

Terms of Reference

SSATP Road Safety Questionnaire 2005

1. Background and rationale for SSATP involvement

Worldwide, the number of people killed in road traffic crashes each year is estimated at almost 1.2 million, while the number injured could be as high as 50 million¹. According to WHO data for 2002, road traffic injuries accounted for 2.1% of all global deaths and ranked as the 11th leading cause of death. Even though Africa does not have the highest number in absolute numbers the mortality rate per capita is the highest in the world at 28.3 deaths per 100,000 of population.

The trend of road traffic injuries shows an overall increase around the world. In high-income countries there has been a decrease since 1970s and at the same time there has been a pronounced rise in many low-income and mid-income countries. About 85 per cent of road deaths occurred in the developing and transitional countries of Africa, Asia, Latin America and the Middle East. In Sub Saharan Africa between 62 and 82 thousand lives are estimated to be lost in road crashes in 2000. Although all types of road users are at risk in traffic the vulnerable road users such as pedestrians and two-wheeler users are at greater risk. Combined they account for approximately 80 per cent of all road crash fatalities.

The road crash cost in Africa is estimated at US \$ 3.7 billion. Studies have indicated that the rate of return on investment to reduce crashes may be very high and that there is clearly a motivation to implement crash reduction measures. Since the costs of crashes are not carried by one particular organization, none of the relevant sectors have identified road safety as its main priorities, e.g. the key priority in the transport sector is maintenance and the key priority in the health sector is AIDS.

The SSATP assists Sub-Saharan African countries to formulate and implement sound transport policies. From the 2004 SSATP Annual Meeting in Addis Ababa, Road Safety (RS) emerged as a priority area of concern for SSATP. It was a general consensus among the Addis participants that SSATP through its knowledge sharing networks, as well as its partnership credentials will allow the

¹ Hyder, A., A., Jarawan, E., Mathers, C., Mohan, D., Peden, M., Scurfield & R., Sleet, D. (2004). *World Report on road traffic injury prevention*. Geneva: World Health Organization.

program to add value to the work already being done by leaders in the road safety field, such as GRSP, CSIR, PIARC, WHO.

The issue of RS is complex and has several dimensions. It spans from vehicle design to medical treatment. RS is multi-sectoral involving a high number of stakeholders. The challenge is to get all these components to work together.

2. Objectives of the Consultancy:

The main objective is to establish baseline RS data in SSATP partner countries and to get an up-to date snap-shot of the current RS situation in the countries which the survey will be carried out. The RS baseline data established will form part of a larger fact sheet or RS baseline document covering as many SSATP Sub-Saharan partner countries as possible, defining the RS agenda within SSATP.

3. Scope of Work and deliverables

- The consultant will familiarize him-/herself with the RS Questionnaire in order to determine which institutions that needs to be contacted.
- The consultant will collect information from both governmental and/or non - government institutions involved in RS.
- The consultant will collate the data and may be required to do some analysis.
- The Consultant will produce a final document, which presents a summary of the findings, a fully filled out RS Questionnaire, including comments and any other relevant findings that came up during the data collection.

All requested information and/or questions regarding this consultancy should be sent by email (preferably) to jhermanson@worldbank.org with a cc to taddoashong@worldbank.org or faxed to Jonas Hermanson at fax number +1 202 473 8326. If the material is sent by surface mail it should be sent to the following address:

The World Bank
Att: Jonas Hermanson
Mail stop # J 7-701
1818 H Street NW

Washington, DC 20433

USA.

4. Timeframe

The consultant is required to send in the final document within 15 calendar days after signing the contract.

It is estimated that the services will require 5 man days.

Payment will be made after submission and acceptance of final document.

5. Competency of the Consultant

The consultant shall have:

- A degree in engineering, statistics, transport economics, social science or related field and basic knowledge of data management.
- A good command of IT tools such as data processing and spreadsheet software.
- Adequate knowledge of all the (the country) institutions dealing with RS in the country.