

TOTAL – World Bank Road Safety Initiative

Enhancing Efficiency of Africa Regional Trade & Transport Corridors



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CONTENT

- ▶ **Background of the Partnership & Initiative**
- ▶ **Scope and adopted Approach**
- ▶ **Nature of the Problems and Planned Interventions**
- ▶ **Management of the Process**
- ▶ **Expected Outcomes and Benefits**
- ▶ **Present Status of the Concept**
- ▶ **Perspectives, Medium / Long Terms Approach**



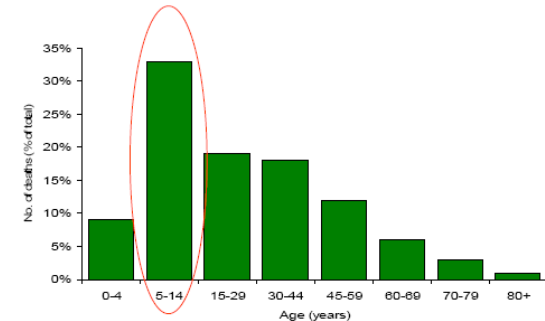
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Road Safety in Africa: Social & Economical Costs

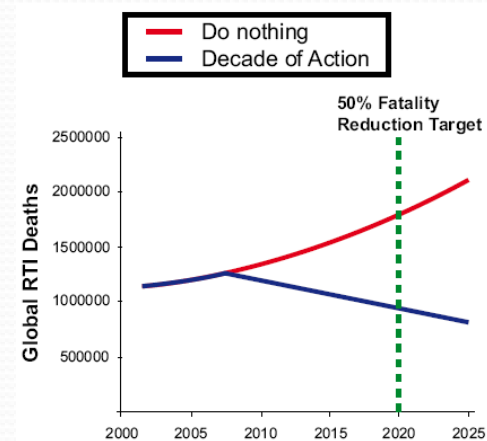
(source : World Bank)

- ▶ Up to 200 times the UK casualty rate per km travelled
- ▶ Casualties of road crash > HIV or Malaria
- ▶ Cause of death #2 for age 4-15 in some countries
- ▶ 70% casualties are pedestrians
- ▶ Road crashes cost 1-5% of Africa GDP
- ▶ Crashes cost more than infrastructure aid
- ▶ 75% casualties: age 20-35 – active population
- ▶ Casualties poised to increase 80% by 2020

*Age distribution
Road traffic injury mortality in Africa, 2002*



60% of deaths from road traffic injuries occur among those younger than 30 years old



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Road Safety is a best focus theme & right approach



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Joint

Approach

- Conditions competitiveness & sustainability
- Builds on commitment & experience
- Is a “SD” focus best fit & corporate image choice
- Represents a mandate
- Is a Private Sector Partnership rare choice
- Responds to TOTAL & Private sector operational needs
- Supports Africa continent Development Strategy



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**** Hence Total & WB are matching Partners ****



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Strong & Sustainable Partnership TOTAL – World Bank

Memorandum Of Understanding

- Signed in January 2010
- Defines Objectives & Action Plan
- Assigns Road Safety Team & Group
- Emphasizes Induction
- Identifies 2 initial corridors

International visibility - tangible steps:

- 1st Ministerial Road Safety Conference - Moscow Nov 2009
- Moscow official Déclaration ...
- UN General Assembly and resolution in New-York (march 2010)
- « Decade of actions for Road Safety » - 2011 to 2020

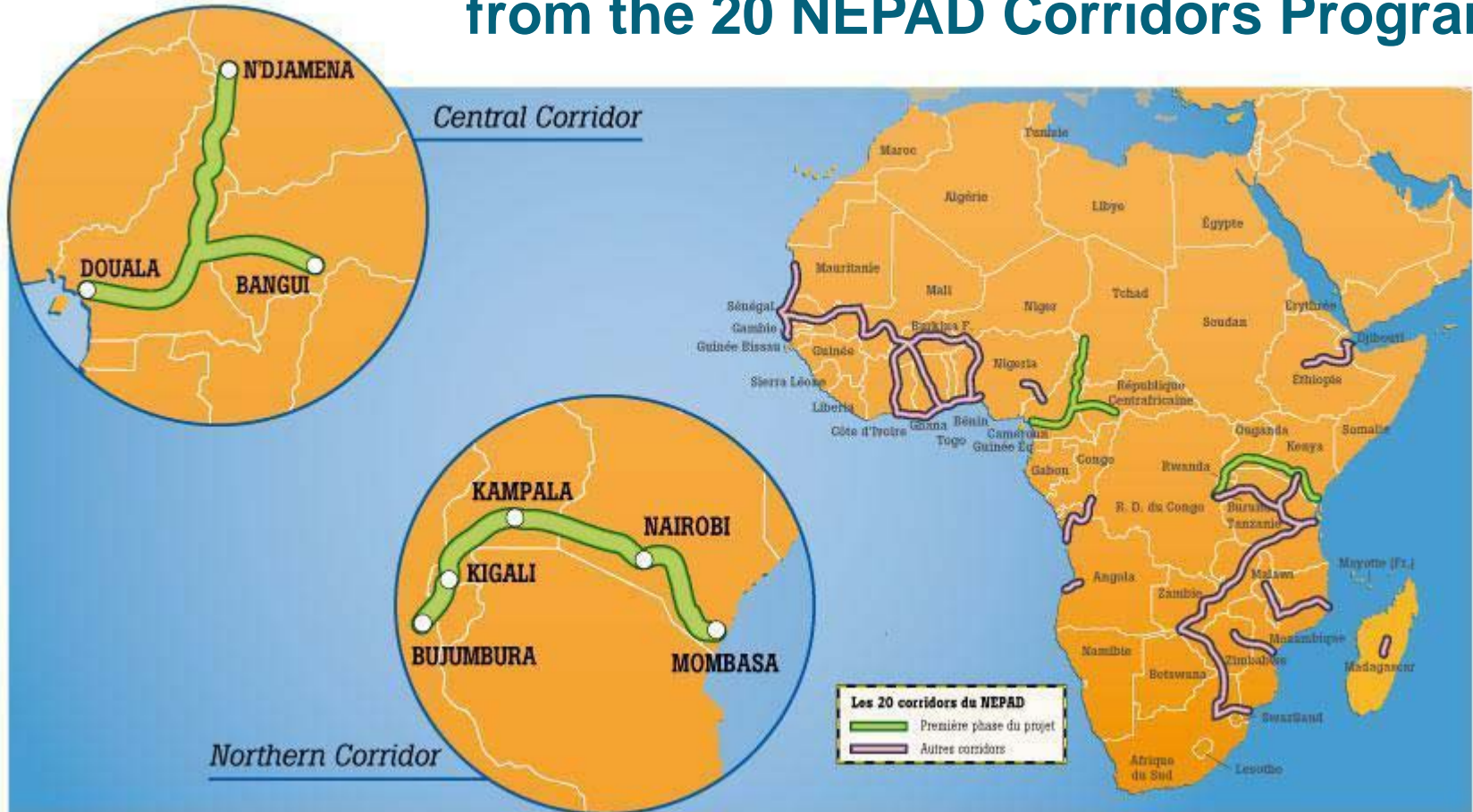




“Secretary-General Meets Global Road Safety Commission Chairman “



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Two initial Priority Corridors: Northern & Central from the 20 NEPAD Corridors Program



 **NEPAD Priority Corridors**
 **First phase corridors**
 Source from UNECA 2007



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PARTNERSHIP STRUCTURE

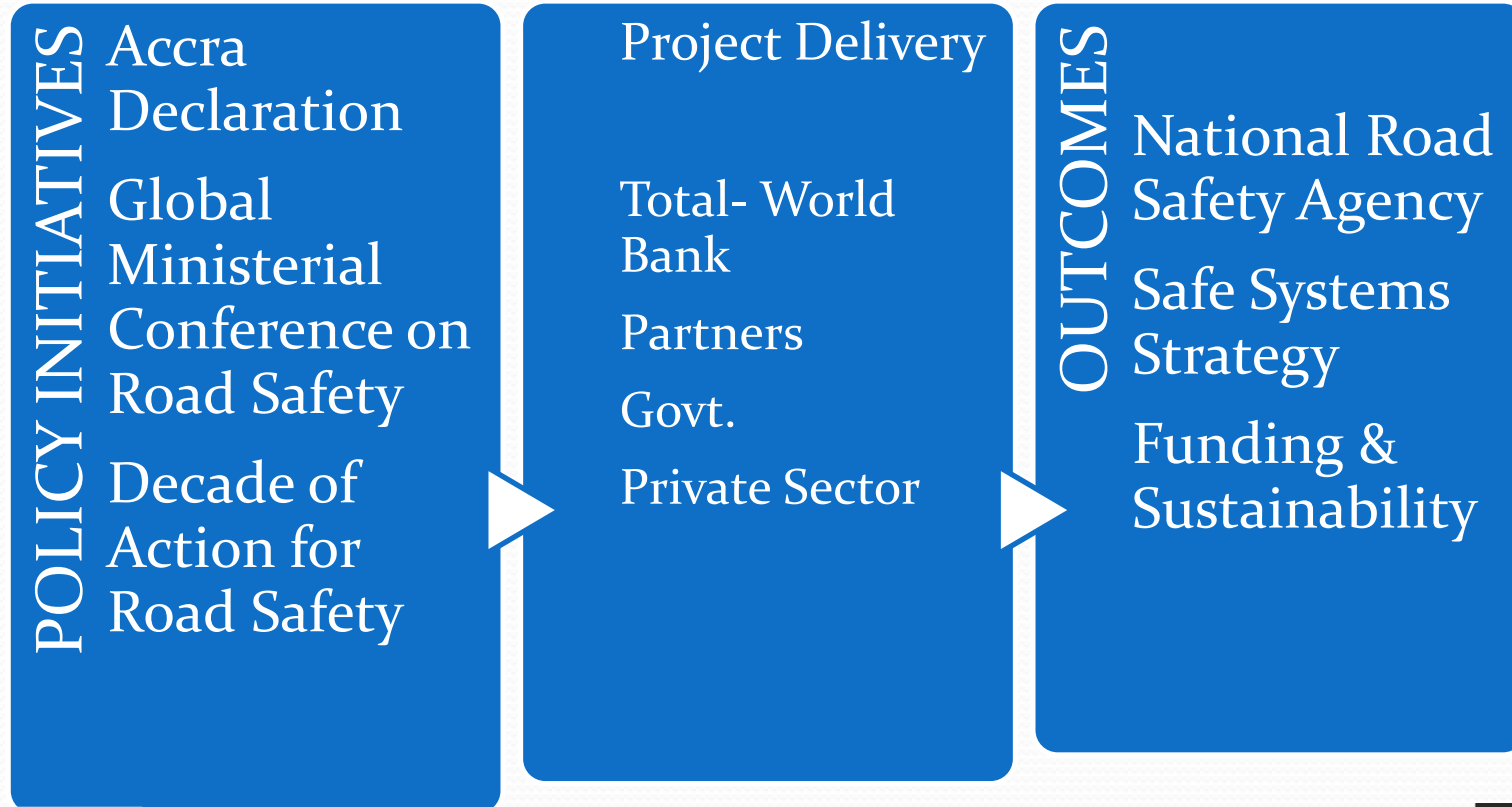




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**Nature of Problem – Interventions
Management – Expected Outcomes**

Enhancing the Safety & Efficiency of the Africa Trade & Transport Corridors



Nature of the Problem on the Northern Corridor

High cost of Transportation of goods and services along the corridor. The cost shipping a container from Singapore to Mombasa is approximately US\$ 2,500, to transport the same container from Mombasa to Kampala will cost about US\$1500 more.



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Nature of the Problem on the Northern Corridor



- **High Accident rates**

This is due to human error resulting from lack of training, poor working conditions of service for drivers and the non existence of proper road signs/safety features on the highway

Nature of the Problem on the Northern Corridor

Delays along the corridor due to many roadblocks and checks by various enforcement agencies (i.e. Police, Revenue Collection Authorities and Weigh Bridge Operators)



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Nature of the Problem on the Northern Corridor

- **Problem of Enforcement of Safety standards**

(Police lack of equipment, personnel and logistics to enforce speed limits, checks on drivers using Alcohol and other intoxicating substances such as Miraa)



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(2) Existing/Planned Interventions



Review of existing Traffic Rules and Regulations -
Uganda has reviewed the Traffic and Road safety

Axle weight enforcement
- collaboration between Uganda and Kenya Authorities in setting uniform standards and the privatization of Axle Load Enforcement

(2) Existing/Planned Interventions

Delays

Development of One stop border posts and reducing the number of check points on the Corridor.



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(2) Existing/Planned Interventions

Cargo safety and Duty Evasion

Vehicle Tracking system established by Kenya Revenue Authority to be incorporated into a system for providing Traffic Information and Safety Advice for Drivers moving transit Cargo



Management of the Process - 7 modules

7 –

Post Crash
Emergency
Health
System

6 – Enforcement, Road Policing, Speed Weight, Code

5 –

Rules of
Enforcement

4 - Communication, Education Awareness Raising
and Participation

Driving Code
Regulatory
Frame work

1 –
Freight
Commercial
Driver Trucks

Passenger
Transport
Vehicles

Non-Driver Cars
and Vans

3 –

Data
Monitor.
Evaluation
and Analysis

2 - Infrastructure, Safety Audit, Signalization,
Management of the Road Service to all



Total & World Bank: matching Partners with complementary skills & assets

(3) Management of the Process

Establishment of National Road Safety Councils in Kenya and Uganda. Kenya has Gazetted the identity of stakeholders with plans to institute an autonomous authority with technical staff and adequate funding. Uganda is currently going through the Parliamentary Process to grant statutory powers to the National Road Safety Council as defined in the Traffic and Road Safety Act



(3) Management of the Process

Development of Public Private partnership to share best practice in areas of Safety, Fleet Management and Driver Training.



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(3) Management of the Process

The setting up of an independent Entity in Kenya and Uganda to drive forward the initiative. (i.e. Safer Road). The Entity's Board will consist of major Logistics/Transport Companies using the Corridor in both countries supported by a Technical Advisory Team.

Review of all projects and studies relating to logistics, infrastructure development and road safety initiative (a dedicated website has been developed funded by JICA and USAID)



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(4) Outcomes/Benefits



Clearly defined strategy and rules of engagement between Infrastructure financiers, transport operators/users and Highway Authorities (e.g. 10% of all infrastructure funding should be dedicated to Road safety).



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(4) Outcomes/Benefits

Kenya has a Transport Sector Coordinating Committee - a forum of exchange of ideas and strategy between Development Partners and Government Agencies supervising the development, finance and management of transport modes



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(4) Outcomes/Benefits

Coordination of Activities around the corridors with particular focus on Accident Emergency Response Systems

[Wellness Clinics (North Star Alliance), Highway Emergency Response Plans (Petroleum Institute of East Africa) and Crash response unit funded by WHO)

Research and Knowledge Transfer - Trade Mark East Africa
working in collaboration with World Bank, AfDB, JICA, EU, USAID and DFID



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(4) Outcomes/Benefits

Development of an operational strategy for Enforcement of Traffic Regulation.

Traffic Police in Uganda and Kenya having a uniform system for accident data collection, storage, retrieval and analysis. The Total - world Bank Team will facilitate the process.

Harmonization of Standards

for Driver Training Testing and Licensing in Uganda and Kenya



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Principles of the Medium Term Approach

Status of the Project

- ▶ Northern Corridor :
 - Project Implementation Entity
 - Name, Logo and Signature
 - Staffing & Offices
 - Action Plan & Induction
 - Road Safety Group & Partners
 - Official Launch
- ▶ Central Corridor
 - Preliminary Contacts
 - Exploratory visits



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Total & World Bank team is looking forward to your support in order to rapidly take momentum & start achieving Results

Thank You



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