

Changing the Face
**OF TRANSPORT
IN AFRICA**



**REGIONAL
INTEGRATION**



**URBAN
MOBILITY**



**ROAD
SAFETY**



PILLAR C : ROAD SAFETY



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Legislators: Outcomes of the African Regional Network for Road Safety Legislators Meeting

AU road safety charter

With support of WHO and SSATP, push for signature and ratification of the AU Road Safety Charter by at least 15 countries in 2020

- the minimum required number of members states in order for the Charter to enter into force

Outreach program

Set up a WhatsApp group for the African Regional Network as a mechanism to maintain communication and collaboration across the member MPs

- Sénégal MP has generously offered to manage the group
- 3 workshops held
- MPs to designate a focal point upon receipt of minutes that can be additional points contact.

Harmonization process

Consensus among MPs to :

- focus on 2/3-wheeled motorcycle safety across the continent, with special attention to their use for commercial purposes
- Explore regional integration and harmonize mechanism to address safety of vehicles, parts and equipment 2/3 (focusing on importation policies, laws and regulations).
- Recognize the barriers to implementation and enforce because there is a need for sharing of best practices and strengthening institutional governance



Universities : Digitalization and Road Safety

Collaboration between ministries of transport and Universities

- Take example from **Cameroon** by introducing Road Safety in the civil Engineering Program
- Share data with citizens and look how Universities can help to sustain it.
- Keep those who have the knowledge and involve the MPs on this process.
- Identify the highest representative from each country and SSATP- Global Safety can support under DP4.



ARSO

Extend and Communicate on the Africa Road Safety Observatory

ARSO crash data analysis

Crash related data Questionnaire

- Countries requested to share the questionnaires again and agreed/suggested to assign country focal point to handle the data.
- M.S request that ARSO should work in reviewing and cleaning their data including V.R in collaboration with WHO
- In principle, the countries accepted the MiniCada's of ARSO (25 variables) as an intermediate step. To this end, countries are agreed to share their 2017/18 data for the MiniCada's.
- Selecting Criteria for countries to receive ARSO technical assistance

AU Charter

African R.S Charter

- Approach the Councils of Ministers and articulate specific benefits to encourage them to ratify/acceded
- So far 12 countries signed and 1 ratified (Namibia) out of 55, there are some making progress towards signing and ratification, namely, Ghana, Nigeria, South Africa, Niger, Morocco, Zimbabwe



ARSO

Extend and Communicate on the Africa Road Safety Observatory

Dashboard

- Brief report along with excel sheet/table should be shared
- Establish the right link with the government to get the right info

Improving Communication

- It's proposed that a social media platform (Facebook, WhatsApp) be set-up for to ease/speed-up communication with M.S
- Progress report should be issued quarterly (3 month) to M.S



Other subjects

□ Guidelines for the development of Urban Road Safety Strategy

➔ Collaboration and complementarities with stakeholders

➔ Harmonization of standards

□ Experience Sharing sessions

Tunisia:

➔ they've road safety council which is a coordinating agency for road safety reporting to State House; Legislation is based on the UN Conventions.



Other subjects

- ➔ Coordinating Data Management Systems, National Observatory, sourced from Ministry of Health, Police, and Hospitals;
- ➔ **Zimbabwe** they've a self-financing mechanism road safety council under the Ministry of Transport, and the decision making is autonomous from the Ministry
- ➔ **iRAP:** French speaking countries were requested iRAP to make effort on establishing an iRAP Program in their respective countries



Other subjects

- ➔ Lesotho, Sierra Leone requested for iRAP Capacity training especially for road development agency
- ➔ Ghana and Kenya inquired about embedding the iRAP methodology in their countries;
- **DP4**
- ➔ Countries should ensure that strategies under development align to the Safe System Principle; if there are any countries who would want assistance in aligning their strategies to Safe System Approach (DP4), they should send them to Road Safety Pillar Lead
- ➔ Road Assessment should be incorporated in the Road Asset Management



Thank you

