



# SSATP

Africa Transport  
Policy Program

## Road Traffic Safety

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Justin Runji [jrunji@worldbank.org](mailto:jrunji@worldbank.org)

SSATP – [ssatp@worldbank.org](mailto:ssatp@worldbank.org)

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- The Africa Road Safety Paradox
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# WHO Road Traffic Safety Report 2013

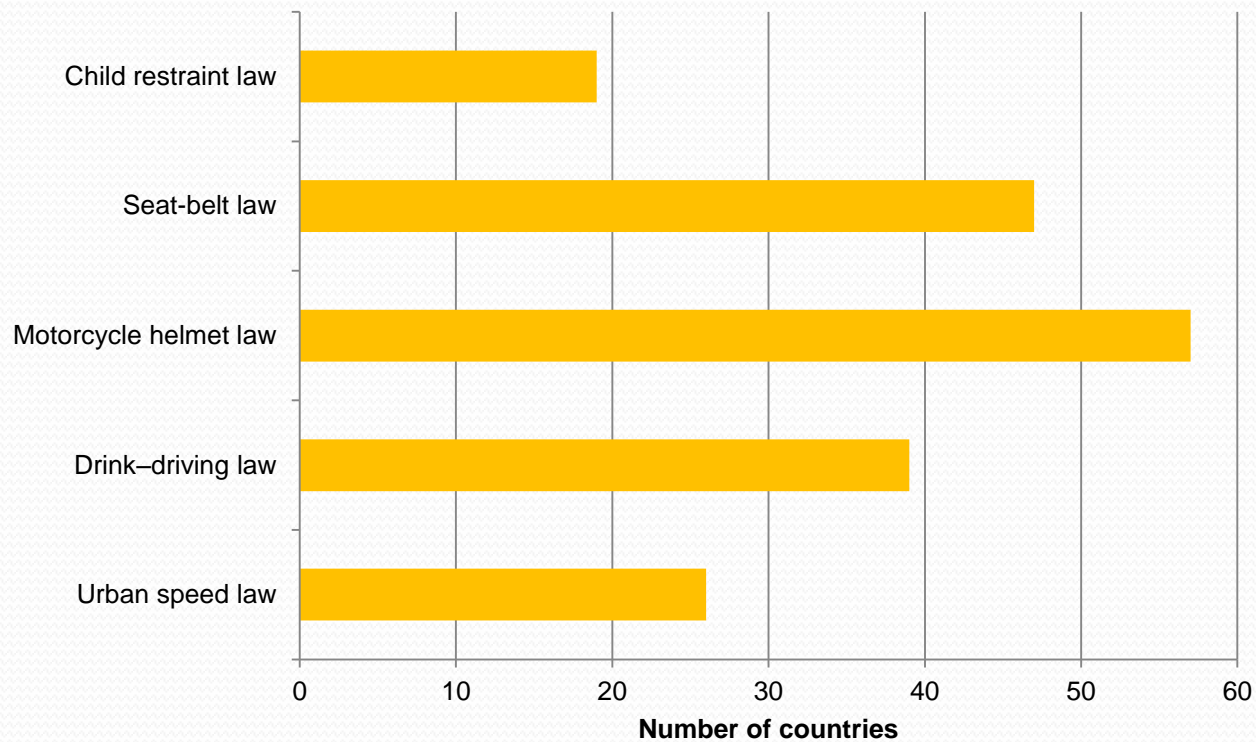
*[www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/](http://www.who.int/violence_injury_prevention/road_safety_status/)*

# Key messages

- 1.24 million fatalities annually - unacceptably high
- Little observed change since 2007 - plateau
- Mitigations have had impact considering the 15% global increase in vehicle population
- Only 28 countries (7% of world population) have comprehensive road safety laws on the **Five Key Risk Factors**
  - Drinking and driving
  - Speeding
  - Use of helmets
  - Seat belts
  - Child restraint

# Enforcement on key risk factors

Country who rate their enforcement as "good"



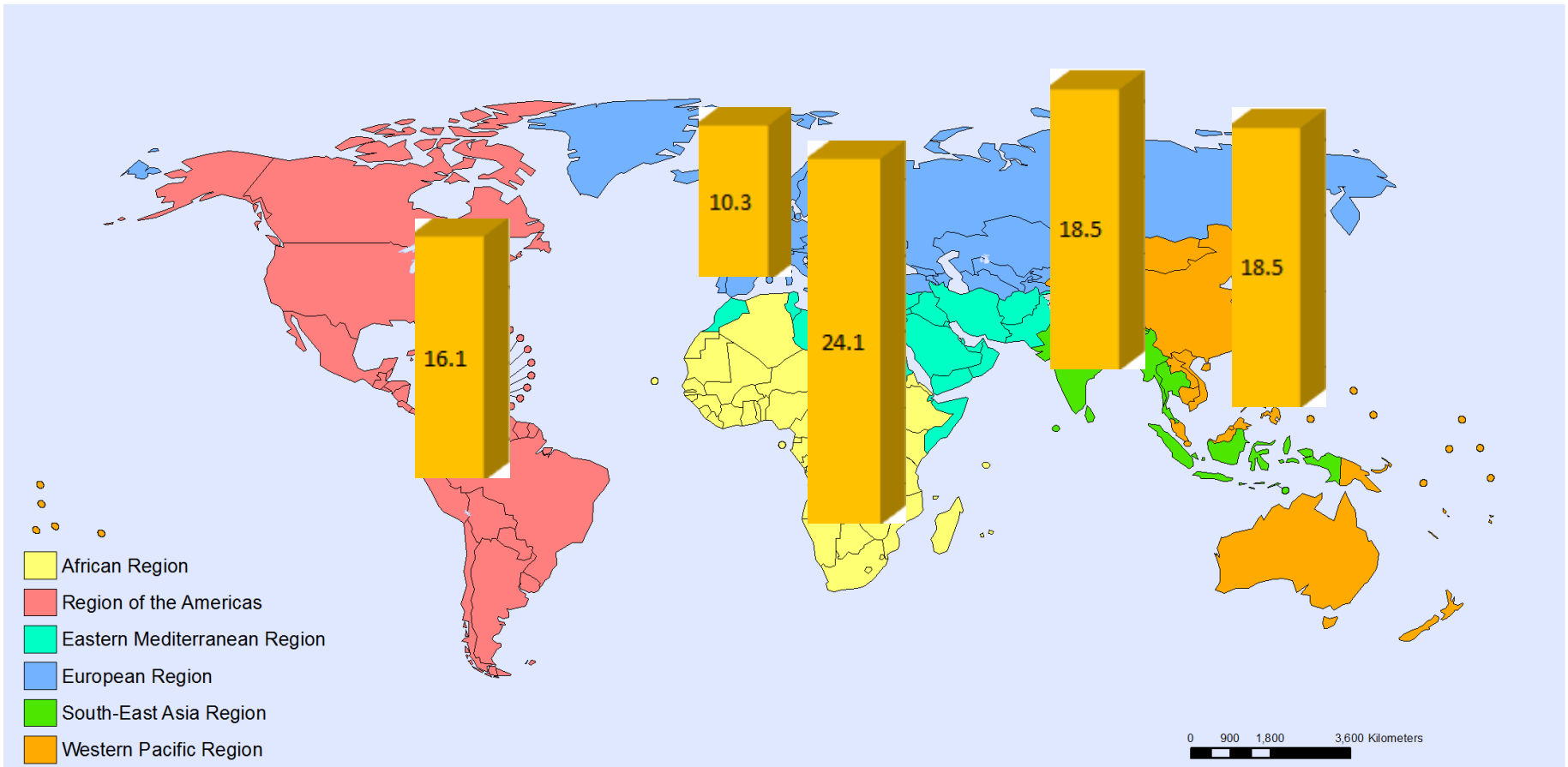
"Good" enforcement defined as 8 or more on a scale of 0 to 10.

# Worrying messages on Africa

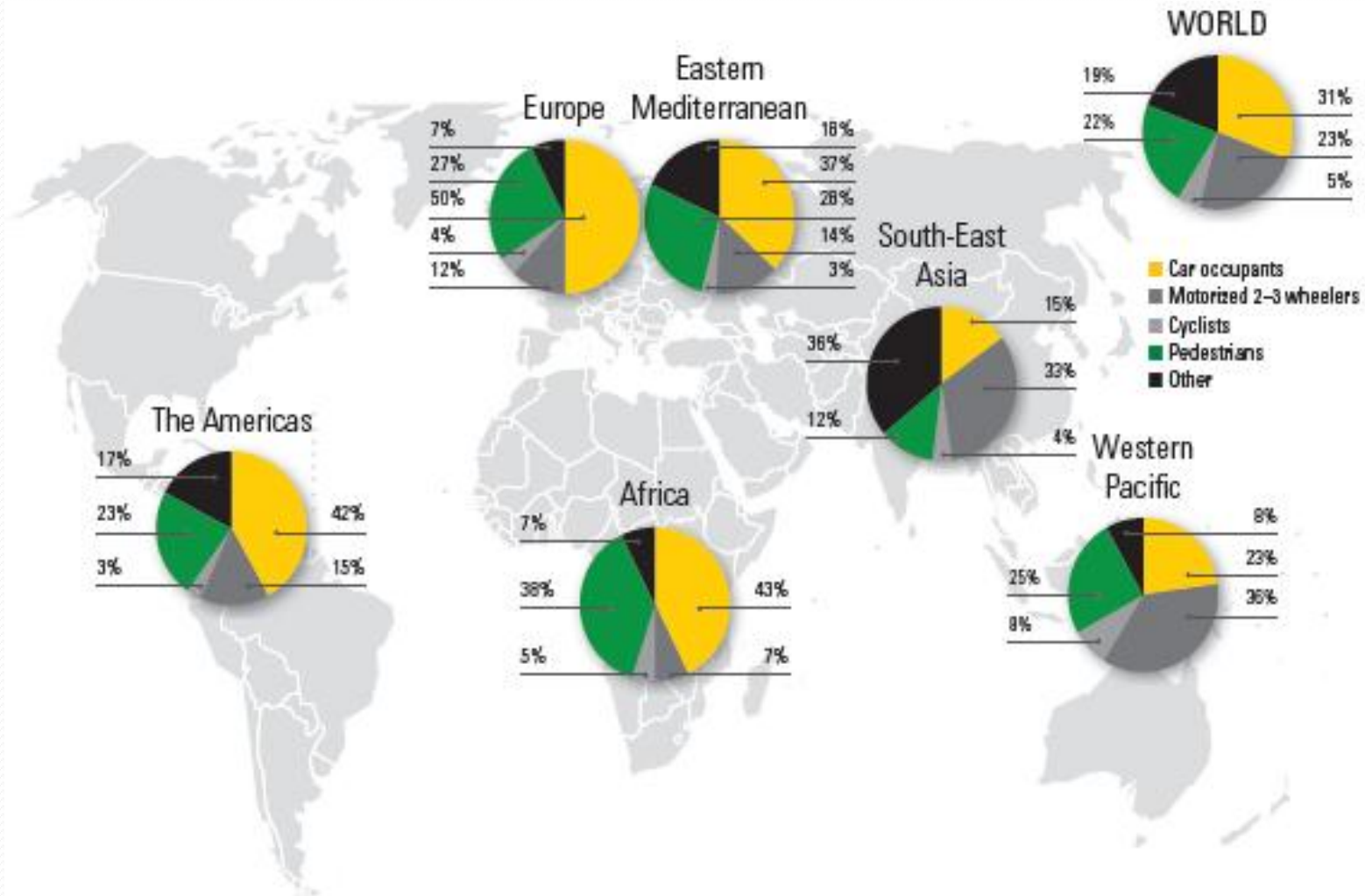
- The risk of dying as a result of road traffic crash is highest in Africa @ 24.1/100,000 people
  - More than double European region's 10.3/100,000
- Pedestrians have the highest probability of dying in Africa - @38% of Africa road fatalities
  - More than double South-East Asia's 12%
  - World average is 22%

# AFRICA HAS HIGHEST ROAD TRAFFIC DEATH RATES PER 100 000 POPULATION

## WHO regions



# Half of all deaths are among vulnerable road users





# African Road Safety Paradox

# Is it about bad roads and vehicles?

- **Basic Road Crash Prediction Model**

*Number of Crashes = F(Road Length, Traffic Volume, and Other Risk factors)*

Consider that:

- SSA has the lowest motor vehicle population in the world at 2% \*
  - Only one country is in the top 25 motor vehicle producers
- SSA has the lowest road network density in the world at 0.08 km /sq. km\*

And that:

- Africa has highest road crash fatality rate at 24.1 deaths per 100,000 people\*\*

It could be argued that:

- Road safety problem in Africa is primarily as a result of “other risk factors”

*Sources: \*IRF World Road Statistics 2012 & \*\*WHO Global Status Report 2013*

# Economic growth – a bad omen?

- Africa's own success with sustained average GDP growth – could be source of concern as vehicle ownership increases
- Overall, road pavements are improving in Africa
  - Average vehicle operating speeds will increase
  - Emphasis on road infrastructure rehabilitation and maintenance
  - Stable road funding through road user charges
- Road transportation dominance projected to continue
  - Close to 90% of passenger and freight traffic – higher than in other continents
  - Dangerous mix in traffic on the roads
    - Goods and passenger traffic
    - Long and short haul traffic
    - Motorized and non-motorized

# SSATP's advocacy and facilitation role

# Working with continental bodies, RECs, corridors and countries

## KEY OBJECTIVES

- Strengthen policy formulation
- Strengthening capacity of *Road Safety Lead Agencies*
- Strengthening of *Road Safety Strategies*
- Promote implementation of *High-Impact Interventions*
- Sharing good practice

# Examples of collaborative efforts

- SSATP, UNECA and other partners drafted the (now adopted) Africa Plan Action for the Decade – Nov 2011
- SSATP, GRSP, ZRTSA, WB hosted the Lusaka “Cities Conference” - Oct. 2012
- SSATP, WHO, UNECA, AU – Data Management, and UN Decade Pillars Conference in Addis Ababa - Nov. 2012
- SSATP, UNECA, AUC, WB – Drafted the Africa Road Safety Charter - April 2013

# SSATP work going forward

Third Development Plan (DP<sub>3</sub>) 2014-2017  
Proposals

# SSATP's DP3 Road Safety strategy

- Closer collaboration with continental organizations, RECs, corridors, and countries – focus on Africa Plan of Action and the Five UN Decade Pillars:
  1. Road safety management
  2. Safer road infrastructure
  3. Safer vehicles
  4. Safer Road Users
  5. Post-crash



# SSATP's DP3 Road Safety strategy..

- Special attention to **Pillar 1: Road safety management**
  - Creation of lead agencies where they do not exist
  - Creation of community of practitioners
  - Raising profile of lead agencies
  - Improving road safety strategies
  - Data management
  - Road Safety audits
  - Material support to country and corridor initiatives
- Better integration of RS intervention in locally and externally funded road investments
- High impact interventions including safe corridors
  - Good avenue to develop synergetic approach by all stakeholders

# The role of the corridor organizations

# Corridor work

- Lobbying RECs, countries and agencies on policy, legal and strategic concerns
- Liaison with road network management agencies for better infrastructure
- Road safety observatories
- Identification of corridor specific road safety concerns
- Manage “Safe Corridor” initiatives
- Sharing good practice

# The role of the private sector

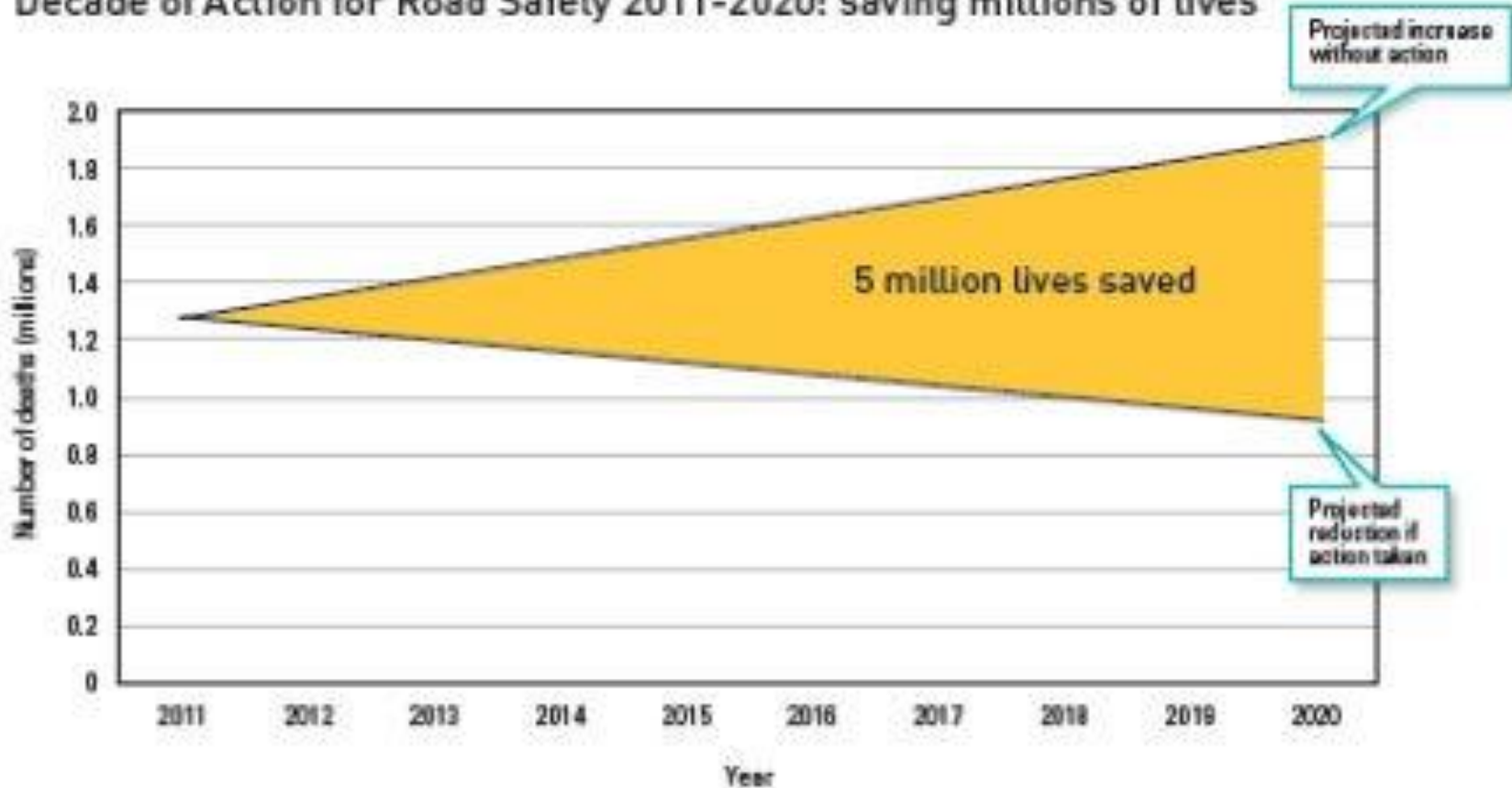
# What can the private sector do?

Safer roads could improve bottom lines

- Special attention to vehicle fleet quality, standards and operations
- Create in-house road safety initiatives e.g. driver skills enhancement; regular awareness events
- Corporate responsibility - support road safety initiatives (with guidance of the lead agencies)
- Active involvement in lobbying policy makers

# You are part of the solution!!!

Decade of Action for Road Safety 2011-2020: saving millions of lives



# Thank you

Justin Runji [jrunji@worldbank.org](mailto:jrunji@worldbank.org)

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