

# THE AFRICA TRANSPORT POLICY PROGRAM (SSATP) NEWSLETTER

## Contents

Building Awareness about the NEW *Environmentally Sustainable Transport Forum for Africa* (EST-Africa) 2014..... 1

Africa Community Access Program and SSATP will Co-Finance ASANRA Peer Review of Road Asset Management Practices in SADC Countries ..... 2

SSATP and FESARTA Co-Sponsor REC-TCC Meeting in Johannesburg..... 2

Placing Road Safety at the Top of the African Agenda ..... 4

SSATP on *Linked In* Conversations and Trends—Join Us!..... 5

SSATP Annual Meeting ..... 7

Ethiopia Links Road Sector Development Program Performance to Millennium Development Goals Transport Indicators ..... 8

Road Safety in Africa: Taking a Closer Look at the World Health Organization 2013 Report ..... 9

Looking Ahead ..... 11

Recent SSATP Publications..... 11



## SSATP Updates

### Building Awareness about the NEW *Environmentally Sustainable Transport Forum for Africa* (EST-Africa) 2014

Transport policies that promote inclusion and sustainability, support public health and ecosystems, and minimize the generation of greenhouse gas emissions are essential for long-term economic growth in Africa. Green growth and sustainable transport are among the emerging issues that will be covered in the next development phase of SSATP due to start in 2014.

It is in this context that the Africa Transport Policy Program is continuing to build support for an Environmentally Sustainable Transport Forum in Africa (EST-Africa). Similar annual forums already exist in Asia and Latin America. As part of this effort, the SSATP is partnering with different stakeholders to foster this initiative, encourage discussion, elicit feedback and chart the way forward.

In February of this year, during the United Nations Environment Program’s Governing Council meeting held in Nairobi, the SSATP and the Transport Unit of the UN Environment Program (UNEP), hosted a luncheon that brought together African Environment Ministers and top advisors from UN agencies.

What emerged from the discussion is that there is not enough dialogue between ministries of transport and environment beyond the completion of environmental impact assessments for infrastructure projects. The dialogue revealed the lack of policy and planning between these ministries and the need for a space such as EST-Africa to cover this gap.

**Launching an Environmentally Sustainable Transport Forum for Africa in 2014**

**African Economy is Experiencing Strong Dynamism and Moving Forward Rapidly**

- In 2013, average economic growth is expected to be 4.7%
- 7 of the world's 10 fastest-growth countries are in Africa
- Foreign Direct Investment into Africa is forecast to reach \$56 billion by 2015
- Most of the growth will be in urban areas: By 2040, the urban population of Africa will be the same as today's total African population

**Transport is Key for Continued Economic Growth**

Transport policies that promote inclusion and sustainability, that support public health and ecosystems, and that minimize the generation of greenhouse gas emissions—are essential for long-term economic growth in Africa.

The Africa Transport Policy Program (SSATP) is building support for an Environmentally Sustainable Transport Forum in Africa (EST-Africa). Similar annual forums already exist in Asia and in Latin America.

**Environmentally Sustainable Transport**

Puts the emphasis on human experience, not just efficiency and effectiveness of systems. Acknowledges the impacts of a changing climate and seeks to mitigate and adapt to it. Reflects the realities of resource and energy constraints. Recognizes the importance of 4 dimensions: social, environmental, financial and resources.

**Goals of the Environmentally Sustainable Transport Forum for Africa**

- Provide a structured way to address the transport dimensions of inclusive green growth in Africa
- Establish an institutional platform that increases understanding of the benefits of building sustainable transport networks across Africa
- Build a support system for regional cooperation on achieving sustainable transport
- Stimulate policy dialogue on sustainable transport in a systematic way
- Send a unified message on the kind of support that is needed
- Enable local, national and regional stakeholders to improve knowledge and expand existing best practices
- Promote mechanisms for systemizing planning and implementation
- Provide coordinated input into emerging international sustainable transport dialogues

**SSATP**  
Africa Transport Policy Program

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In April, Roger Gorham, *SSATP Team Task Leader for EST-Africa*, returned to Nairobi to present SSATP at a side event during the UN Habitat Governing Council meeting. This was another timely opportunity to reach out to key audiences, raise awareness and build support for EST-Africa. SSATP sponsored a breakfast for informal discussion and dialogue on these issues, with high-level staff in urban development ministries. The breakfast highlighted the strong linkages between EST outcomes and urban policy and development.

During his April visit in Nairobi, Gorham spoke to a journalist of *The East African* magazine resulting in a full page interview on planning towards sustainable transport in Africa. Gorham also attended the Seventh Regional EST Forum for Asia held in Bali, Indonesia. The theme of this year’s Asia Forum was “*Next Generation Transport Systems We Want for 21st Century ~ looking beyond Rio + 20.*” His participation on behalf of SSATP was motivated by two objectives: to seek ideas and observe first-hand the

organization and implementation process of the oldest established EST-Forum, and to participate in the Global Consultation on the role of transport in the post-2015 development goals.

The experience of EST Asia is valuable for Africa because it can inform policy makers on ways to build sustainable transport in a continent that has the fastest urbanization rate in the world. It can also provide examples of what has worked well in Asia and what mistakes could have been avoided. By the time EST-Africa is launched, there will be greater appreciation for the concept of sustainability within the transport sector in Africa and a clear vision on how to move forward.

SSATP is raising awareness about EST-Africa among its development partners. Heather Allen, a consultant for SSATP, presented the initiative to officials at the African Development Bank in Tunis in May. Later that month, Roger Gorham participated in a Green Growth event poster session held at the World Bank in Washington DC. Both events intended to inform internal audiences of development partners about EST-Africa and generate support for the initiative as it gains momentum.

## **Africa Community Access Program and SSATP will Co-Finance ASANRA Peer Review of Road Asset Management Practices in SADC Countries**

The Steering Committee of The Africa Community Access Programme (AFCAP), of which the SSATP is a core member, held a meeting in March 2013 in Gaborone, Botswana.

[AFCAP](#), a program funded by UK Aid and managed by Crown Agents, is designed to address the challenges of providing reliable transport to basic services for poor communities across Africa.

Access enables people to also leverage economic and social opportunities.

Camilla Lema, the SSATP thematic leader, represented the Program at the meeting. One of the outcomes of the meeting has been the extension of AFCAP for an additional nine months, until March 2014.

This extension enables AFCAP to co-finance, together with SSATP, the *ASANRA Peer Review Benchmarking Study of Road Asset Management Practices* in SADC countries. The review will be carried out by ASANRA, the Association of Southern Africa Road Agencies.

The overall objective of the project is to institutionalize good road management, financing practices and results in the SADC region in order to improving the social and economic status of beneficiary communities.

The objective of the peer review is to help participating countries implement the recommendations of the review of Progress on Commercialized Road Management in Sub-Saharan Africa conducted by SSATP in seven countries (and published as SSATP Working Paper No. 92 in 2012) and complete the work started by the review. This will lead to measuring progress across countries in a more quantitative manner.

# AFCAP

SSATP will participate as a partner and also provide technical assistance to facilitate the interface between the review's analytical framework and the planned peer review. The Program will also facilitate dissemination of the review's recommendations on principles of road sector reforms and play the role of advocate.

## **SSATP and FESARTA Co-Sponsor REC-TCC Meeting in Johannesburg**

The SSATP and the Federation of East and Southern Africa Transport Associations (FESARTA) co-hosted the Regional Economic Communities Transport Coordination Committee (RECT-TCC)

meeting in Johannesburg, South Africa on April 15th and 16th. The meeting was held in tandem with the 2013 Africa Road Transport Forum.



The REC-TCC meeting was an opportunity to discuss important lessons derived from the *SSATP Transport Observatory Program*, which is coming to an end soon. One of the primary goals of this initiative is to change perceptions of corridor efficiency by collecting and using good quality data to assess performance. The program focuses on three areas: the West Africa pilot transport observatory, the Walvis Bay pilot transport observatory in Namibia and the corridors in East Africa (Northern Corridor, Central Corridor, and Dar Corridor).

### The Importance of Data

Automatic data collection provides the tool for continuous monitoring and identification of existing/emerging issues along the corridors. Data is supplemented by dedicated surveys to better understand and help address specific issues. These include surveys on traffic volumes in West and Central Africa; prices and costs in West and Central Africa; and the trucking industry in East Africa.

Although data collection is a complex process, the results are worth it because they enable authorities to dispel inaccurate beliefs and to plan more effectively. Two commonly held misperceptions about transport corridors that were discussed at the meeting are related to port delays and to the road transport industry.

“The standard perception is that getting goods through ports takes a long time,” says Olivier Hartmann, SSATP Senior Trade Facilitation Specialist. “This is still partly true, but good data gives us a more accurate picture of what truly happens. When you look at the details, you realize that some goods move really fast; some move very slowly, and the rest takes average time.”

This, according to Hartmann, is another illustration of the complexity of port dwell time, an

issue that has already been addressed in other World Bank publications. Data notably shows that when clearing agents submit the customs declaration prior to docking, the waiting time at ports is significantly reduced.

The road transport industry is generally perceived to be monolithic when in reality it is made up of many different operators that use a multitude of business models. Data collected through the *Transport Corridor Observatories* confirms this complexity and suggests that road transport reform is a much more difficult undertaking than what was originally thought.

Participants also discussed the fact that transport authorities are now getting data from across the continent and are therefore in a better position to have a continent-wide picture of corridor efficiency. Core indicators are a subset of the corridor performance indicators monitored by the existing transport observatories.

Benchmarking and reviewing corridor performance on the basis of these core indicators will enable authorities to inform the Africa Union Commission, the Regional Economic Commissions, Corridor institutions and other stakeholders on the trade logistics dimension of regional integration.

### Regional Integration Through Corridor Authorities

A high-level delegation from the African Development Bank (AfDB) and the African Union Commission participated in the REC-TCC meeting, an indication that SSATP has a role to play in regional integration and in fostering dialogue at the continental level.

The REC-TCC has been fully involved in developing the content of the Regional Integration, cohesion and connectivity cluster of the next SSATP phase (2014–2018). The meeting reviewed proposals that came out of the SSATP annual meeting held in December 2012.

Participants discussed the role of the REC-TCC in the next phase of SSATP and agreed on the need to transform it from a forum into a more permanent institution, with the SSATP team acting as the intermediate secretariat. The emerging association of corridor authorities would constitute a suitable host, and the meeting recommended exploring this option as a priority.

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*“One of the primary goals of the SSATP Transport Observatory Program is to change perceptions of corridor efficiency by collecting and using good quality data to assess performance.”*

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*“Africa is the continent with the highest road fatality rates in the world. The estimated annual number of deaths is around 200,000, a figure that represents 16% of the global deaths.”*



Overload (of cargo and people) is one of the main causes of road fatalities in Africa. © Peter Ngwa

### Making a Case for the Private Sector

The road transport industry from Southern and Eastern Africa were well represented at the Road Transport Forum. In this context, SSATP had an opportunity to demonstrate its relevance to the private sector. The case was successfully made when several private sector organizations expressed interest in applying for representation on the SSATP Board.

At the Africa Transport Forum, Hartmann officially launched the publication [Border Crossing Monitoring along the Northern Corridor](#). You can also download a press statement about this recent SSATP publication [here](#).

### Placing Road Safety at the Top of the African Agenda

Every day more than 3,500 people are killed in road and traffic accidents around the world. Most of these accidents are to some extent preventable. In 2011, the United Nations launched the [Decade of Action for Road Safety](#), a global effort intended to prevent five million road traffic deaths globally by the year 2020.

Africa is the continent with the highest road fatality rates in the world. The last World Health Organization on global road safety report shows that the estimated road traffic deaths rate is 24.1 per 100,000. The estimated annual number of deaths is around 200,000, a figure that represents 16% of the global deaths. (See [article on WHO Report and Africa in this newsletter](#).)

While much still remains to be done under each of the five pillars of action outlined in the [UN Decade of Action](#), improved data management and effective pedestrian safety interventions are two critical milestones that require special attention as countries strive towards the realization of the road safety decade goals.

Given its importance at the global level, road safety is also a focus area of the next phase of the Africa Transport Policy Program (SSATP). In order to contribute to elevate the issue with key stakeholders across the continent, SSATP continues to join forces with different partners to encourage discussion and policy formulation.

To this end, the Global Road Safety Partnership (GRSP) and the Africa Transport Policy Program (SSATP) co-hosted a sub-regional *City Approach to Road Safety* conference in October 2012 in

Lusaka, Zambia. Because pedestrians are among the most vulnerable types of road users, sometimes representing more than 50% of the fatalities, the meeting aimed to shed light on this challenge and possible solutions.

Furthermore, there was recognition that urban population and vehicle traffic keeps on growing while cities are poorly planned for pedestrians.

### Six major resolutions are the outcome of the Lusaka discussion:

1. City strategies must be based on the Africa Road Safety Action Plan, a framework that ensures road safety is addressed at all levels;
2. Move people safely: integrate human factors into urban planning, safe systems designs and address the needs of the most vulnerable users;
3. Share good practices and approaches under the 5 pillars of the Decade of Action in the region: make the Road Safety in Cities and annual event that rotates among African cities and create a community of road safety practitioners;
4. Create an enabling economic/ financial environment to support the implementation of road safety in cities;
5. Establish pro-active partnerships to ensure shared learning, funding, avoiding duplication and enhancing capacity;
6. Build capacity of practitioners: establish a community of practice and develop mechanisms to transfer relevant knowledge into urban design.

In November 2012, SSATP partnered with the United Nations Economic Commission for Africa (UNECA) to organize a regional workshop on *Steps to the Five Pillars* held in Addis Ababa, Ethiopia. At the workshop there was broad representation of road safety lead agencies, development partners and other organizations.

Most of the recommendations that came out of the Ethiopia workshop have to do with strengthening capacity of Road Transport Lead Agencies. These include ensuring they report to the highest political office in the country—or at the very least

have enough political clout to manage a multi-sector partnerships; having enough funding and human capacity to operate effectively; creating regional associations of road agencies linked to Regional Economic Communities; and identifying and implementing a set of achievable high impact interventions.

Participants also recommended that SSATP support and facilitate the attainment of the UN Decade of Action for Road Safety and the implementation of the Africa Plan of Action by focusing on building capacity of road safety lead agencies.

In May 2013 ECOWAS, the African Union and SSATP held a three-day workshop on the Trans Africa Highway and the Road Safety Charter in Accra, Ghana. In compliance with the vision of the UN Decade of Action for Road Safety, national governments and regional bodies are creating Road Safety Charters that articulate specific commitments and coordinated responses on how to implement this vision. African policymakers are working towards a Road Safety Charter for the continent and as part of the Trans Africa Highway project.

## SSATP on *Linked In* Conversations and Trends—Join Us!

SSATP launched a *Linked In* Group in November of 2012. The group has over 230 members with different levels of expertise and from a variety of institutional and geographical backgrounds. What they have in common is a commitment to develop the transport sector in Africa by sharing ideas and good practices.

So far, some of the most commented topics include models for rural transportation services, urban transport planning, the importance of river and lake transport as an efficient means of mobility and the use of technology to redraw bus routes in the Ivory Coast. Members also share information about upcoming training courses, additional resources and interesting transport-articles that appear in the mainstream press.

### Rural Transport Services

Jean Noel Guillosoy, SSATP Program Manager, raised a question about the successful experiences of mainstreaming pilot projects in rural transport services.

*“Most of the recommendations that came out of the Ethiopia workshop have to do with strengthening capacity of Road Transport Lead Agencies.”*



*“Another example of effective rural transport that was brought up in the LinkedIn discussion was the Uhuru, a community ambulance service used in the Makoni District of Zimbabwe.”*



LinkedIn discussions underscore the importance of river and lake transport as an efficient means of mobility.

Members said that one of the challenges to scaling up such services is related to creating a critical mass of users and establishing complementary services. Someone provided the example of the bicycle ambulance concept in Uganda and Tanzania.

It was said that women in Uganda were particularly fond of this concept but that their opinion was not influential enough to bring this approach to scale. Others pointed out that the lack of a public education campaign, backed by key ministries, hampered this effort. They emphasized that public education is a critical component to scaling up any rural transport program.

Another example of effective rural transport that was brought up in the discussion was the *Uhuru*, a community ambulance service used in the Makoni District of Zimbabwe. You can read more about this case study [here](#) in a report written by Enock Zibengwa and *Riders for Health*. Eighty percent of the community reported that the *Uhuru* made home-based patient care much more effective because there was a way to get people to the hospital faster if they became seriously ill.

The discussion underscored the need to get a critical mass of users, suppliers, and repairers at such a scale that costs are kept low and that technology remains affordable to many people. Furthermore, members suggested that assembly

plants for the technology must be developed in the host countries. Using local materials to make the parts will lower costs and make for more sustainable rural transportation.

One group member cautioned against projects that overly promote the use of bicycles, motorcycles and bicycle trailers to improve transport to clinics and hospitals because he says, they greatly exaggerate the benefits when it comes to scaling up. He added that, “all technologies have advantages and disadvantages, and the main disadvantage of bicycle ambulances is that they need good infrastructure. They need a lot of energy to pedal and they tip over easily on rough tracks. It is areas with steep slopes and narrow paths where local ambulance technologies are most needed.”

### Planning for Urban Transport

An interview with an SSATP staff on urban planning and implementation that appeared in the month of May in *The East African* magazine, sparked a series of comments on transportation as a core sector when planning for urban areas. The issues of corruption, incompetence and lack of funding for public transportation were also raised as barriers to effective implementation. Members also acknowledged that pedestrian safety is rarely at the top of the urban agenda in most African cities.

### Addressing River and Lake Transport

Members pointed out that river and lake transport are critical components of the African public transport system and should be included in any discussion on improving public transport in the region. River and lake transport provide jobs, help economic development, and are the only way of reaching some isolated areas.

Indeed, during the 2012 SSATP annual meeting participants emphasized the need for SSATP to cover river and lake transport. River transport is much more energy efficient than road and rail transport however, one important concern about river or lake transport that must be addressed is passenger safety. One participant from Tanzania pointed out that this issue does not get as much attention as road safety.

One group member shared knowledge about a program that was initiated in 2002 by the International Forum for Rural Transport and Development (IFRTD), which explored issues of waterways and livelihoods in Africa, Asia and Latin America. Supported by DFID's Knowledge and Research program, the rural waterways project generated some interesting

resources and cross-regional comparisons. More information can be had by going to the website [www.ruralwaterways.org](http://www.ruralwaterways.org).

When putting a public transportation system together, commented another members, the different actors must have seats at the decision making table, must be able to contribute, and must know that their input is important and has real meaning and value. A critical actor—maybe the most important of all—is the user of the system. The passengers and shippers are real experts at knowing what does and what does not work for them in the area of public transportation. If the users are not included, then the whole process is really missing important input.

### Côte d'Ivoire: Using Technology to Redraw Bus Routes

Researchers at IBM have redrawn the bus routes of Côte d'Ivoire's largest city using mobile phone data. The research was completed as part of the Data for Development competition run by Orange, which released 2.5 billion call records from five million mobile phone users in Ivory Coast. Read more here: <http://bbc.in/13iowMz>

## SSATP Annual Meeting



Delegates who attended the SSATP annual meeting in Addis Ababa, November 2012.

The SSATP 2012 Annual Meeting took place on December 11 and 12 in Addis Ababa, Ethiopia. The objectives of this meeting were to review progress of the ongoing Second Development Plan (2008–2014), agree to the proposed new institutional framework and identify priority areas for the Third Development Plan (2014–2018).

Representatives of over 28 African countries participated alongside African policy makers (including from the African Union Commission and African Regional Economic Communities) and members of

the private sector and civil society. Nine development partners took part in the deliberations, joining African colleagues in providing advice and strategic guidance for strengthening the program.

This broad coalition reaffirmed the relevance of the SSATP as a powerful continental instrument for developing policy-based solutions to promote sustainable development of Africa's transport sector. The meeting addressed in a constructive manner the critical issues that were raised by the mid-term review of the program. Comments

*"This broad coalition of delegates reaffirmed the relevance of the SSATP as a powerful continental instrument for developing policy-based solutions to promote sustainable development of Africa's transport sector."*



were provided on three main areas: engagement of countries, the importance of demonstrating results achieved, and focus areas of the program.

There is growing consensus that a solid start has been made to address outstanding issues forcefully and secure viability of the Program for its Third Development Plan. Participants reiterated the need for closer linkages of SSATP to the African Union and its transport agenda through the African Union Commission and the Conference of African Ministers of Transport.

All stakeholders supported the proposed priority clusters for the next plan, specifically regional integration, connectivity and cohesion; urban mobility; and road safety. They also endorsed the objectives and strategic orientations outlined and stressed the need for SSATP activities to promote good governance, sustainable transport, and inclusive and multi-disciplinary approaches.

Proceedings of the meeting can be found [here](#).

## Feature Articles

### Ethiopia Links Road Sector Development Program Performance to Millennium Development Goals Transport Indicators

by Bekele Negussie, Deputy Director General of the Ethiopian Roads Authority and Teferra Mengesha, Consultant

There is no question that people in Ethiopia are dependent on transportation. Transportation is a core component of the exchange economy for the country. It provides for the cost-effective movement of people and freight, and is a critical sector for fostering economic growth and addressing poverty reduction.

Insufficient attention to the transport sector has been recognized as a fundamental weakness in the efforts to achieve the Millennium Development Goals (MDGs). A paper published in 2002 by the Transport Research Centre of DFID (now U.K. Aid) notes that:

*“Transport Development is not, in itself, one of the Millennium Development Goals but more of a mean to an end. Despite its obvious pervasive influence on the efficiency and effectiveness of all other sectors, its contribution to economic growth and its importance in terms of government and donor spending, the role of transport in poverty reduction is under-employed.”*

Expanding and improving roads has been critical for the rapid growth of the Ethiopian economy and for progress in achieving some of the MDGs, notably health, education, water and income. This effort dates back more to than a decade ago.



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The mid-1990s marked a new beginning for addressing the road infrastructure needs in Ethiopia. It was around this time that the Government of Ethiopia, with financial support from the European Commission, introduced a *Road Sector Performance Monitoring System* with the aim of providing decision makers in the public sector with adequate information to assess

*“All stakeholders supported the proposed priority clusters for the next plan, specifically regional integration, connectivity and cohesion; urban mobility; and road safety.”*



progress in the road transport sector and ways of improving policy reform.

An initial set of 19 performance indicators were integrated into the *Road Sector Development Program (RSDP)*. In 2005, after a meeting of the African Ministers of Transport and Infrastructure held in Addis Ababa, the Government of Ethiopia incorporated 12 targets and 40 transport-specific indicators relevant to the MDGs.

Apart from the usual indicators in the road sector, the new indicators include: proportion of rural population within 2km of all modes of transport, affordability of transport, rate of fatality, percentage of schools and health services that have access to reliable transport, proportion of women with access to appropriate transport, percentage of households with transport access, cost and time of transport modes, environmental impact, and implementation and enforcement of international transport convention.

The RSDP Performance Monitoring and the MDG Transport Indicators have made a significant contribution to building the foundation for the development of a sustainable transport sector in Ethiopia. The system has established a strong foundation for information management that is useful to address the challenges of improving transport infrastructure and service delivery.

The experience gained over the past 16 years serves as a basis for strengthening the overall management of the transport sector.

#### **ETHIOPIA: Lessons Learned from MDG Transport Indicators**

1. Further strengthen institutional data and information management;
2. Streamline monitoring and evaluation as an essential management tool;
3. Address the monitoring and evaluation skills gaps that currently exist in public sector institutions;
4. Invest in more analytical work to better understand the linkages that exist between transport, economic development and poverty reduction;
5. Identify transport related indicators to monitor changes in transport energy use and emissions.

Consolidating the annual updating process of the RSDP Performance Monitoring and MDG Transport Indicators is essential to improving governance, policy formulation, programming, implementation and accountability. The recently launched Universal Rural Roads Access Program aimed at connecting all settlement areas of Ethiopia by 2015 is evidence of how these indicators are helping the GOE to fulfill the MDGs.

## **Road Safety in Africa: Taking a Closer Look at the World Health Organization 2013 Report**

by Pierre Bertrand, SSATP

### **Drive Slower but Accelerate Reforms**

As the number of motorized vehicles on African roads increases—a trend partially due to population growth—so is the likelihood of road traffic fatalities. It is in this context that countries need to implement voluntary policies to define National Road Safety strategies and strengthen the capacity of lead agencies to implement them. Along with the institutional framework, law enforcement is essential. These policies must protect vulnerable road users who represent the majority of road traffic fatalities.

### **2% of World's Vehicles, 12% of the World's Population, 16 % of Global Deaths**

Africa is the continent with the highest road fatality rates in the world. The last WHO report shows that the estimated road traffic deaths rate is 24.1 per 100,000. As a comparison, this rate is 18.5 in Asia and 10.3 in Europe. The estimated number of deaths is around 200,000, a figure that represents 16% of the global deaths. This figure is particularly high when considering that only 12% of the world population lives in Africa and that the number of cars only account for 2% of world's total vehicles.

Among these deaths, 62% affect people between the ages of 15 and 44 years and amid this category, the victims are mainly men (when data is available—20 countries—they account for ¾ of deaths). Half of the fatalities (52%) are vulnerable road users: motorized 2- or 3-wheelers, cyclists, and pedestrians (37% of the deaths). This figure was first reported in 2007 and has since not changed.

*"As the number of motorized vehicles on African roads increases, so is the likelihood of road traffic fatalities."*



*“In Africa, walking and cycling are not a leisurely activity but the only way for most people, in particular the poor, to move around.”*

## Establishing and Empowering National Road Safety Lead Agencies

The right institutional framework to implement road safety policies is critical for achieving the objectives of the UN Decade of Action for Road Safety. According to the 2013 WHO Report, Africa largely complies with this requirement by having a Road Safety Lead Agency in 42 out of 44 African countries. Between 2008 and 2011, Burundi, Guinea-Bissau and Madagascar created a Road Safety Lead Agency. Only Liberia and Tanzania declared not having one.

Nevertheless, the high road fatality rate shows that the mere existence of these agencies is not enough to prevent accidents. Among the 42 countries that declare having such an agency, only 28 have developed a road safety strategy and in some countries the strategy does not have specific targets or is not appropriately funded. The main challenge is therefore to develop an institutional framework that will empower lead agencies, giving them specific objectives and the capacity to fund their own strategy.

## Address the Needs of Vulnerable Road Users

As a result of economic growth (more purchasing power to households) and higher level of congestion in urban areas, there is an increasing use of bicycle and motorized 2-wheels modes of transport. This unfortunately translates in a growing number of deaths among vulnerable road users: pedestrians, cyclists and motorized 2-wheelers. In 2010, 52% were Vulnerable Road Users (VRU).

The report shows that an increasing part of VRU deaths covers pedestrians: 38% of all deaths in 2010 compared to 35% in 2007. When designing roads, it is essential to take into account VRUs and not consider them as a peripheral issue impeding the development of motorized traffic. In Africa, walking and cycling are not a leisurely activity but the only way for most people, in particular the poor, to move around. This is why the adoption of national policies on public transport that addresses the needs of pedestrians and cyclists is critical for reducing fatalities in Africa.

## Enforce Road Safety Laws

The WHO report points out that most countries have laws that address major risk factors: speed, drink-driving, helmets, seat-belt, child safety, and

the use of mobile phone. However, despite the existence of these laws, in many countries they are not enforced. Poor law enforcement combined with weak road infrastructure, higher congestion rates and little efforts to separate vulnerable road users from motorized traffic lead to more fatal accidents.

## Speed

Fast driving increases the likelihood of crash and the severity of its consequences. Urban areas are considered particularly dangerous as cars, cyclists, pedestrians, and public transport share the same roads. In these areas, 50 km/h is considered a best practice for urban speed limits. Among the 44 African countries, 25 have national speed limits on urban roads less than 50 km/h. But among them, none believe that the law is enforced. Ideally, these speed limits should be 30 km/h around schools and in residential areas.

## Drunk Driving

Among 44 countries providing data on drunk driving, only two—Togo and Sao Tome and Principe—declare not having national drunk-driving laws. The good practice for defining drunk driving is to use the Blood Alcohol Concentration (BAC) test with a threshold of 0.5g/L. In 2011, nine countries established this as the maximum legal limit: Benin, Democratic Republic of Congo, Equatorial Guinea, Liberia, Mali, Mauritius, Nigeria, South Africa, Swaziland. In this area countries need to make progress by setting targets, enforcing the law and monitoring the results.

## Motorcycle Helmets

As the share of motorcycles is increasing in African cities (35% in 2011), the number of accidents involving motorized 2-wheelers is increasing rapidly. In this context, wearing a helmet is critical to avoid head and neck injuries, which are the main cause of severe injuries. Almost every country in Africa has a national law on motorcycle helmet use except Burundi, Gambia and Liberia. Only 9 countries have an estimate of the helmet-wearing rate: 3% in Congo to 100% in Botswana.

## Seat Belt and Child Restraints

Wearing a seat belt reduces the likelihood of fatal injury by almost 50% for drivers, front seat occupants and significantly so also for rear seat

occupants. Among road traffic victims, 43% of them are car occupants. Angola, the Central African Republic, the Congo and Ethiopia have upgraded the enforcement of seat belt wearing to all occupants between 2008 and 2011. Moreover, law enforcement and results monitoring are also very poor in this area. Only 12 countries reported to have a child restraints system to protect children from injury during a crash (6 more than in 2008). Cost and access to child restraint, lack of awareness make difficult the uptake of child restraints.

### Improve Data Collection

The WHO report highlights the need to improve data collection on road fatalities. It is also recommended that the international definition of road death should be used: the one that happens within 30 days of the crash. In most countries, fatality data primarily comes from police reports. An effective data collection system is critical to develop sound policies for reducing road fatalities.

For more information about the WHO 2013 Global Safety Road Status Report, please visit: [http://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2013/en/index.html](http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html)

## Looking Ahead

### Development Partners' Meeting – June 2013

SSATP development partners participated in a session held on June 28 in Brussels, Belgium on the program's Third Development Plan (DP3 2014–2018) and identify other partners that may be interested in joining. The following focus areas were discussed: urban mobility; road safety; integration, connectivity and cohesion; and emerging issues and specific needs to provide the flexibility to respond to the changing policy agenda in the transport sector in Africa and to meet demands from stakeholders. The meeting was followed by a consultation with countries in Africa.

### Presentation on Commercialized Road Management in Sub-Saharan Africa – September 2013

Michael Ian Pinard, author of the SSATP Working Paper No. 92 *Progress on Commercialized Road Management in Sub-Saharan Africa* (2012) will

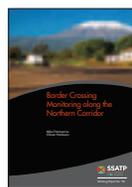
be presenting his work at a brown bag lunch in September at the World Bank. The event will be an opportunity for Managers and Task Team Leaders responsible for road sector projects in the World Bank to discuss options to improve road management practices through their operational projects and, in so doing, contribute to build institutional sustainability of the road sector in client countries. The African Development Bank will also be connecting remotely to this event.

### Member Countries Encouraged to Organize Events around SSATP Activities

All SSATP member countries are encouraged to organize events around SSATP priority areas and activities. These include building the capacity of road safety agencies, creating and using governance indicators, addressing axle load control, and investing in rural transport and urban mobility. If you are interested in exploring an event in partnership with the Africa Transport Policy Program, please email [ioueslati@worldbank.org](mailto:ioueslati@worldbank.org)

## Recent SSATP Publications

The Africa Transport Policy Program has published five new publications since the last newsletter was circulated in September 2012. They are listed below with a short description next to it and are all available for download on our website:



### Border crossing monitoring along the Northern Corridor (April 2013)

<http://www4.worldbank.org/afr/ssatp/Resources/SSATPWP96-border-crossing.pdf>

When one thinks of border crossing in Africa, the image that comes in mind is that of a long queue of trucks waiting idly to fill out paper. The improvement of road infrastructure was expected to reduce transport costs and prices. However, all the benefits derived by this achievement are undermined by time lost at the border. In the last decade, several border posts on main trade corridors in Africa have been converted into One Stop Border Posts (OSBP), which have been perceived as a miracle solution to save time. However, results have rarely met expectations, since

*“Between 2008 and 2011 Angola, the Central African Republic, the Congo and Ethiopia have upgraded the enforcement of seat belt wearing to all occupants.”*



coordination between border agencies from different countries is far from simple. With support from SSATP, the Northern Corridor Secretariat has developed a comprehensive corridor performance measurement framework. The surveys shed light on the reasons for slow border processing in Eastern Africa. This publication shows how effective cooperation between border agencies results in a highly improved border crossing and brings a new perspective on the relative importance of infrastructure versus inter agency cooperation.



**Framework for Improving Railway Sector Performance in Sub-Saharan Africa (March 2013)**

<http://www4.worldbank.org/afr/ssatp/Resources/SSATPWP94-Railway-Performance.pdf>

The African continent has been making regular headlines with double digits growth economies, an emerging middle class, an explosion in mobile communications, and huge untapped mineral resources. Still, the spread of this new wealth is slow and the benefits of this significant growth are marred by persistent structural issues, among them and often cited is the poor level of infrastructures.

Road, rail and port network is still ill adapted to the continent expansion and the regional economic development. Rail in particular has suffered by decades of low level of direct investment, poor infrastructure management and inefficient train operations. Although the issue has been addressed by governments and development agencies, and despite local improvements, the revival of African railways has not happened.

This study draws fascinating conclusions on the last 15 years' experience from railways concessions in sub-Saharan Africa, and re-examines the performance of the railways in the light of the considerable changes in the transport and logistics industry in the last two decades, that have affected the African continent as well as the rest of the world. What are the policies required to restore the railways competitiveness? What are the improvements needed in terms of managing railways assets, restoring train operations reliability and financial sustainability of this sector? What lessons should be learned in terms of

ownership, partnership and financial responsibility of the public and private actors?

The study highlights the most urgent problems facing the rail transport sector and provides a set of recommendations that would help both public and private interests to partner constructively in the revitalization of the sub-Saharan African rail network.



**Transport Governance Indicators for Sub-Saharan Africa (January 2013)**

Available in both English and French

<http://www4.worldbank.org/afr/ssatp/Resources/SSATP-WorkingPapers/SSATPWP95-Governance-Indicators.pdf>

Good governance, or the lack of it, has been a concern of transport sector policy makers and stakeholders for decades. The sector is a major contributor to poverty reduction and economic growth where billions of dollars have been spent on improving and rehabilitating transport infrastructure. However, despite this considerable investment and much associated effort to build supportive technical, financial and management capability, performance continues to lag behind expectation. "Poor governance" is often cited as an underlying reason, a concept that encompasses a range of shortcomings from weak leadership to outright corruption. This recent work by SSATP on transport governance indicators provides a tool not only for countries to measure governance in the sector but to monitor results on actions taken.



**Proceeding of the SSATP December 2012 Annual Meeting (January 2013)**

Available in both English and French

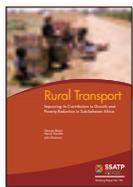
<http://www4.worldbank.org/afr/ssatp/Resources/HTML/Conferences/Addis12/Annual-Meeting-2012-Proceedings.pdf>

The objectives of the annual meeting were to review progress of the ongoing Second Development Plan (2008–2013), agree to the proposed new institutional framework for the SSATP

In an effort to capture voices from Africa and successful stories from SSATP's work in the transport sector across the continent, we have created an *SSATP YouTube Channel* that is becoming a repository of knowledge and opinions on the challenges and progress the sector is facing. Please visit us at: <http://www.youtube.com/user/AfricaTransport>



and identify priority areas for the Proposed Third Development Plan (2014–2017). Representatives of over 27 African countries participated in the meeting, alongside African policymakers (including some from the African Union Commission and the African Regional Economic Communities) and members of the private sector and civil society. Nine development partners took part in the deliberations, joining African colleagues in providing advice and strategic guidance for strengthening the program. This broad coalition reaffirmed the relevance of the SSATP as a powerful continental instrument for developing policy-based solutions to promote sustainable development of Africa's transport sector. The meeting addressed in a constructive and forward-looking manner the critical issues that were raised by the mid-term review of the program. All stakeholders supported the proposed priority clusters for this next phase, specifically regional integration, connectivity and cohesion; urban mobility; and road safety.



***Rural Transport: improving its contribution to rural growth and poverty reduction (November 2012)***

<http://siteresources.worldbank.org/EXTAFRSubSAHTRA/Resources/1513929-1262811936256/SSATP93-Rural-Transport.pdf>

This document provides a framework that will help policy makers in Africa to move from stand-alone rural transport policies towards comprehensive and integrated policies, positioning rural transport within the framework of rural development, and ensuring strong linkages with other key sectors. Of particular emphasis is the linkage between rural transport with actions to improve agricultural productivity, rural growth and poverty reduction. The paper has been developed from analytical work using lessons from experience in Africa and other continents, including a wide consultation of rural transport stakeholders.



***Progress on Commercialized Road Management, French Text***

Available in English and French

[http://www4.worldbank.org/afr/ssatp/Resources/SSATP-WorkingPapers/SSATPWP92-Commercialized-road-management-cover\\_fr.pdf](http://www4.worldbank.org/afr/ssatp/Resources/SSATP-WorkingPapers/SSATPWP92-Commercialized-road-management-cover_fr.pdf)

A recent review of the performance of Roads Authorities and road management practices in seven countries in Sub-Saharan Africa (SSA) found that the pursuit of the reforms towards commercialized road management has generally been beneficial. While the review found that progress with commercialized road management has been varied, notably, those countries where the reforms have been implemented in a manner that most closely adheres to the principles of the Road Maintenance Initiative (RMI) have shown better efficiency and effectiveness in their road management practices.

With the strong support of SSATP over more than two decades, the roads sector in Sub-Saharan Africa (SSA) has undergone wide-ranging policy reforms aimed at improving its operational efficiency and effectiveness. The initial thrust of the reforms was to create an independent source of funding for road maintenance based on road user charges and by the end of 2011, some 27 Roads Funds had been created. However, from a review of their performance, it was found that their effectiveness was impeded by inefficient use of resources by the Roads Authorities.

The second stage of the reform process has involved the creation of Roads Authorities (19 had been created by the end of 2011) independent from line ministries, with responsibility for managing national road networks in a commercialized manner. The present document reviews the performance of Road Authorities and road management practices in seven countries in SSA operating within different institutional arrangements (Botswana, Cameroon, Ethiopia, Ghana, Namibia, Tanzania and South Africa).

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