

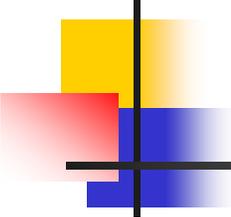
Policy & Interventions on Road Safety

Zimbabwean Case Study:
TWM MDawarima

Zimbabwe in Brief

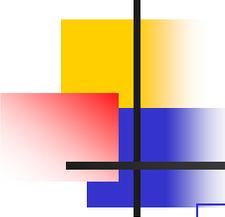


- Total landlocked area of 390,757 sq.km
- Estimated Population of 13.010 million people
- Estimated Road Network
 - 10,000 km wide paved (8,000:DoR+2,000:UC)
 - 04,000 km narrow paved (1,700:DoR+1,600:RDC+700:UC)
 - 56,000 km wide gravel (6,500:DoR+37,000:RDC+12,500:Other)
 - 20,000 km narrow rural access
- Estimated Vehicle Population of 800,000 on the roads
- Capital City: Harare



Zimbabwean Accident Statistics

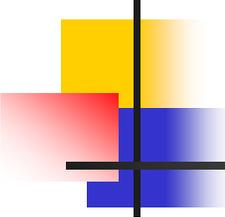
- Harare City accounts for most of accidents & fatalities
 - ~50% (19,793 2002).
- Average Annual Accidents past four years
 - ~40,000
- Average Annual fatalities past four years
 - ~2,000
- Average Annual Injuries past four years
 - 20,000
- Generally worst month
 - December
- Generally worst day
 - Wednesday
- Generally worst time
 - 16:00 –18:00



Zim Accidents (cont.)

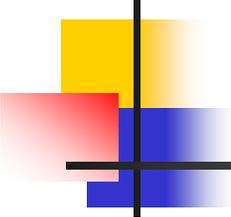
- Passengers
 - 50% of fatalities
 - 50% of injuries
- Pedestrians
 - 25% of fatalities
 - 20% of injuries
- Drivers
 - 20% of fatalities
 - 20% of injuries
- Pedal & Motor Cyclists
 - 5% of fatalities
 - 10% of injuries

- Main types of injuries
 - Spinal, head, fractures
- Number of persons killed per fatal accident
 - ~2
- Number of persons injured per injury accident
 - ~2
- Number of persons injured/killed per injury/fatal accident
 - ~2



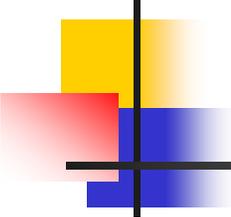
Uncommon Problem Appreciation

- At the **Safety Review Workshop** held in July 2005, it was very evident that the magnitude of the problem was not commonly appreciated.
- Problem was **percieved** as far as the media put it. In most cases this was only in relation to the bus disasters claiming 20+ fatalities at once on highways once in a while, which caught media attention. That a further 1,800 in different times and places in the year die and 18,000 get badly injured was not known.



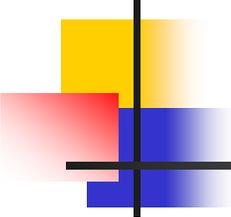
Workshop: Stakeholder Analysis

- Listed all stakeholders in 14 sectors involved with Road Safety
- Analysed sector representation
- Scorecard to get first prioritised list
- Criteria used
 - Knowledge of issues
 - Ability to influence adaptation of strategies
 - Balanced sector representation



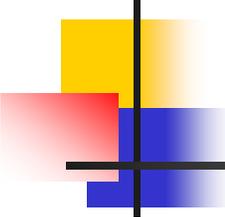
Workshop: Analysis cont.

- Re-prioritised list from 55 main to 24
- Targeted key personnel, senior RS champions within organisations prioritised for invitation, participation and buy in
- Ensured cross-cutting issues were noted.



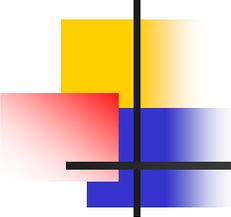
Workshop: Process

- Method of workshop based on participatory meta-plan technique, having ensured multi-sectoral representation
- Day One of Workshop dedicated to creating common understanding & appreciation of problem
- Subsequent participation ensured buy-in from stakeholders who crafted the action matrix & strategies.



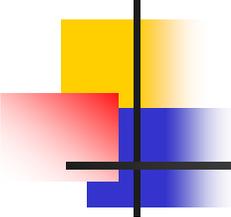
Workshop Proceedings

- The workshop brought together various identified **stakeholders** into a common appreciation of the problem.
- Then analysis made of various interventions critiquing what each segment was doing with respect to effectiveness and comprehensiveness.
- The result was at the end to come up with policy proposals, strategies & matrix of action-plans to effectively deal with gaps in road safety.



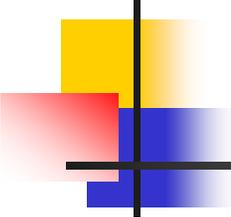
Corrective Steps

- After the Statement outlining the magnitude of the problem, the second priority area needing attention was identified as the **lack of coordinated** effort from all stakeholders.
- There was noted also the **lack for funding** of various initiatives
- Finally there was the **lack of adequate enforcement** since evidently there were a number of instruments/policies which were there to curb high accident prevalence.



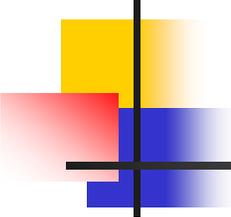
Magnitude of the Problem

- The media representation were amazed by the annual injuries records and criticised stakeholders for not having a central authoritative source like that in the Aids/HIV platform to highlight the magnitude
- Media highlighted their frustration at being referred to multiple sources for information whenever accidents were discussed which inevitably would provide differing versions of stories.



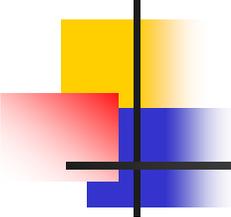
Coordination

- The first prioritised proposal was the need to have a **multi-sectoral body** with authority put in place which would address road safety in a coordinated way in terms of focussed interventions.
- Such a body due to its diversity would **identify focus areas**, assign tasks to implementing agencies, evaluate effectiveness and review progress.
- Interventions would thus be **multi-sectoral** and yet focussed.



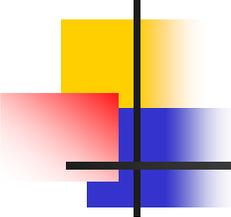
Funding

- For many interventions there was **no sustainable funding**
- There was suggestion to have a **mobilised stable source** of funding to oil the proposed coordinated interventions.
- Funding was normally limited due to lack of understanding of the **magnitude** of problem.
- For the festive period of December 2006, Zimbabwe National Roads Administration, ZINARA, injected substantial funding for road safety campaigns. There was a fresh appreciation from the Road Fund Managers that part of road management was managing safety on the roads.



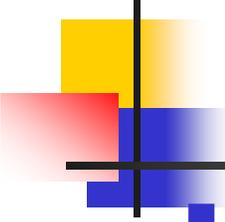
Enforcement

- Pro-active enforcement is essential.
- Legislation is required to support enforcement.
- Legislation needs regular reviews.
- Penalties must be suitably deterrent
- Design standards must be implemented
- Road networks must be effectively managed



Policy Issues

- Creation of multi-sectoral body to tackle road safety
 - *Currently de-facto body without constitutional effect*
- Review of national transport policy to reflect seriousness of road accidents
 - *Ministry to review Policy document this year*
- Periodic review of multi-sectoral strategies implemented by various stakeholders
 - *Existing body to review. Awaiting of official launch*
- Spearheading of harnessing of sustainable stable funding for road safety
 - *Currently Road Fund encouraged to increase allocation*



Conclusion

- Road Accidents can be dramatically reduced with current technologies, funding and legislation as long as policy-makers are made aware of the magnitude of the problem and coordinated focussed strategies and efforts are administered through implementing agencies which would be held accountable.
- What has been lacking perhaps is the will to act at various levels and knowledge of where to act by those willing to act.
- Thank you for your attention.