

**Africa Transport Policy Program (SSATP)**

***Decade of Action for Road Safety  
Steps to the Five Pillars of Road Safety***

**November 19-21, 2012**

**Addis Ababa, Ethiopia**

**Minutes of Stakeholders' Meeting  
Summary of findings and recommendations**

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## Introduction

In 2010 the United Nations launched the Decade of Action for Road Safety 2011-2020, aiming at stabilizing and then reducing global road accident fatality trends by 2020. The UN Economic Commission for Africa subsequently prepared the African Road Safety Policy Framework and Action Plan in November 2011, which was endorsed by African ministers of transport in Luanda in November, 2011, and by the African Union Executive Council in January 29, 2012.

To support the African initiatives under the Decade of Action in Africa, the Sub-Saharan Africa Transport Policy Program (SSATP) has initiated a Road Safety Program which will provide support to member countries through strengthening of road safety lead agencies, strategies, and exchange of good practice on the continent.

Together with the United Nations Economic Commission for Africa (UNECA), the World Health Organization (WHO), and the African Union Commission (AUC), the SSATP jointly organized two parallel road safety events from 19 to 21 November 2012 at the United Nations Conference Center in Addis Ababa, Ethiopia.

The WHO managed event was a training workshop on “Road Crash Data Management System”, while the SSATP conducted the conference on “Steps to the Five Pillars of road safety”.

The workshops started jointly on November 19, split up into two separate sessions, and concluded jointly on November 21, 2012. The joint session gave the opportunity to present and discuss policy level issues identified at both workshops.

The “Road Crash Data Management System” workshop, which is described in a separate report, was intended for experts belonging to various disciplines of road safety from a number of African countries, and Regional Economic Communities, and different institutions, particularly road safety lead agencies and coordinating offices (i.e. practitioners, road safety auditors, and crash investigators).

The “Steps to the Five Pillars of Road Safety” was for policy level officials from the Regional Economic Communities, governments, and road safety agencies in Africa who are tasked with the responsibility of defining and implementing regional and country level road safety strategies. The overall objective of workshop was to ensure the existence of a robust implementation pace among the key stakeholders during the initial phase of the Decade of Action by identifying gaps and opportunities for future collaboration.

Also, it was an objective of the workshop to identify and formulate relevant policy issues which SSATP and other development partners can address during the Decade of Action. The outcomes of the conference would feed into proposals for SSATP’s next Development Plan, which was subject for discussion during the SSATP Annual Meeting in Addis Ababa on December 11-12, 2012.

## **Key strategic messages on ‘Steps to the Five Pillars’**

Mr. Justin Runji from SSATP presented the findings from the Steps to the Five Pillars workshop with the following keywords and comments, organized under the four questions formulated for the break-out sessions on Day 2, and suggestions for SSATP’s role as a fifth element:

### **No. 1 LEAD AGENCY MODEL**

*Issue:* A Lead agency that reports to one sector ministry have limited powers, weak coordination, and incomplete mandates.

*Recommendation:* Lead agencies to report to the highest political office in the country. AU to assist in creating awareness and follow-up with member countries.

*Noted:* A lead agency that manages a multi-sector memorandum is considered good practice (example: Ghanaian model).

### **No. 2 CAPACITY BUILDING**

*Issue:* The capacity of lead agencies is significantly affected by lack of resources.

*Recommendation:* Lead Agencies to combine political clout (above) and their mandate to ensure the establishment of self-standing funding for Road Safety.

*Noted:* A good practice is to involve a national high profile person e.g. as patron (Nigerian example: Wole Soyinka).

### **No. 3 REGIONAL GROUPING(S) FOR LEAD AGENCIES**

*Issue:* Except in West Africa, lead agencies operate in professional isolation and lack the benefits associated with regional affiliation of practitioners

*Recommendation:* There is a need to create regional associations of lead agencies with close links to existing REC structures.

*Noted:* The process of establishing WARSO and its structure and operation is considered good practice.

### **No. 4 HIGH IMPACT INTERVENTIONS**

*Issue:* “Business as usual” approach by Lead Agencies will delay and/or stall the realization of the goal to stabilize and then reduce road crashes.

*Recommendation:* Lead agencies to identify and implement a set of achievable high impact interventions that suit their circumstances.

*Noted:* Speed reduction through speed governors and ICT; pedestrian friendly cities and safe road corridors are good practices (ref. Ghana, Nigeria, and City of Windhoek).

### **SSATP’s ROLE**

*Issue:* Support is required to facilitate road safety policy matters and capacity building at regional and country levels.

*Recommendation:* SSATP to support and facilitate the attainment of the UN Decade of Action for road safety and the implementation of the Africa Plan of Action.

*Noted:* SSATP's mandate is confined to Policy and Capacity Building.

The following areas were considered for the countries in general:

*Policy matters*

- More involvement at AUC, ECA, RECs and countries in identification of policy gaps and priorities and to provide strategic guidance
- Review the implementation of declarations of Ministers of Transport on road safety and make recommendations
- Assist in the creation of lead agencies where they do not exist
- Review African countries' ratification of international road safety conventions (as indicated in the Moscow declaration)

*Capacity building*

- More collaboration with regional transport sector associations (e.g ASANRA and ARMFA)
- Strengthen policy enforcement
- Strengthen road safety audit
- Strengthen awareness and sensitization
- Facilitate creation of RS regional organizations
- Facilitate sharing of information and good practice
- Formulate road safety lead agency operational guidelines

The following areas were considered specifically for SSATP's role:

*Suggestions for SSATP's role*

- Review/suggest funding mechanisms
- Strengthen knowledge sharing in the region
- Facilitate creation of partnerships
- Commitment to Action Plan is confirmed by declarations: Proceed to implementation
- Promote enforcement of existing laws in corridor projects
- Facilitate road safety in development partner funded projects
- Assist lead agencies to be overall responsible for data coordination across all sectors
- Create a facility to provide direct capacity building to lead agencies
- Help continental institutions work together
- SSATP to assist countries requiring assistance to setting up lead agencies
- SSATP to assist countries with weak lead agencies
- SSATP to consult existing REC's on the establishment of regional road safety groups

It was also suggested by SSATP that country lead agencies should identify high-impact interventions before next workshop in 2013.

## Next steps on 'Steps to the Five Pillars'

1. It was suggested that AUC involvement should be increased, that AUC should own the process ahead and move the agenda forwards.
2. SSATP agreed to contact the Regional Economic Communities and discuss first steps for the establishment of regional road safety groupings.
3. UNECA reminded the audience that the African Road Safety Policy Framework and its embedded Action Plan includes all the references needed to act on the issues identified.
4. On December 10, 2012, a meeting will be held at UNECA in Addis Ababa to chart the modalities for implementation. This may potentially result in a charter and suggestion for a monitoring framework.
5. Several countries expressed a need for assistance. SSATP called for countries with World Bank funded projects to secure money for the needed assistance from World Bank loans through their respective ministries. Road Funds are also an option and both sources have an obligation to finance road safety. Apart from these, the Ministries of Finance should be engaged, and the lead agencies were recommended to start discussion, with reference to the African Action Plan. There should - if possible - be at least 50% contribution from national sources to any road safety project.
6. It was suggested to appoint the Permanent Secretaries as the focal point for road safety in SSATP member countries while these are now representing the country in SSATP.
7. SSATP suggested that all participating lead agencies before next year's convention identify and prioritize the most feasible high-impact interventions in the country.
8. WHO stipulated that ownership is essential. Road safety needs to be seen as part of the countries' development agenda, not as a separate project. High-level officials seem not to understand their responsibility and we need to make them aware of it. Data may be needed to confront politicians. Communicable diseases have been high on everyone's agenda for decades but the agenda now needs to be changed to road accidents – which is a non-communicable disease with completely different properties.