

AFRICA STATUS REPORT ON ROAD SAFETY 2025

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May 27th, 2025

Africa Status Report on Road Safety

2025



AFRICA STATUS REPORT ON ROAD SAFETY 2025:

A Collaborative Regional Approach



SSATP is a partnership of 42 African countries, 8 regional economic communities, continental institutions, international development agencies, and other partners. Since its launch over 30 years ago, SSATP has built a reputation as the leading transport policy development forum in Africa.

Currently implementing its Fourth Development Plan (2022-2026), SSATP focuses on regional integration, urban mobility, road safety, and road asset management.



The African Union (AU) is a continental body consisting of the 55 member states that make up the countries of the African Continent. It was officially launched in 2002 as a successor to the Organization of African Unity (OAU, 1963-1999).

The AU is guided by its vision of *“An Integrated, Prosperous and Peaceful Africa, driven by its own citizens and representing a dynamic force in the global arena.”*



The WHO Regional Office for Africa comprises 47 Member States with the Regional Office in Brazzaville, Republic of Congo.

The WHO leads global road safety efforts by providing technical guidance to member states. Through collaboration with UN agencies, the organization supports the implementation of the 2030 Agenda targets, and monitors progress through harmonized data collection and regular publication of Global Road Safety Status Reports.



The WHO Regional Office for the Eastern Mediterranean serves 22 countries and territories in West Asia, North Africa, the Horn of Africa and Central Asia.

AFRICA STATUS REPORT ON ROAD SAFETY 2025:

Introduction



Objectives:



Burden of road traffic crashes on injuries and deaths in Africa



Institutional road safety management practices and legislation



Key gaps and proposed actions

Global efforts:

- Second Decade of Action for Road Safety 2021-2030
- SDG 3.6 & 11.6

The African Union Commission (AUC) mandate:

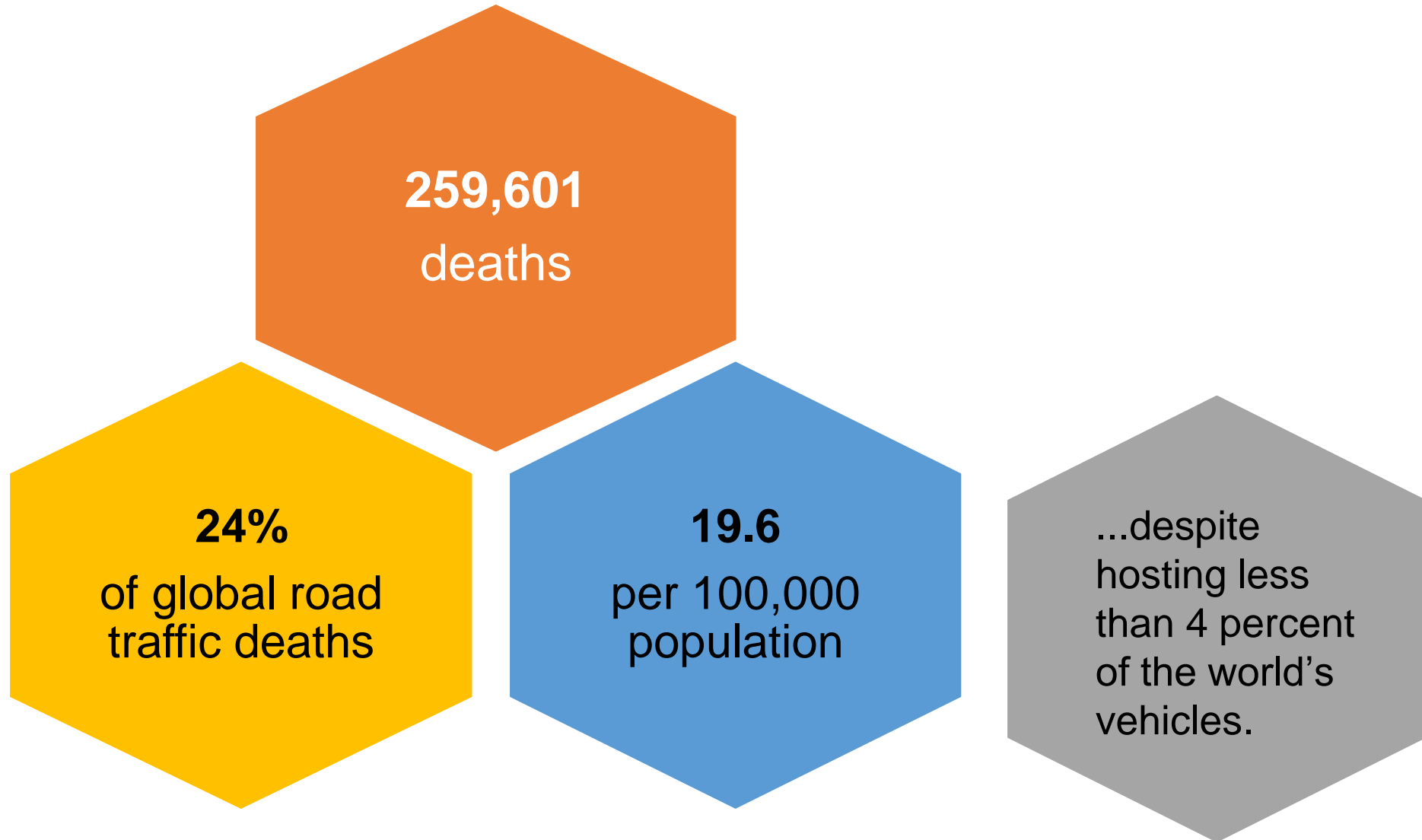
- African Road Safety Charter
- African Road Safety Observatory (ARSO)
- African Road Safety Action Plan for the Decade 2021–2030



Burden of road traffic injuries

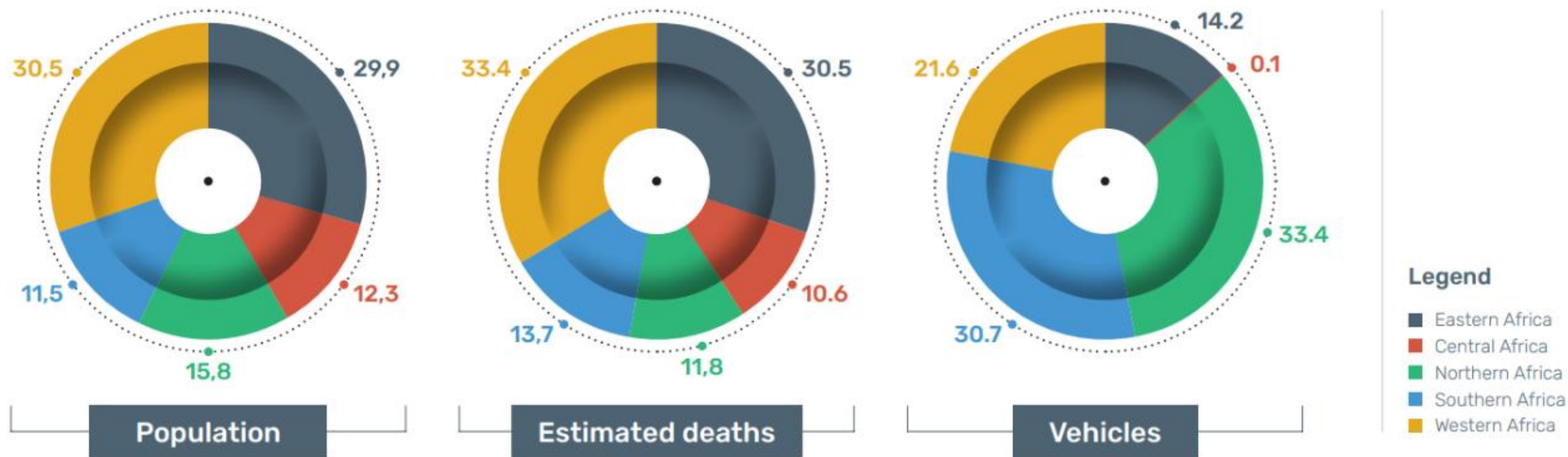


Burden of road traffic injuries in Africa



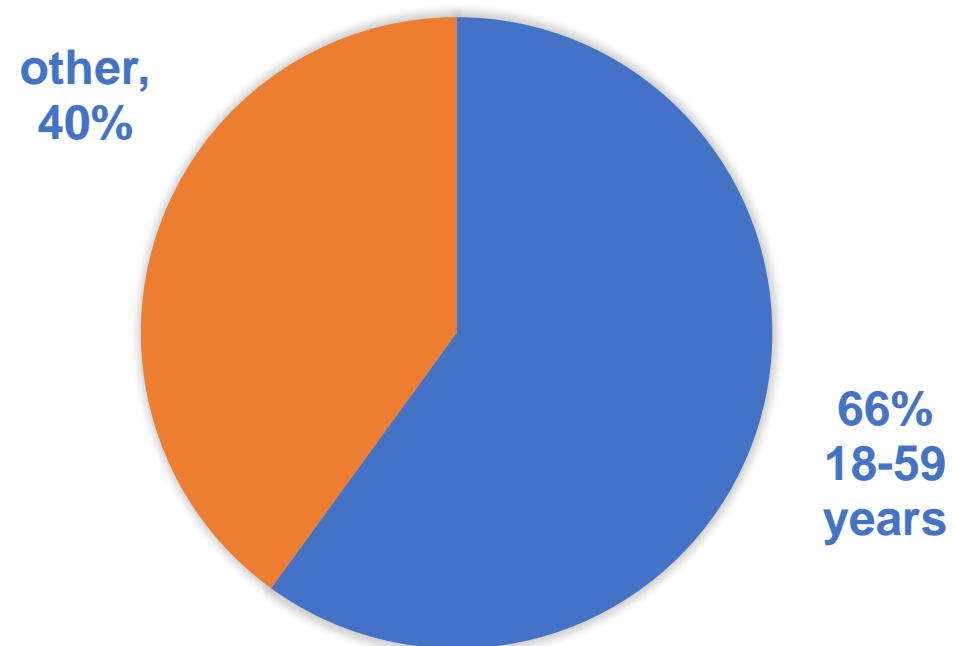
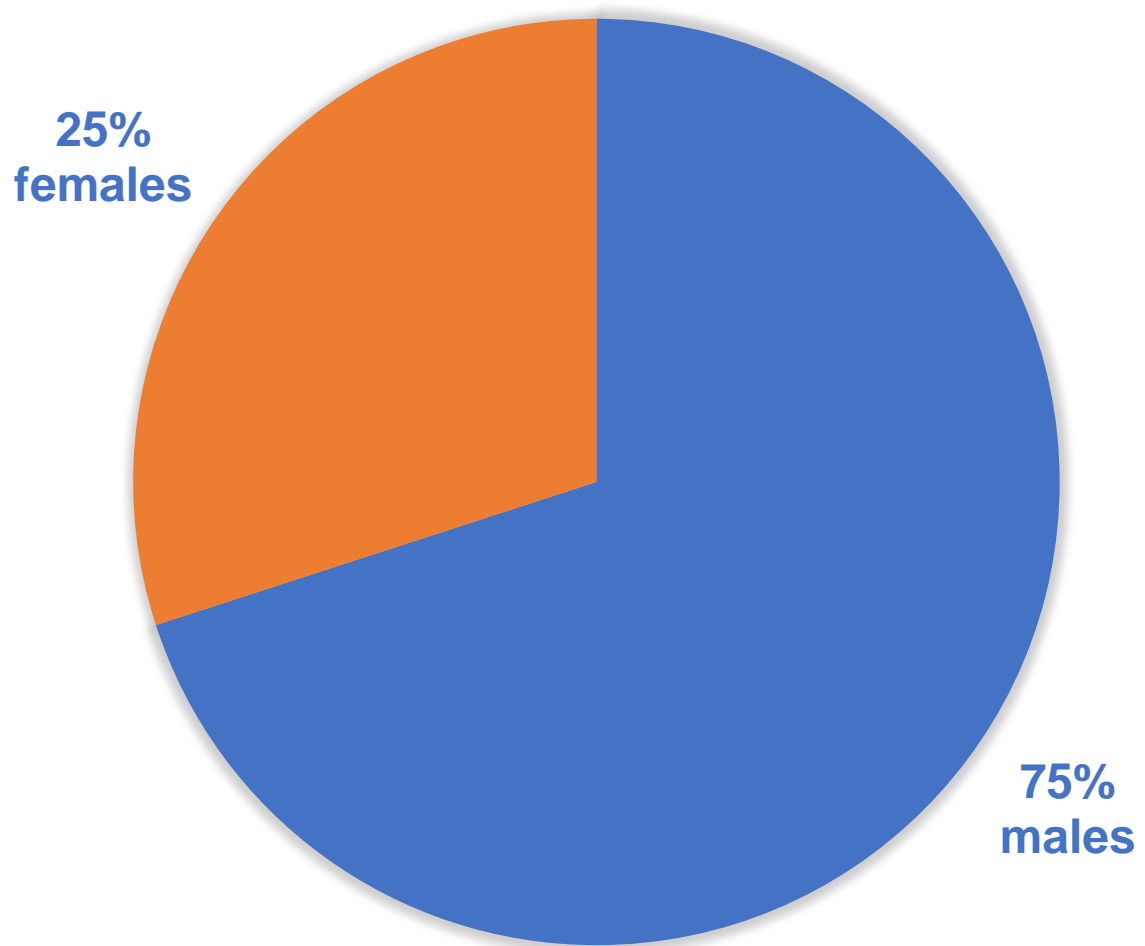
Regional Snapshot (*in percentages*)

Figure 2: Proportion of Population, Estimated Deaths, and Registered Vehicles, 2021



Source: WHO 2023.
Note: N=54.

Age and sex distribution



“Half of fatalities are among vulnerable road users”

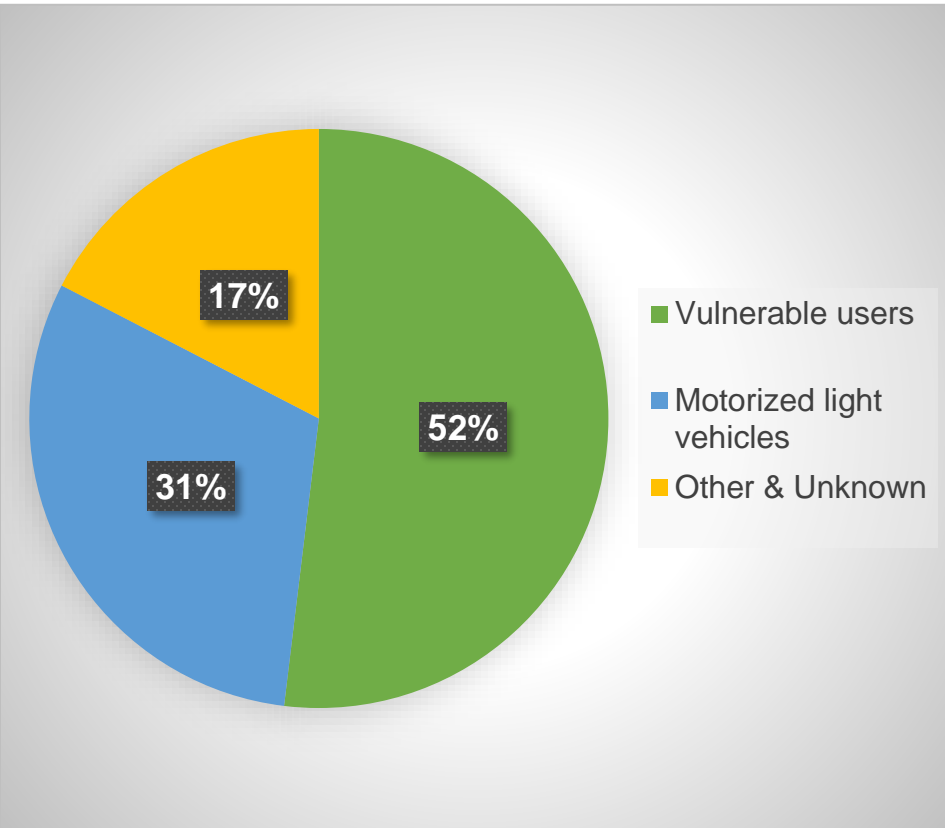
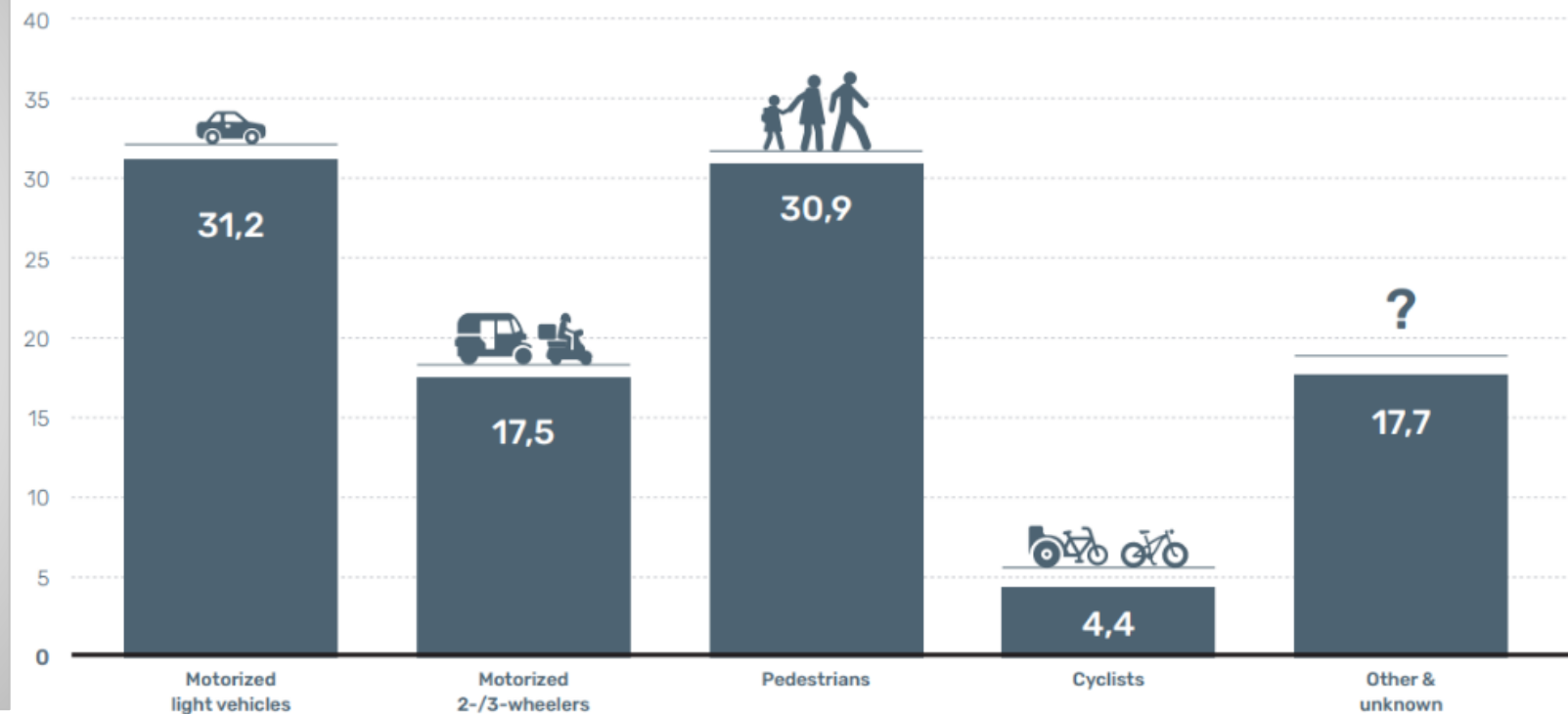


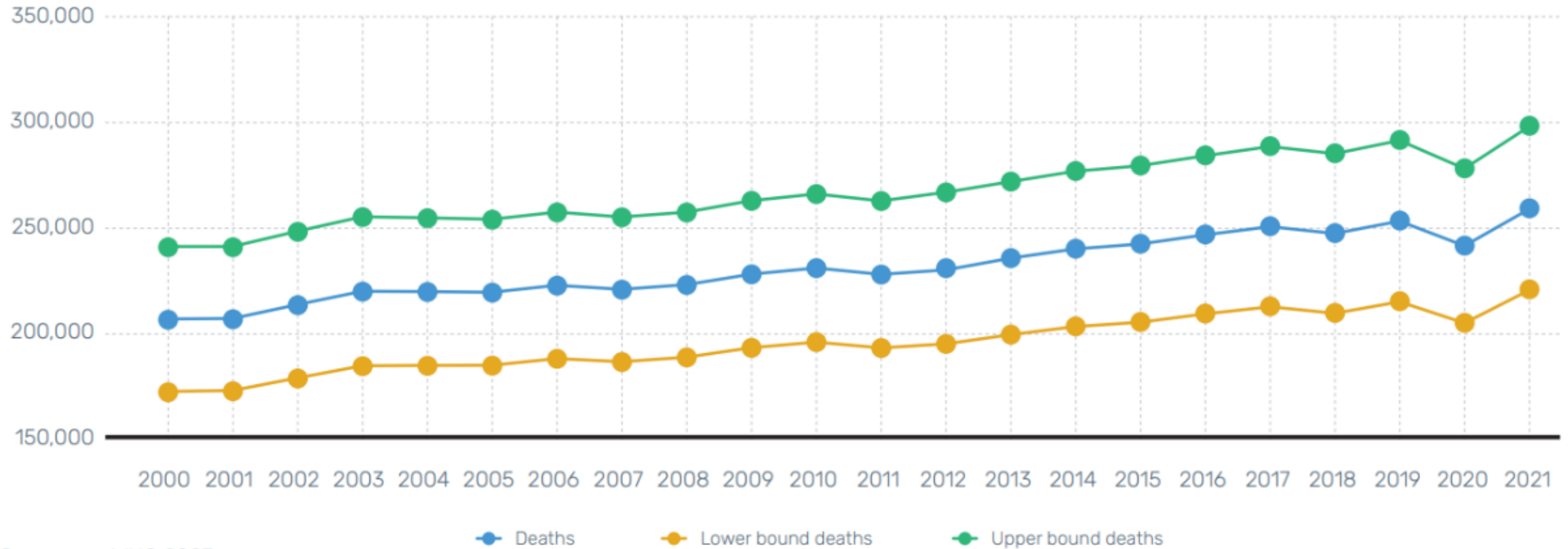
Figure 3: Road Traffic Fatalities by Road User Type, 2021



Source: WHO 2023.
Note: N=35.

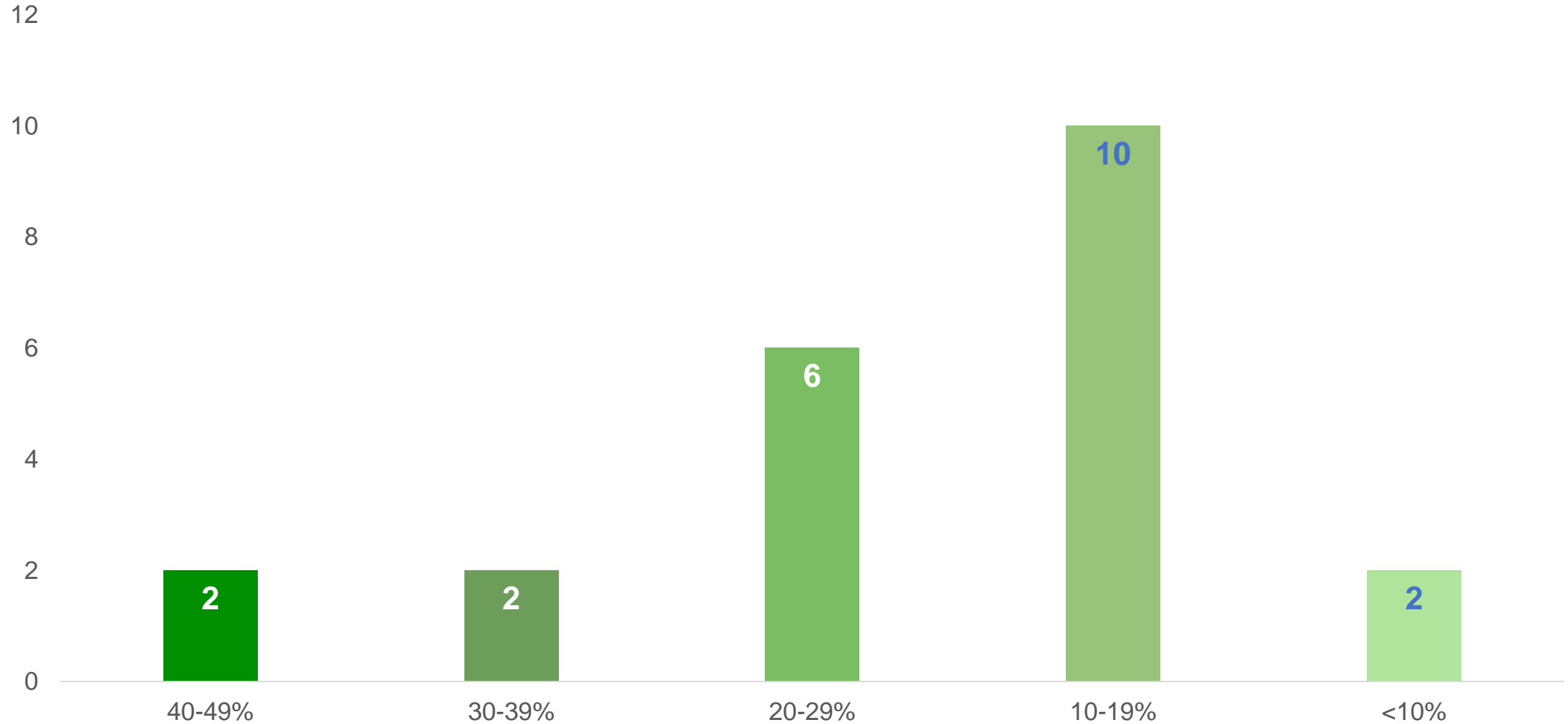
An overall increase in fatalities 2000-2021

Figure 5: Estimated Road Traffic Fatalities, 2000–2021



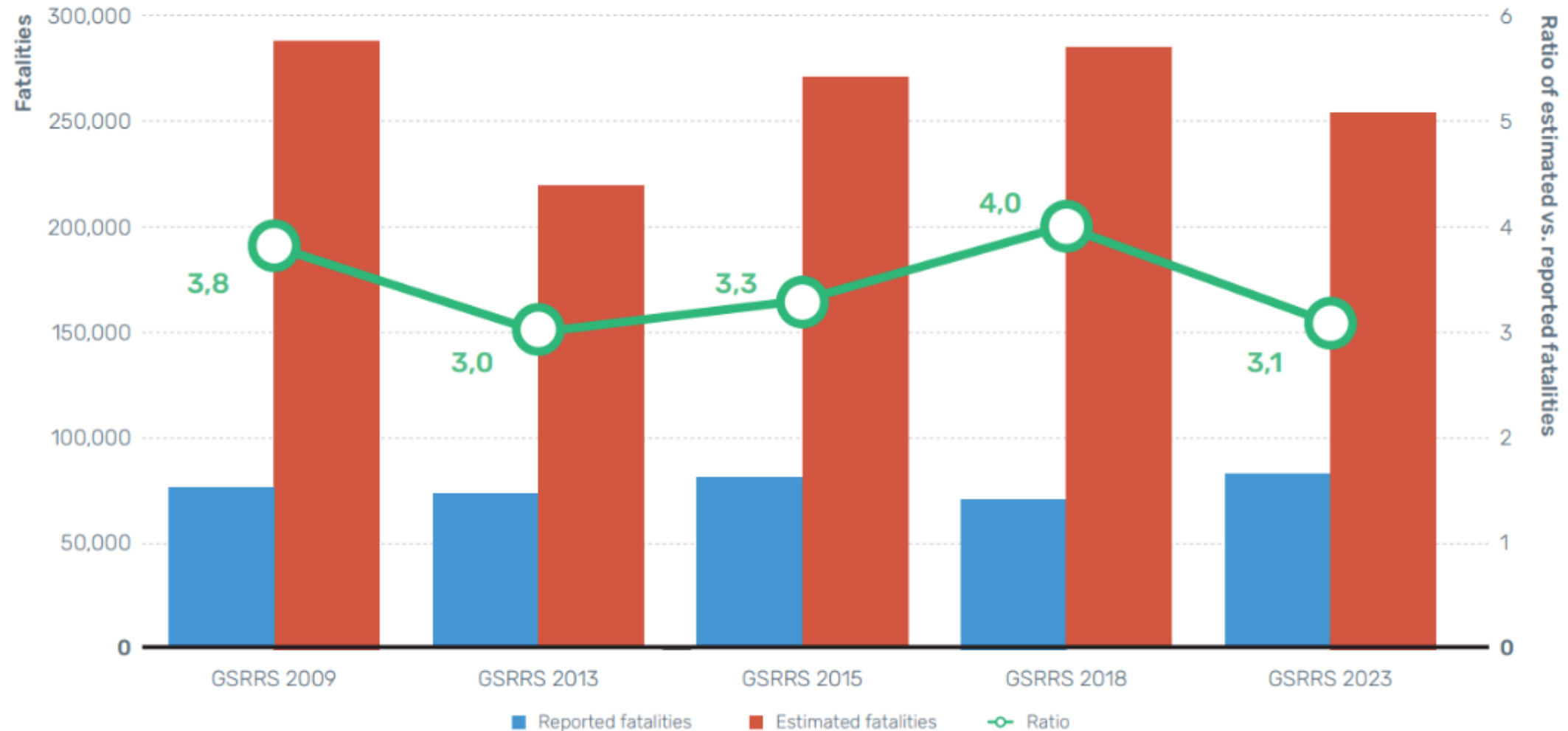
Source: WHO 2023.
Note: N=54.

22 countries reduced fatalities



Estimated vs. Reported fatalities 2009-2021

Figure 6: Estimated versus Reported Road Traffic Fatalities, 2009–2021

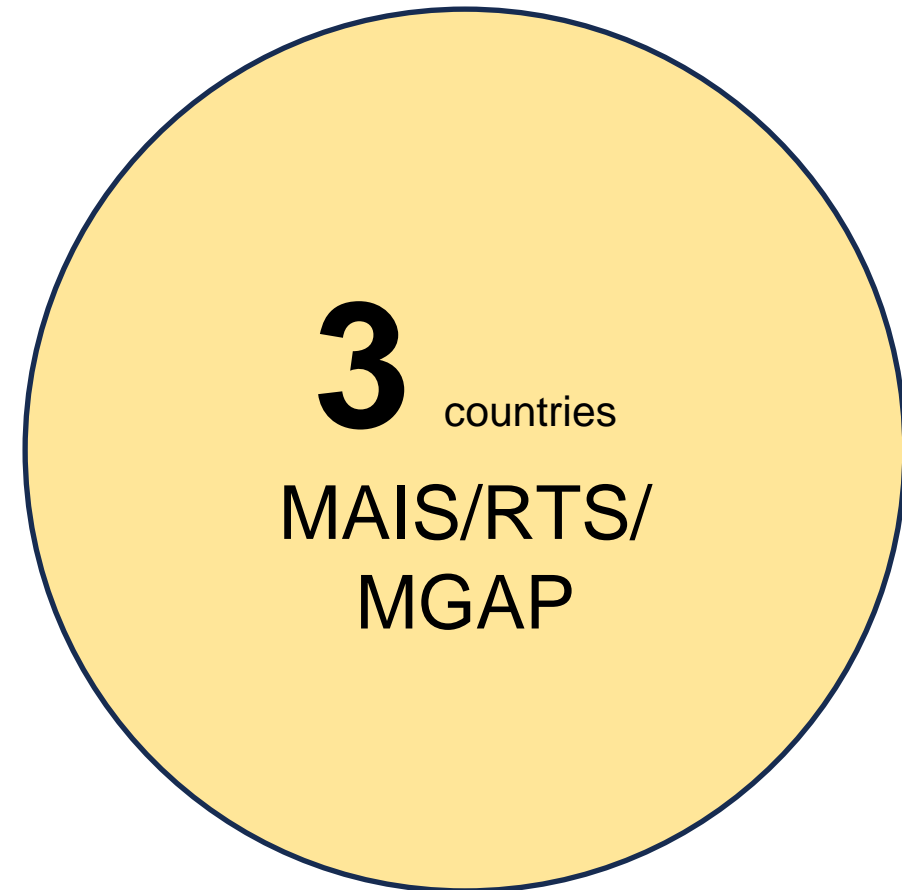


Inconsistent definitions

Fatalities



Serious injuries



Data sources for road traffic fatalities

33 countries
Single source

28 countries
Police

5 countries
Other/health

12 countries
Two sources

7 countries
Police/other

5 countries
Police/health

5 countries
Three/more sources

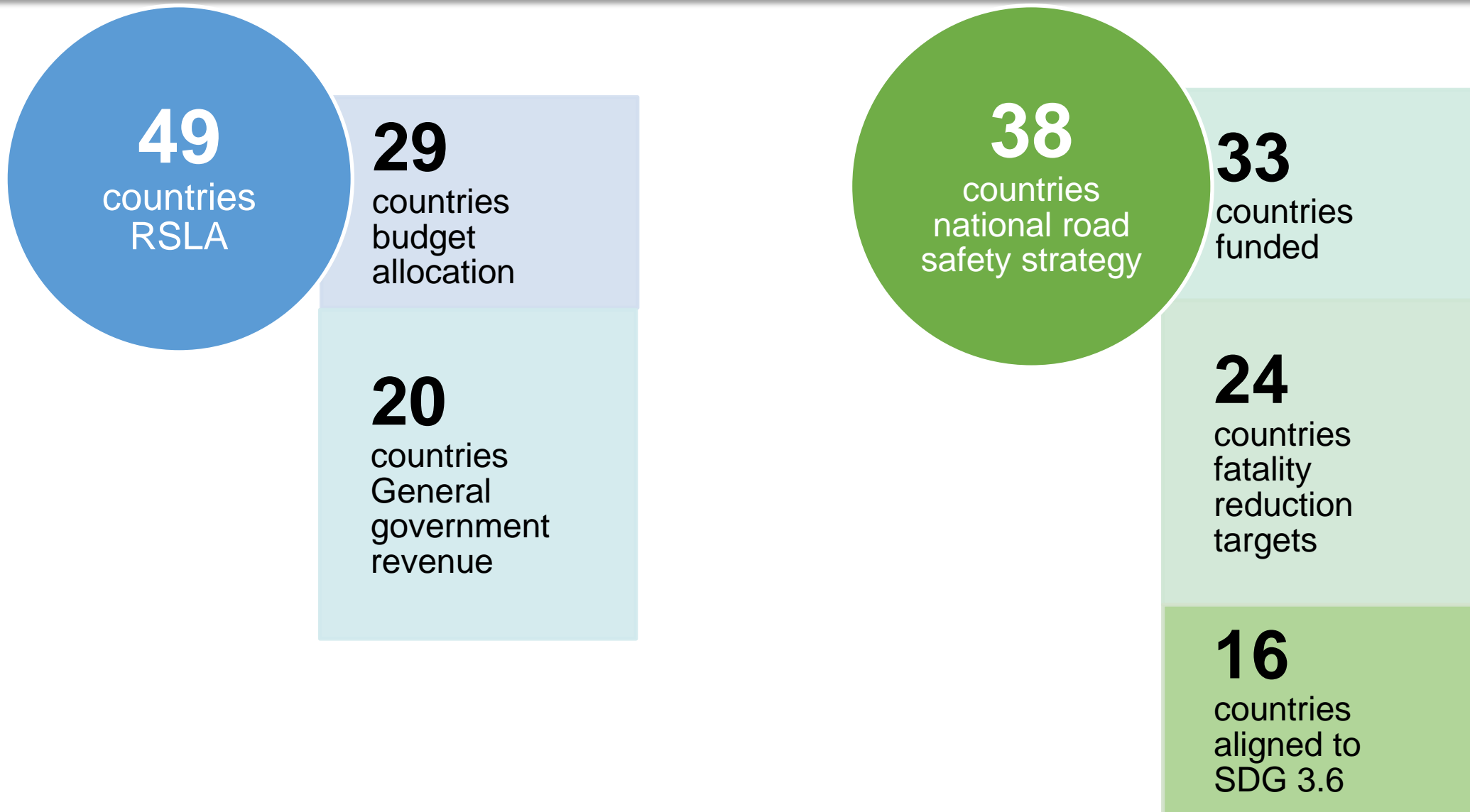
3 countries
Police/CRVS/health/
insurance/other

2 countries
Police/health/other

Road Safety Pillars



1. Road Safety Management



Promotion of alternative forms of transport

Less than half of countries promote alternative forms of transport:



Walking

14 countries



Cycling

13 countries



Public Transport

25 countries

2. Safer roads and mobility

Laws requiring formal road safety assessment

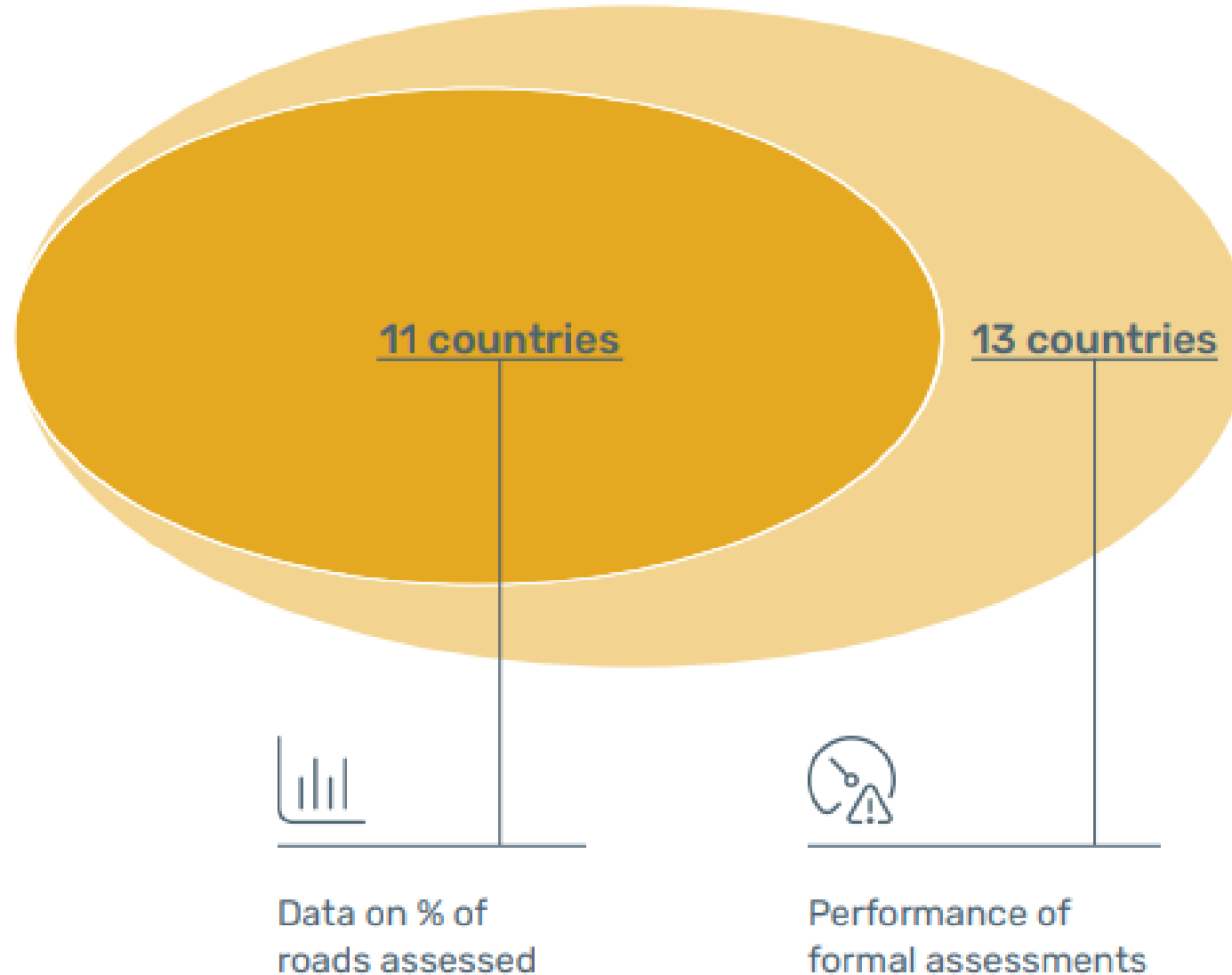
6 countries
periodic
checks

9 countries
national law

4 countries
consideration
of all users



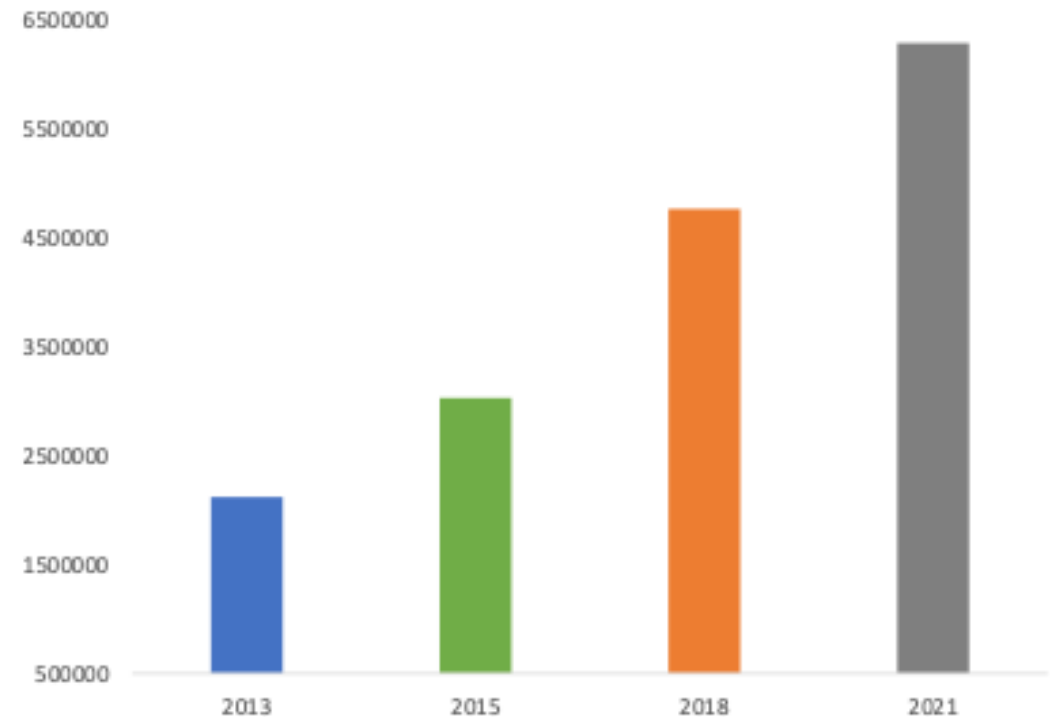
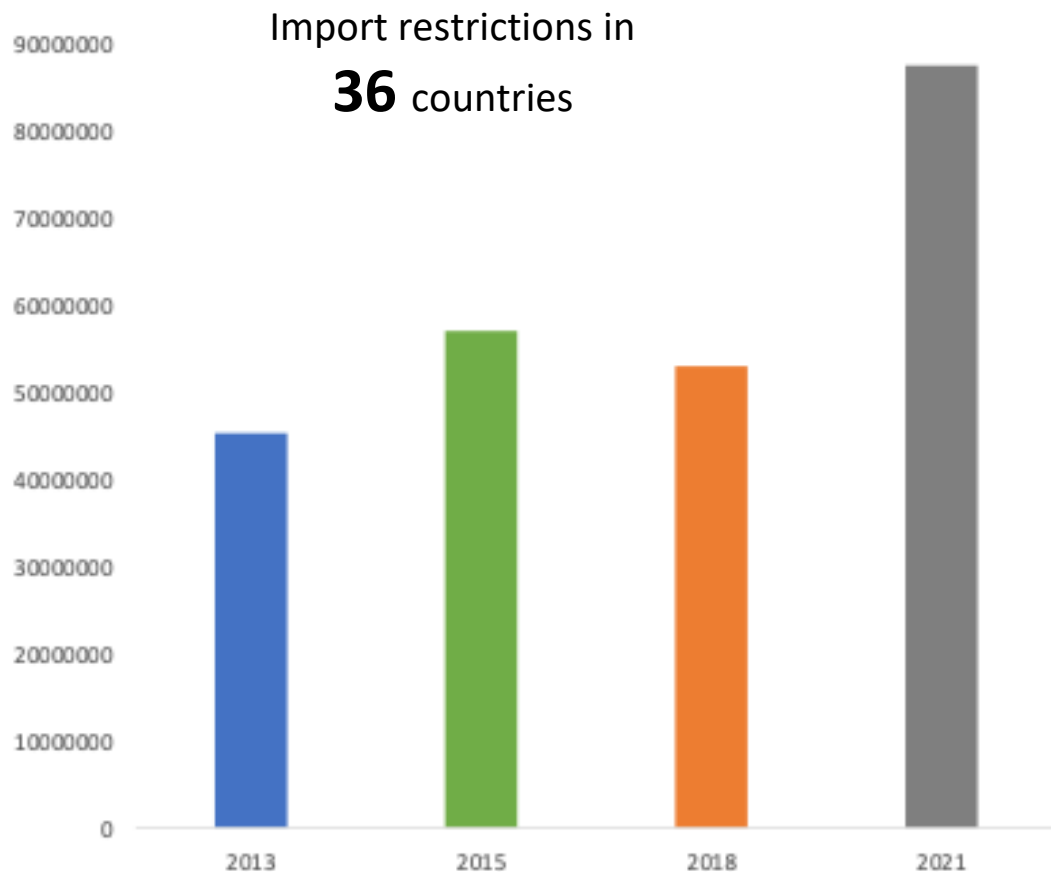
Road safety audits



3. Safe Vehicles (*Increased motorization*)

Registered vehicles (n=51)

Registered 2-/3- wheelers (n=10)

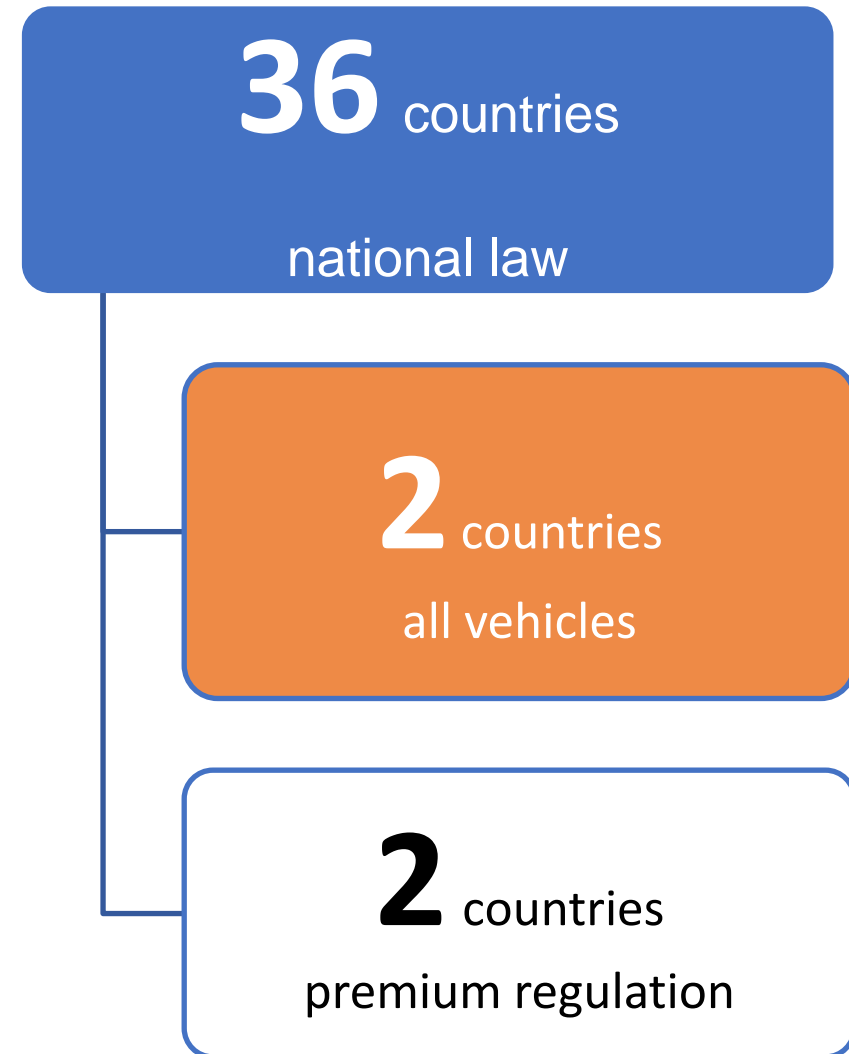


Vehicle registry and insurance

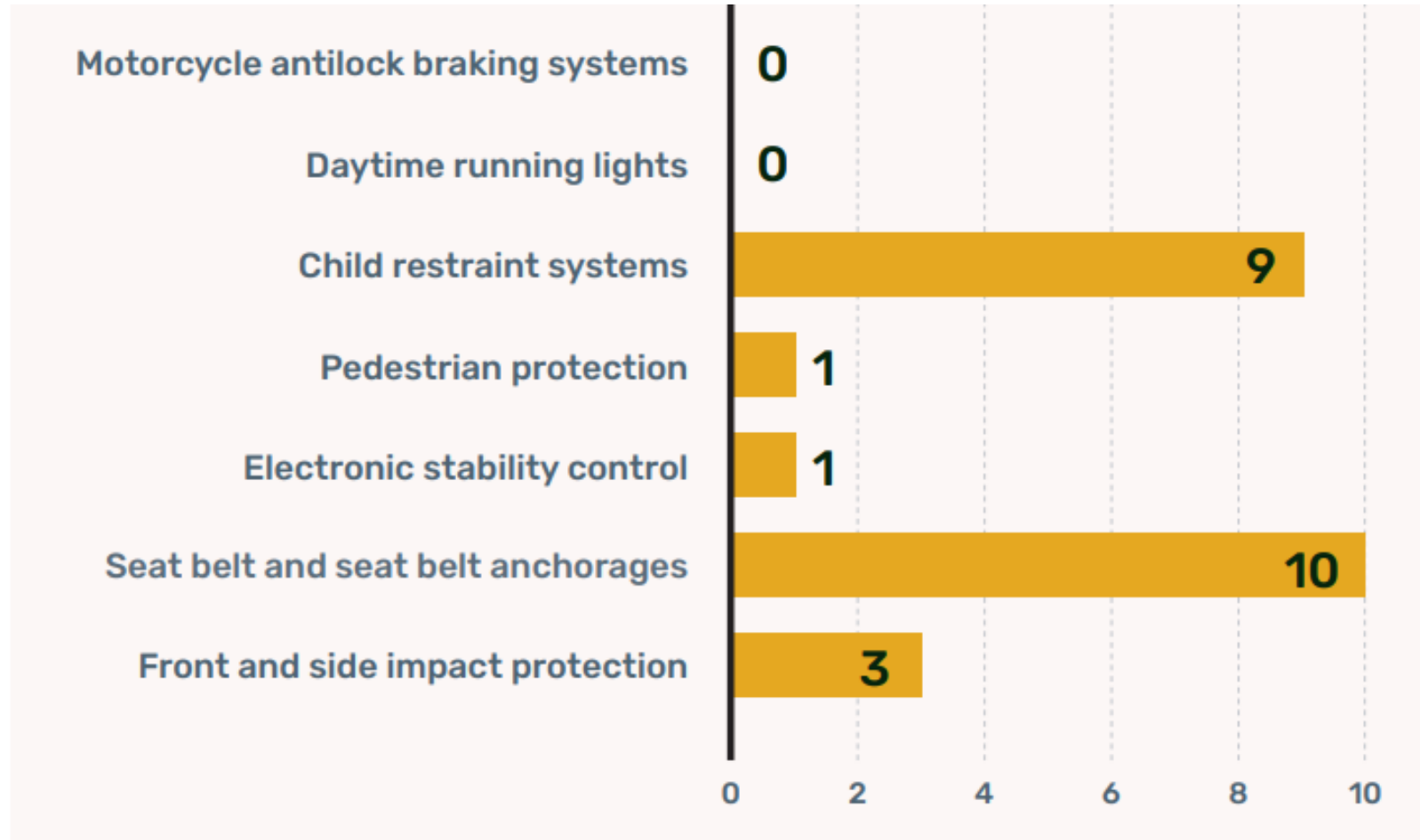
Vehicle registration



Vehicle insurance



Vehicle safety legislation



Source: WHO 2023.

Note: N=33.

4. Safe road users

Key behavioral risk factors:

- Speeding
- Drink driving
- Helmet use
- Seatbelt use
- Child restraints



National laws on key behavioral risk factors

20 countries
have laws
adhering to best
practices for at
least one of the
five risk factors.

Risk factor laws meeting best practice

Speed 15 countries

Drink driving 7 countries

Seat belts 21 countries

Helmets 8 countries

Child restraints 1 country

Child Restraints Laws

14 countries

Mandating use of child restraints

8 countries

Prescribe penalties for violations

11 countries

include requirements for appropriate age, height, and reference to specific standard

5 more countries

with a child restraint law since the previous status report (2018)

Driver Permit Laws

3 countries

Minimum age for obtaining licence

0 country

Learner license prior to obtaining full licence

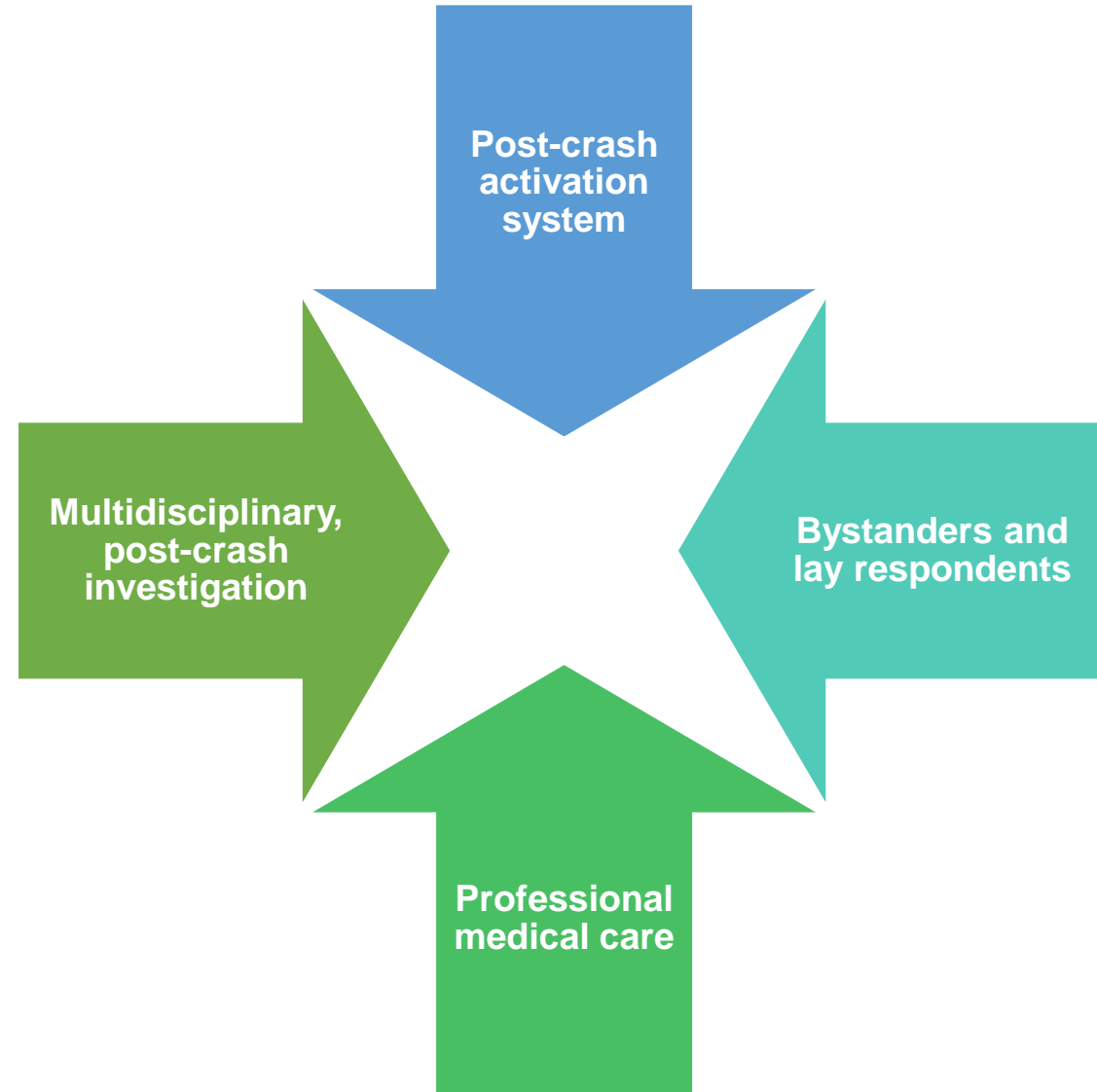
1 country

Additional licensing requirements for professional drivers

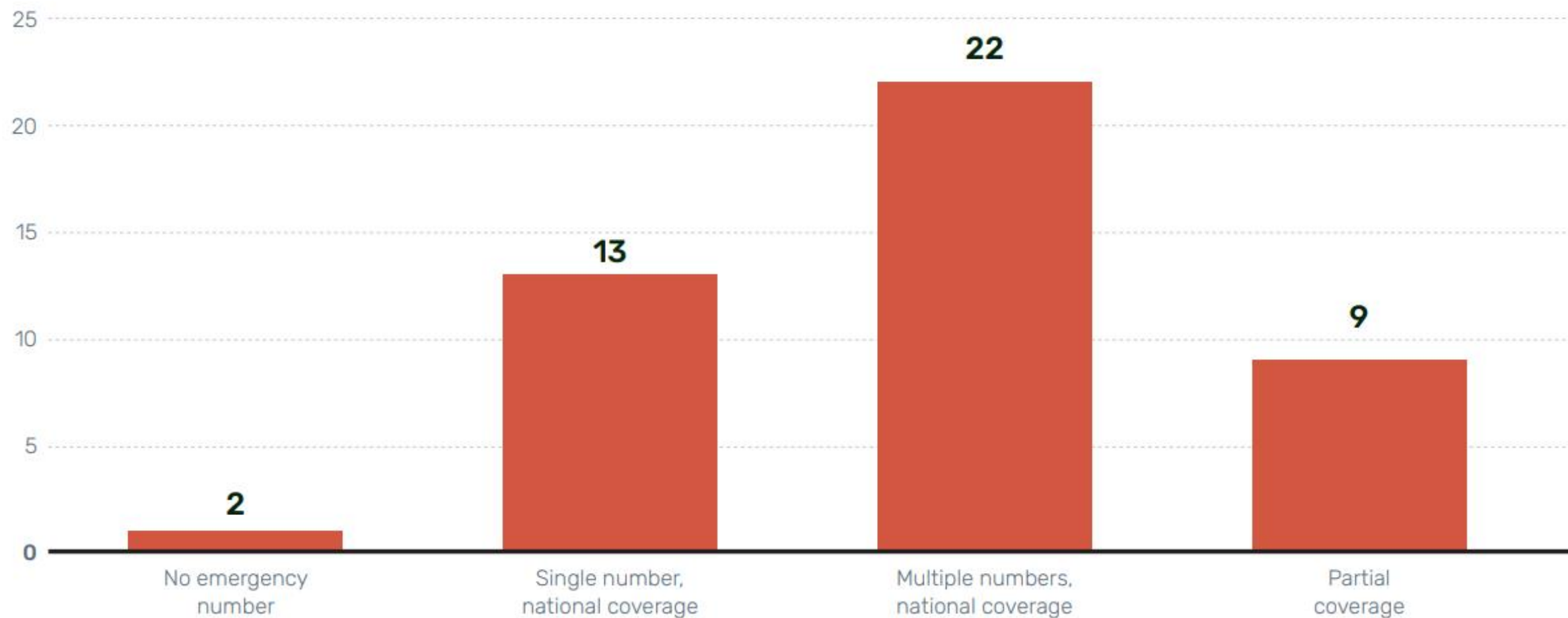
2 countries

Medical tests prior to obtaining a licence

5. Post-crash Response



Emergency care service numbers



Source: WHO 2023.

Note: N=48.

Conclusion and Proposed Actions



- **Data-driven solutions save lives**
- **Stronger laws + safer roads**
- **A system-wide approach is key**
- **Leadership and collective action drive change**



Key takeaways

- ❖ **A Crisis Affecting the Backbone of Our Economies**
Road traffic injuries are a public health issue—as they are an economic and social crisis. They disproportionately affect the most productive segment of our population. Vulnerable road users bear the greatest burden.
- ❖ **Data: The Foundation for Smarter, More Effective Solutions**
Strengthening road safety data systems is paramount—not just to track fatalities but to drive evidence-based policies.
- ❖ **Closing the Legislative Gaps: Turning Policy into Protection**
Many nations lack the comprehensive legal frameworks necessary to protect all road users—leaving gaps in enforcement, financial protection for victims, and access to critical emergency care.
- ❖ **A Unified, System-Wide Approach to Road Safety**
Road safety is about better systems! We need strong institutions, sustained investment, strict enforcement, and thoughtfully designed infrastructure that prioritizes safety for every road user.



Thanks / Merci

**Strong Institutions,
Better Road Safety Outcomes!**

The Africa Status Report on Road Safety 2025 can be downloaded here:

<https://www.ssatp.org/publication/africa-status-report-road-safety-2025>

