



SSATP

Africa Transport
Policy Program

Road Safety

SSATP CONTRIBUTION

SSATP Annual Meeting Dec 11-12, 2012 Addis Ababa

Justin Runji jrunji@worldbank.org

SSATP – ssatp@worldbank.org

Content

- Africa Road Safety – What are the fundamental issues?
- Are there success areas to build upon?
- There are many players - Can SSATP make a difference?
- What is SSATP doing differently?
- How would countries benefit?
- What impact on UN and Africa Decade of Action Plan?

Three fundamental issues

1. RS situation is .. disheartening

- Basic Accident Prediction Model

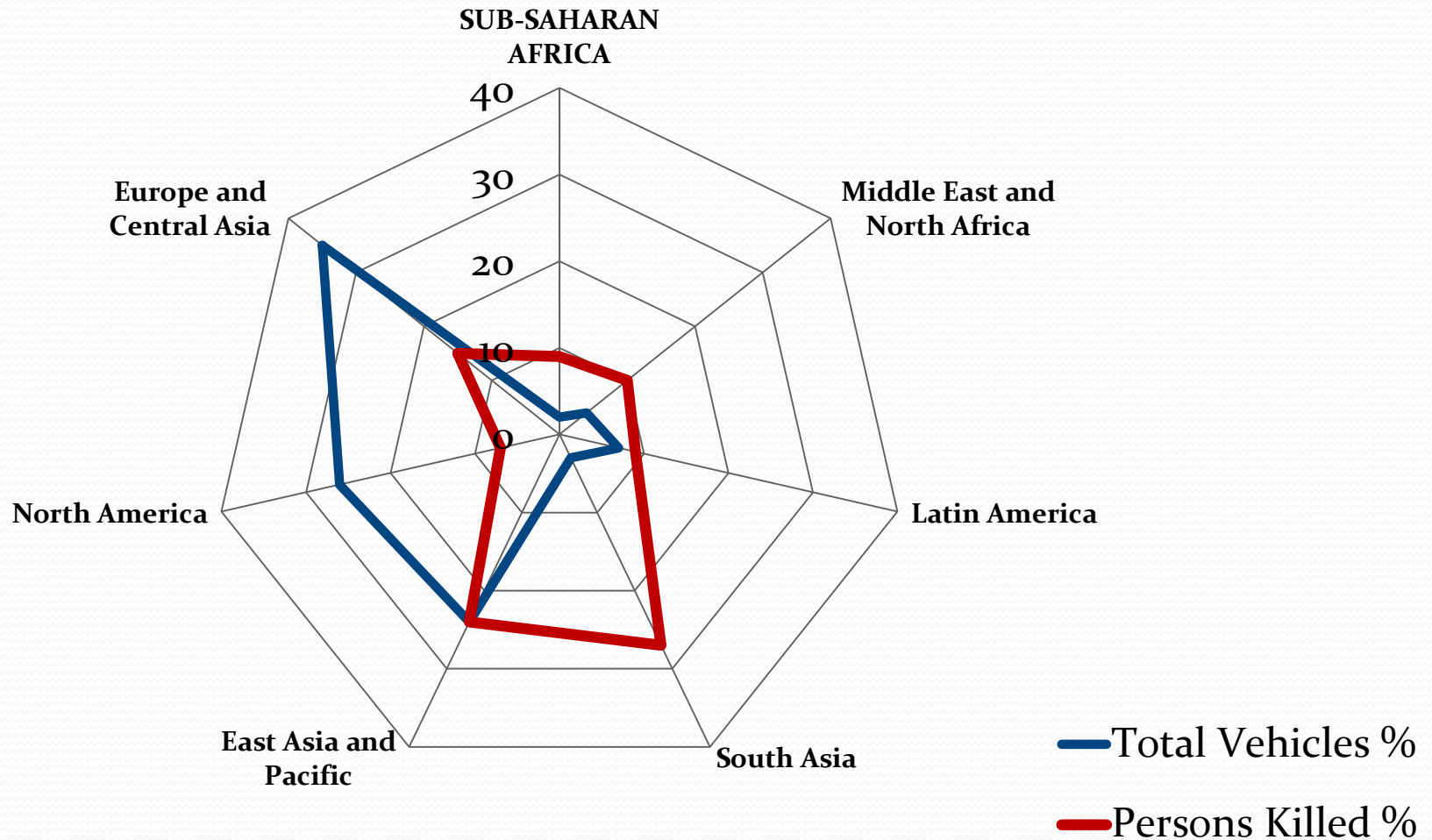
Number of Accidents = F(Traffic Volume, Road Length, Other Risks)

But

- SSA has the lowest motor vehicle population in the world at 2% *
- SSA has the lowest road density in the world at 0.08 km /sq. km*
- Total road accident deaths Africa stands at 9% of world total*
- SSA has highest fatality per capita at 32.2 deaths per 100,000 people**

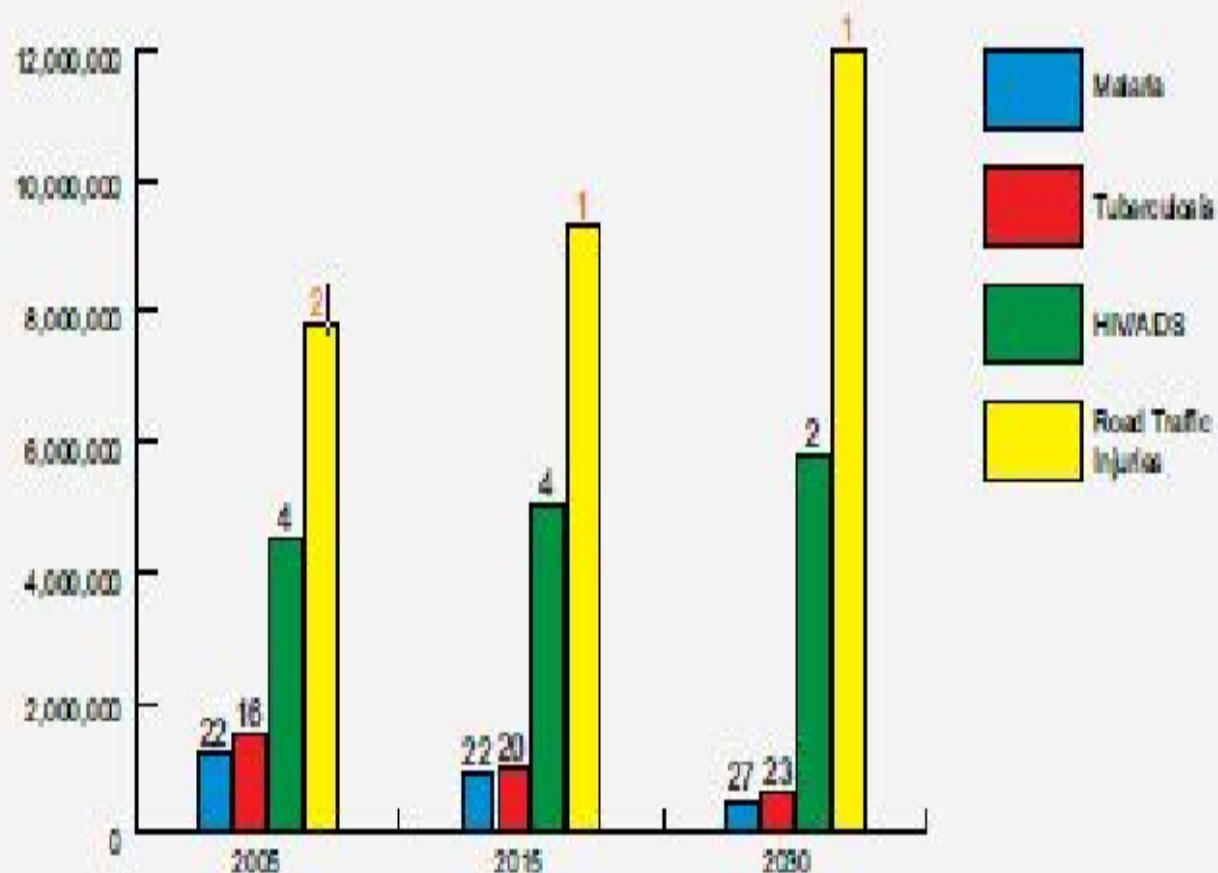
*Sources: *IRF World Road Statistics 2012 & **WHO Global Status Report 2009*

World comparison - Vehicles and Accidents



Disability - Adjusted Life Years (DALYS) lost In Developing Countries (Children Age 5-14)

Source: WHO Global Burden
of Disease forecast (2008)



2. Negative developmental spin-offs

- Expansion in traffic volume
 - Africa's own success with sustained average GDP growth
- Average vehicle operating speeds will increase
 - Overall road pavements are improving in Africa
 - Emphasis on road infrastructure rehabilitation and maintenance
 - Stable road funding through road user charges
- Road transportation dominance projected to continue
 - Close to 90% of passenger and freight traffic – higher than in other continents
 - Dangerous mix in traffic on the roads
 - Goods and passenger traffic
 - Long and short haul traffic
 - Motorized and non-motorized

3. RS management is not robust

- Only a few countries have truly addressed the First Pillar on Road Safety Management
- Without a robust First Pillar, The other Four Pillars are difficult to achieve
- Road Safety data is still not well managed ... so Africa cannot bench mark or assess progress with precision
- Support wings are weak - enforcement, regulatory, education,
- Other underlying factors - funding, mandate, political profile
-

**Are there success areas to
build upon?**

1. Results of good collaboration

- SSATP, GRSP, RTSA, WB - Lusaka “Cities Conference” in Lusaka Oct. 2012
 - Focus on pedestrian safety
- SSATP, WHO, UNECA, AU – Data and UN Decade Pillars Conference in Addis Ababa Nov. 2012
 - Focus on better reporting and Pillar I

2. Sharing good practice

- Nigeria's Federal Road Safety Corps
- 18,000 Regular Marshals
- 18,000 Special Marshals (voluntary)
- Youth Clubs (voluntary)



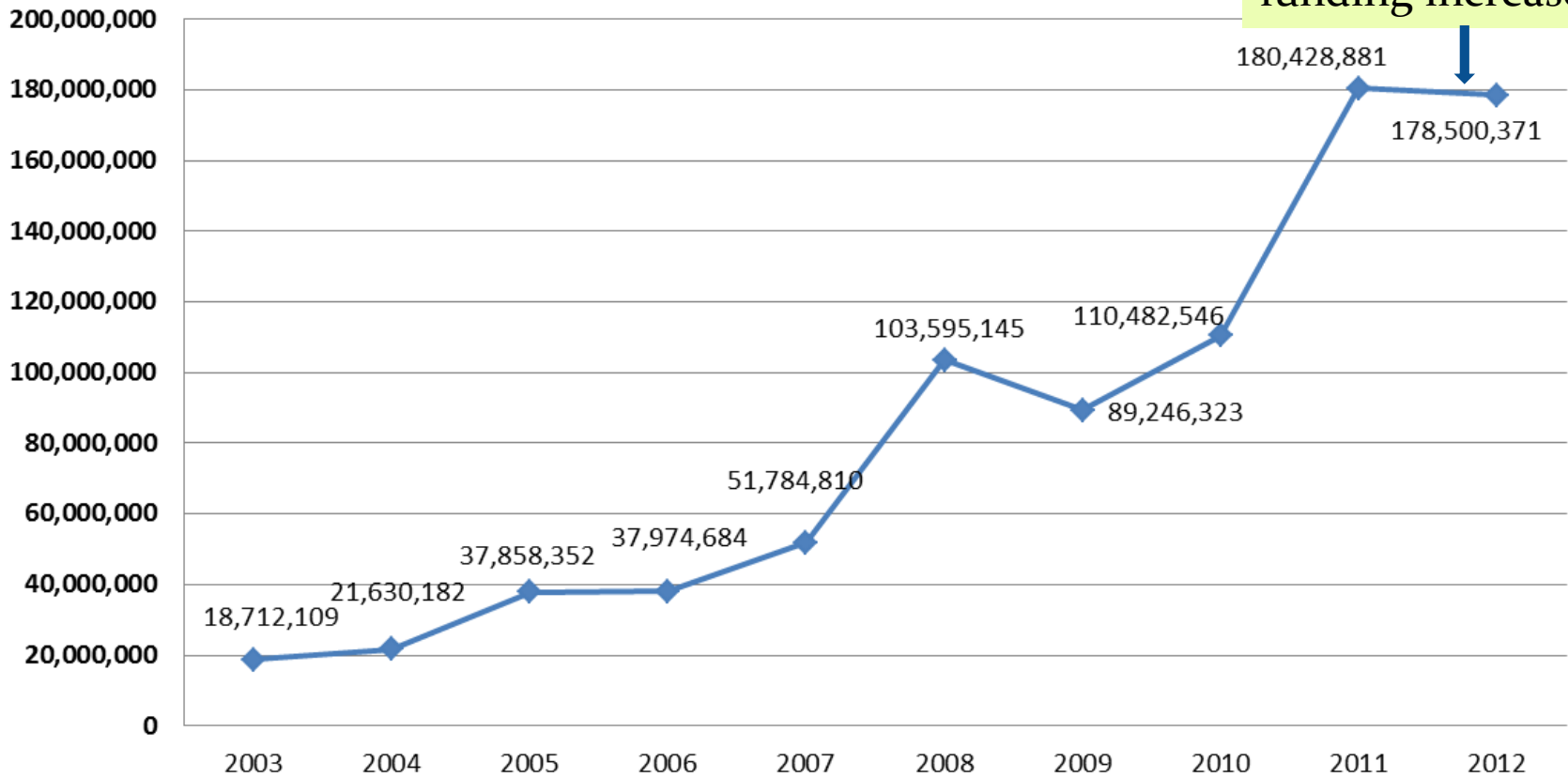
2. Sharing good practice...

- Toll-free emergency number
- Call center open 24/7
- Free assistance 24/7
- Roadside clinics supplement existing emergency wards



3. Good practice – Better resourced RS

Budgetary allocations 2003-2012



Note the tenfold funding increase

4. Emerging initiatives

- Funding frameworks for RS
- Capacity enhancement in Enforcement
- Mainstreaming RS in ODA projects
- Focus on Pedestrian Safety
- Institutionalization of Road Safety audit
- Promotion of high impact interventions

**SSATP can make a
difference?**

1. In policy, capacity & coordination

- SSATP has only two mandates – offering potential for focus and clarity
 - Transport Policy Development
 - Capacity Development
- A need for a continent-wide coordination has already been expressed
 - Ref. 2nd African Road Safety Conference Nov. 9-11, 2011
- SSATP has demonstrated its “Change Agent” potential
 - RMI
 - Rural mobility

2. SSATP has a RS strategy

- To partner with other development partners (WB's AFTTR, HD, GRSF; GRSP, UNECA, WHO, and Corporates eg. TOTAL)
- To work with REC's, Regional Corridor Groups, Countries, and Cities.
- To support UN Decade of Action and Africa Plan of Action by working with selected countries at country level address
 - Policy and strategy development, capacity building and promotion of high impact interventions

4. Outside opinion

“Despite recent challenges, SSATP continues to be a strategically well placed, respected and potentially powerful programme through which to influence national and regional transport policy in Africa”

Independent Review Opinion

What is SSATP doing differently?

Working with countries

KEY OBJECTIVES

- Strengthen Policy Formulation
- Strengthening of *Road Safety Lead Agencies*
- Strengthening of *Road Safety Strategies*
- Promote implementation of *High-Impact Interventions*

Ethiopia

National Road Safety Council

- Capacity review of the NRSC and suggestions for strengthening
- Facilitate strengthening and resource mobilization for NRSC

Ethiopia Road Authority

- Institutionalization of road safety audit and integration of safety in design
- Procedure for integration of road safety in transport projects
- Development of design standards for road safety measures

Federal Traffic Police

- Facilitate training for police
- Prepare enforcement pilot project

Ethiopia Road Fund

- Framework and criteria for allocation of funding for road safety.

Zambia

Road Transport and Safety Agency

- Cross-cutting Safe Road Section Project Lusaka – Kabwe
- Capacity review of RTSA.

University Teaching Hospital

- Support to Post-crash Care

City of Lusaka

- Planning and interventions for pedestrian safety
- Collaboration with corporates

Traffic Police

- Training, PC's and equipment for field control.
- Coordination of data and reporting with health sector.

Road Development Agency

- Safe Corridor Project (see RTSA) to include road safety audits and safety measures.

Cameroon

Road Safety Department (in MoT)

- Road Safety Management Capacity Review and prioritization of steps to strengthen lead agency capacity and national action plan.
- Assistance to build capacity for RSD and other main stakeholders
- Assistance for National Road Safety Strategy/ Action Plan

Abidjan-Lagos Corridor

- Consultations with Corridor countries through lead agencies to identify major stakeholders and issues along the corridor
- Collaboration with ALCO for coordination of activities across borders
- Contact country corridor committees to address road safety in cooperation with lead agencies
- A detailed study is underway, to be completed in March 2013

Central Corridor (East Africa)

- Focus on road safety practices by commercial freight transport companies on the Central Corridor (on the section Tanzania / Rwanda / Burundi)
- Active involvement of road transport companies (management and drivers) and regulatory authorities to apply best industry practices and improve driver preparedness and qualification
- Identification of challenges linked to switching driving sides along the corridor route
- Implementation through capacity building for the Central Corridor authority (CCTTFA)

How will countries benefit

“There is strength in numbers”

- Policy and strategy formulation and/or review
- Capacity building of agencies and around Pillars
- Knowledge creation and sharing
- Share and/or replicate good practices
- Peer pressure and peer reviews

Impact on UN and Africa Decade of Action Plan

From the Addis Conference

- 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 by:
 - Facilitating the formulation of RS strategies at country level
 - Facilitating creation of strong lead agencies
 - Facilitating the formation of regional associations of lead agencies
 - Assist (with AU) in raising political profile and convening powers of lead agencies
 - Promote better funding for RS

Thank you

Justin Runji jrunji@worldbank.org

SSATP – ssatp@worldbank.org