr Kobusingye briefed participants on the forthcoming First Global UN Road Safety Week planned for the week of the 23-29 April 2007 and called for by UN Resolution A/60/5 (Improving Global Road Safety) adopted in 2005. She indicated that the objectives of the week are to:

- raise awareness about the societal impact and costs of road traffic injuries, highlighting in particular the risks for young road users; and
- promote action around key factors which have a major impact on preventing road traffic injuries, including: the use of helmets, seat-belts and child restraints; drinking and driving; excessive speeding; and infrastructure.

50. The theme for the week is "Young Road Users" and the slogan for the week is "Road Safety is No Accident". The planned global events include:

- A Youth Assembly;
- A film festival;
- A drawing competition; and
- A 2nd stakeholders forum

51. More importantly, Dr Kobusingye encouraged participants to prepare national and/or regional events such as promoting helmet use, campaign to prevent drunk-driving, etc. She encouraged participants to take a copy of the *toolkit* which is a document that guides organizers on how to prepare an event. She also indicated that there are useful supporting WHO documents, all of which can be found at WHO's website: [www.who.int/roadsafety/week/en/](http://www.who.int/roadsafety/week/en/) She also encouraged participants to register their events on the website.

52. Dr Kobusingye encouraged participants to:

- Ensure that their government had: identified a focal person for organizing the week, established a national multi-sectoral organizing committee, and nominated a delegate to the World Youth Assembly;
- Participate in national multisectoral organizing committee and support planning and hosting of national events;
- Launch a new road safety initiative (new policy, new project, new document...);
- Share plans with the global organizing committee; and advertise the week.

53. A number of participants shared their planned national activities. For instance in Vietnam the Asia Injury Foundation is promoting helmets for children during that week using a concert.
54. Clarification was given on funding, sponsorship and the criteria for selecting a youth to attend the global Youth Assembly event by Dr Krug.

**Communicating Road Safety**  
**Ms. Moira Winslow, Drive Alive**

55. Ms Winslow shared the experience of South Africa and how urbanization and the availability of alcohol had increased the number of road traffic collisions over the last few decades. She said educating people about the risks and consequences of drinking and driving is an important component of road safety. She added that story telling is an age old way of getting the message across. It is a very efficient way of communicating particularly to young people. Ms Winslow uses two talented young people to present a play in local languages to get the message of road safety across.
56. Ms Winslow showed a 15 minute DVD on such a play which was produced for local high schools in South Africa.

**Day Three: Wednesday, 7 February 2007**

**Sub-theme: Policies and action plans**

**Plenary Session 5**

During this session, presentations were made on road traffic crashes and poverty, policy measures for good road safety management, and three case studies on road safety policy.

**Road Traffic Crashes and Poverty**  
**Mr. Mike Winnett**

57. No case studies have been conducted in Ghana, but there is overwhelming evidence that accidents lead to poverty or make the poor even poorer. Asian studies clearly show this. Under the Road Sector Development Programme which runs from 2001- 2007 a

baseline and monitoring study was undertaken, and it showed the impacts of road development.

58. Average incomes of countries improve with road development. In Ghana 45 percent of those killed in road accidents are pedestrians, 70 percent are males, 60 per cent are between 18-55yrs, and 65 per cent of road accidents occur in rural areas. Women become widows and single parents prematurely. Access to credit for single women in rural areas is difficult. Children are unable to go to school, and become destitute. Ghee's study on Bangladesh indicates that 80 percent of accident victims have dependants. Dependents bear the cost of treatment, putting further strain on the poor.
59. Reducing traffic crashes will not solve the issues of poverty, but it will keep the poor from becoming poorer. Education of vulnerable road users is also key to the reduction of crashes. There is need to convince leaders that road safety is an investment with positive returns for development.

**Policy Measures for Good Road Safety Management**  
**Mr. Tony Bliss**

60. Mr Bliss's presentation focused on the essential elements of safety management capacity, existing capacity in low and middle income countries, and implications for the African region.
61. He indicated that a management system has three components: institutional framework; interventions; and desired results. Road safety management has evolved over the years. In the 1950s there was a focus on drivers while presently emphasise is on a total quality model that takes into consideration the interface between vehicles, roads and road users.
62. To improve capacity, he emphasized the need for seven vital institutional management functions:
- Results focus – what to achieve;
  - Coordination;
  - Legislation – need for legal empowerment;
  - Funding- money and allocation of resources;
  - Promotion;
  - Monitoring and Evaluation; and

- Research and knowledge transfer – comparison to international good practice.

63. Mr. Bliss suggested that the policy making process should address the three identified elements of the safety management systems. He noted that a capacity review framework with a detailed checklist is available for use in identifying ways to enhance the safety management system.

64. Safety management capacity in African countries is limited. Countries are often ill equipped to cope. Focus of achieving measurable results is missing, there is lack of leadership, no accountability, legislation, and funding is not matched to the task. Research capacity is often weak and knowledge transfer constrained.

65. Costs of road deaths and injuries remain largely unmeasured. An example was given of New Zealand where the road safety experts did a thorough costing of crashes, so they were able to convince policy makers about the need for increased investment in road safety.

66. Mr. Bliss pointed out other challenges, such as interventions being fragmented, compliance regimes ineffective, lack of enforcement, poor infrastructure, and lack of a clear lead agency. He pointed out that if these challenges are not addressed the situation of poor road safety will not be corrected quickly.

67. High income countries have built the capacity to control crashes and injuries over a long period of time. Without equivalent institutional capacity, good practice interventions are unlikely to be sustainable. The challenge then is how Africa can build the capacity more rapidly. Africa is undergoing rapid motorization with mixed modes, and needs to work more quickly than the higher income countries worked.

### **Case Studies on Policies Zimbabwe – Mr. T. Mdawarima**

68. Mr. Mdawarima outlined the road safety policy process in Zimbabwe. He gave a brief overview of the country's road safety statistics. The preparation of policy was undertaken through a multi-sectoral participatory workshop. Sector representation was

balanced and selection was done on a prioritized basis. Key personnel were targeted within organizations as champions, ensuring that cross-cutting issues were duly recognized. There was a focus on statistics, with involvement from all sectors. The result was a policy proposal which identified the following key issues, among others:

- Lack of coordination, funding and enforcement (both police and legislation);
- Funding, however small, should be sustainable;
- Enforcement should be proactive; and
- Policy – in the past there was a creation of a multi-sectoral body, which had no constitutional backing, so it has had little effect.

69. The conclusion was that there was a lack of will to act or lack of knowledge of where to act and what to do.

## **Kenya**

### **Mr. Eric A. Magolo**

70. Mr. Magolo described the situation in Kenya, where several institutions are dealing with road safety. Statistically, Kenya's crash and fatality figures are high, with drivers, pedestrians, and young persons recording large numbers of deaths. Though numbers of crashes are decreasing, the severity of the crashes is increasing. Causes of crashes appear to be similar to those in other countries, with the human factor being the highest. The policy formulation process was done through the Haddon's matrix (a framework of interventions), looking at causes, contributory factors, the road crash sequence and what needs to be done.

71. Policy interventions have been inconsistent and not fully implemented. There are still several institutions with weak capacity and little evidence of successful implementation.

72. Mr. Magolo suggested the following as the way forward –

- Harmonize interventions, focus on institutions;
- Use existing road safety funding, and leverage more funding from the private sector and development partners;
- Develop clear and specific road safety targets;
- Implement road safety crash database system; and
- Conduct research to aid evidence based policy formulation

**Ghana**  
**Mr. Noble Appiah**

73. Mr. Noble Appiah introduced the institutional reforms undertaken in road safety from 1999 to date in Ghana. He indicated the Ghanaian Government commitment to the road safety agenda through its support to the following institutions:

- Driver and Vehicle Licensing Agency (DVLA);
- National Road Safety Commission (NRSC);
- Building and Road Research Institute (BRRI); and
- Motor Traffic and Transport Unit (MTTU)

74. Mr. Appiah explained the relationship and roles of the different institutions, focusing on NRSC in particular. He pointed out that NRSC was instrumental in developing the national road safety strategies and action plans for 2001- 2005 and 2006-2010. He added that the preparation of the targets was done through a consultative process, guided by a small technical team.

75. An evaluation of the road safety situation in Ghana showed that there is increased awareness overall, road agencies have road safety units, funding has increased significantly, and there is active commitment and support from Government. It also showed a general increase in knowledge about road safety issues. However, there are still challenges, including the need for additional funding and human resources; stakeholder commitment; organization and coordination of road safety activities; as well as the need for a well articulated vision for road safety. Ghana's future strategy targets pedestrian, children and bus safety. Regarding the way forward, Mr. Appiah identified the need to secure sustainable funding, build capacity, conduct focused campaigns, recruit and train dedicated traffic police, strengthen sub regional collaboration and promote the use of reliable and updated accident statistics.

**Discussion**

76. The discussion of participants centred around:

- Concern that the target set (reducing fatalities by half by 2015) is focused on reducing rate of accident fatalities, and not injuries or disabilities. These latter are very costly, and should not be ignored;

The intricate relationship between crashes and poverty – while crashes lead to or intensify poverty, poverty can on the other hand lead to unsafe practices such as transporting people on goods trucks, or neglecting to service vehicles;

- Assessment of capacity- the need to investigate and address the ineffectiveness of road safety institutions and structures;
- Lack of funds for road safety.
- Capacity – government and donors should support with human and financial resources in order to meet road safety targets. There is need to strengthen south-south cooperation, knowledge transfer, and experience of road safety councils;
- Data collection is key to evaluating road safety improvements;
- Visibility is a key issue that needs to be addressed. In this regard, the provision of reflectors is a good practice in reducing crashes;
- Increasing seat belt use is relatively easy to implement and can result in 25% reduction of fatalities in some settings (It was pointed out that in Africa where the majority of road users are either on foot or on two wheelers the benefits might not be that high);
- Enforcement of existing laws can lead to the achievement of tangible results;
- Engagement of communities is important in promoting, planning, and implementing proposed interventions; and
- Mobilising political will by publicising good road safety practices that have achieved tangible results

## **Plenary Session 6**

**During this session, Ms. Abigail made youth presentation and Mr. C. Smith presented the road safety conventions.**

### **Youth Presentations**

#### **Ms. Abigail**

77. Ms. Abigail, a 14 years old school girl, gave a presentation on how road safety training is currently done in Ghanaian schools. With her were a number of children who demonstrated the meaning of a few road signs, and how to cross a road. She pointed out risk factors such as crossing the road without a clear view, drivers disregarding regulations, and parents/guardians leaving their children alone in heavy traffic. The expected outcomes of children's road safety education include a sustained knowledge of road safety rules and regulations, ability to engage parents/guardians to wear

seat belts and not use mobile phones while driving, and that the children become a better generation of road users.

**United Nations Road Safety Conventions their Potential  
Benefits for Africa  
Mr. C. Smith, ECE**

78. Mr. Christopher Smith of the United Nations Economic Commission for Europe (UNECE) presented two conventions: the 1949 Vienna Convention on Road Traffic and the 1968 Vienna Convention on Road Signs and Signals. He informed the meeting that signatories of these conventions are required to adhere to minimal vehicle safety features and minimum road safety education standards. Furthermore signatories must put in place minimum domestic legislation, and ensure adequate road signage. The conventions take a holistic approach, ensuring that drivers, vehicles, and infrastructure needs are covered. There is a mechanism in place that updates and amends the conventions on a 5 to 10 year basis. The most recent amendments were those of measures to enhance cyclist safety, to restrict use of mobile phones while driving, enhance visibility, as well as those related to driver permit safety features.

**Discussion**

79. Some participants indicated that it is not essential to be a signatory to the conventions in order to have high road safety standards. Others questioned why only 11 countries have signed the 1949 convention. In the same vein, some participants questioned why only 11 African countries have signed the 1968 convention. The meeting observed that the failure of many African countries to sign these conventions might be because they perceive the goals of the conventions difficult to achieve.

80. The main recommendations from the presentation and discussion were that African countries be encouraged to sign, ratify, and adhere to international treaties and conventions such as the Vienna Conventions on road traffic and road signs and signals.

**Parallel Sessions**

**Parallel sessions were organized on traffic data, road safety management and national policies, plans of action and regional targets.**

## **Traffic Safety Data**

81. The discussions in this workshop focussed on: the uses of data and possible sources; problematic areas; possible actions; challenges; priorities; and indicators on progress.
82. Participants noted that data is an important element of road traffic injury prevention. It was mentioned that the *WHO World Report on Road Traffic Prevention* indicates that “many countries have inadequate information systems on road traffic injury, making it difficult to realize the full nature of the problem and thus gain the attention that is required from policy and decision makers.” The meeting therefore emphasized that reliable data would assist stakeholders to ascertain the magnitude and severity of road crashes as well as to monitor road safety trends. Available data could also help to determine the volume of traffic deaths, injuries and crashes; to determine the demography of the road users; and the geographical areas affected. Furthermore, health officials, law enforcement and other stakeholders could use data to identify risk factors; assess intervention programmes; and monitor and evaluate progress on road safety programmes.
83. The session identified possible sources of data to include: the police; health institutions; transport agencies; road safety agencies; insurance firms; and manufacturing companies. The challenges to data collection were also identified. Among them are: the accuracy and consistency of data (sources of data and under reporting); types of data collected (inappropriate use of indicators, non-standardization of data and definitional issues); and poor and non-existent “harmonization and linkages” between different data sources.
84. Participants called for immediate actions by the appropriate agencies to deal with the challenges of data collection. These actions include the assessment of accuracy, and consistency of existing data sources; harmonization and linkages between the different data sources; and the improvement of accessibility of data.
85. At the end, the meeting recommended: a need for strong leadership on the collection of data; collection agencies be assigned clear objectives; an establishment of a proper coordination mechanism between agencies; development of capacities in the

appropriate institutions to collect data; sufficient and sustainable funding for the collection agencies; and the setting up of systems for quality control and evaluation.

## **Road Safety Management**

86. The discussions in this workshop covered: (1) institutional framework of road safety; (2) the operational frameworks; (3) funding of road safety; and (4) the harmonization of policies and plans of action at the sub-regional level.

87. On the institutional framework, participants indicated the need for strong political will to address and implement road safety initiatives. They also emphasized the need for a mechanism and the creation of structure for the coordination of road safety programmes of all key stakeholders. The meeting called tougher laws and regulation to enforce road safety initiatives.

88. The discussion on the operational framework centred on the need for African countries to provide support for implementing road safety measures; collecting reliable data; as well as for reinforcing the capacity needs of road safety agencies.

89. The meeting also noted that the lack of sustainable funding is hampering the efforts of road safety agencies to effectively implement and promote road safety programmes. With regard to the need for harmonization of programmes, the experts suggested that regional economic communities should coordinate and harmonize the programmes and activities of their Member States.

90. At the end of the discussion participants recommended the following:

- Creation/strengthening of lead agencies in charge of road safety management;
- Creation of a mechanism for the coordination of sectoral actions;
- Establishment of legal and regulatory frameworks for road safety;
- Need to mainstream road safety in urban development;

- Institutionalization road safety audit in infrastructure development;
- Mainstreaming road safety in the educational curriculum of African countries;
- Need to involve all stakeholders, including civil society and NGOs, in road safety policy development and implementation;
- Need to use ICTs for the modernization of road safety management;
- Need to sensitize the public on road safety initiatives;
- Need to set up autonomous and sustainable funding for road safety by devoting a percentage of infrastructure investment budgets or road funds to road safety. In this regard, governments, private sector and road users should participate in the funding of the programmes; and
- Need to harmonize national policy and action at the sub-regional level (data, laws and regulation, infrastructure and equipment standards).

### **National Policies, Plans of Action and Regional Targets**

91. The discussions in this workshop centred around the need for national policies in African countries on road safety. African countries were called upon to design concrete road safety action plans and to promote road safety initiatives. These plans of action should be realistic and achievable and should contain clear targets.
92. The meeting suggested that policies embarked on by African countries should include the coordination mechanism between all the key stakeholders and partners. Governments should ensure that road safety agencies have adequate and sustainable funding. They should also provide support for the education and training of road safety officials, and sensitization of the general public on road safety matters.
93. Participants also urged African countries to develop and adopt action plans, which cover issues related to: enforcement and legislative controls; speed management; child safety; pedestrians and non-motorised users; ambulance services and insurance. It was noted that it is important for countries to set targets and objectives. The meeting also called for strong political will and leadership in African countries so as to ensure the implementation, monitoring and evaluation of the plans of action

as well as the strengthening of road safety initiatives and programmes.

### **Way forward, next steps including discussion**

94. After an exhaustive deliberation of all the issues presented in the plenary and parallel sessions, the experts made the following recommendations to African countries:

- **Institutions:** Establish a lead agency that has proper legal backing, and is empowered and supported by adequate financial resources to ensure that it is well equipped and staffed with appropriately trained personnel;
- **Data:** Improve the collection, management and use of data on road deaths and injuries so as to formulate evidence-based policies. In this regard, efforts should be made to address the non-reporting of accidents, and to harmonise data that originate from different sources;
- **Road safety Education:** Commit to educating the general public on road safety matters, taking into consideration special categories such as drivers and school children;
- **Road safety management:** Make the necessary effort to improve road safety management on the continent. In this regard, good practices from within the continent should be recognized, widely disseminated, and emulated;
- **Policy harmonization:** Harmonize national action plans at sub-regional level (including databases, regulations, infrastructure, and equipment standards);
- **Quick wins:** Endeavour to enforce road safety legislation, particularly those related to speed control, control of driving while under the influence of alcohol, prehospital and emergency trauma care, use of helmets, and enhancing visibility;

- **Partnership and collaboration:** Strengthen partnership and collaboration at sub-regional, regional and global levels in advancing the road safety agenda;
- **Rural road safety:** Mainstream road safety in national transport policies, including rural transport safety;
- **National road safety targets:** Set and achieve measurable targets to contribute to achieving the goal of reducing accident fatalities by half by 2015; and
- **UN Global Road Safety Week:** Urge all African countries to commemorate the first UN Global Road safety Week by organising activities at the national level and participating at the Youth Forum in Geneva in April 2007.

95. The recommendations were submitted to the African Ministers responsible for transport and health for their consideration and adoption during their meeting held in Accra, Ghana on 8<sup>th</sup> February 2007.