

# AFRICA STATUS REPORT ON ROAD SAFETY 2025

**Cotonou, March 25<sup>th</sup>, 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

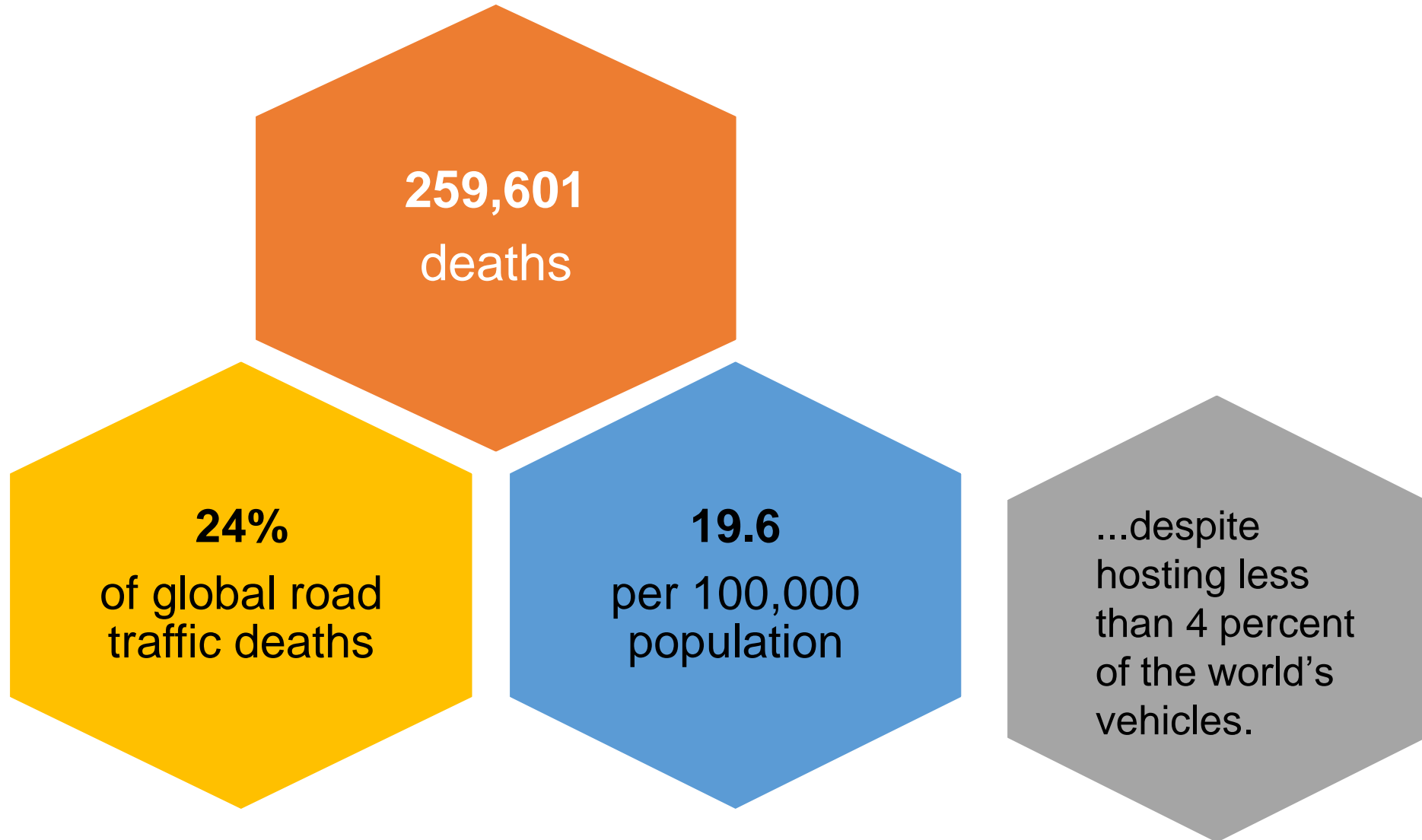




# Burden of road traffic injuries

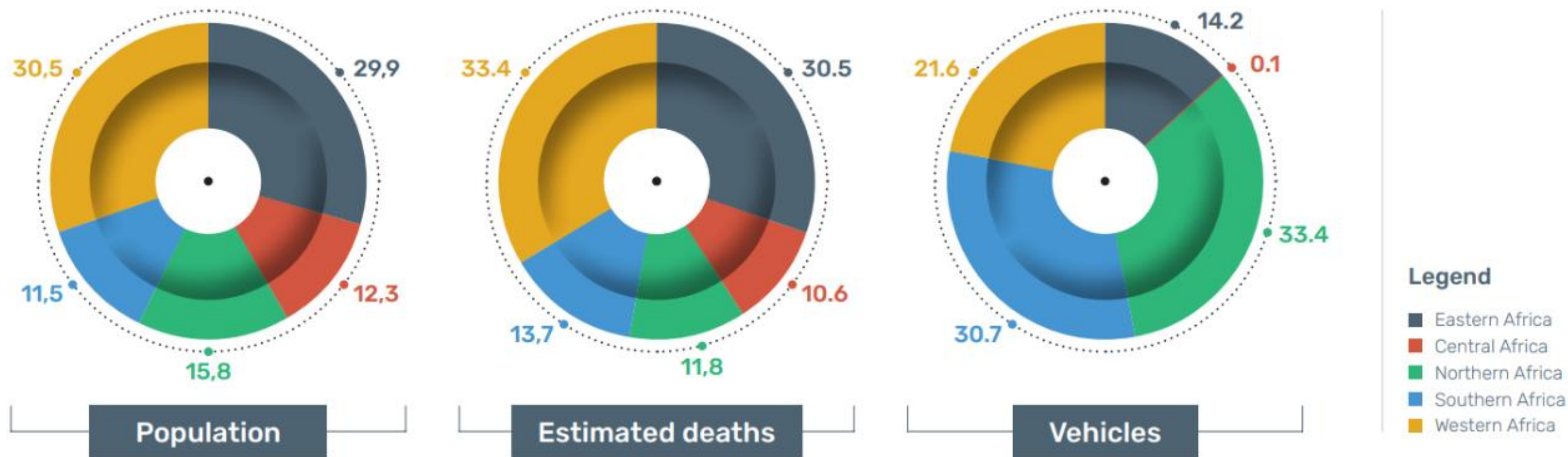


# Burden of road traffic injuries in Africa



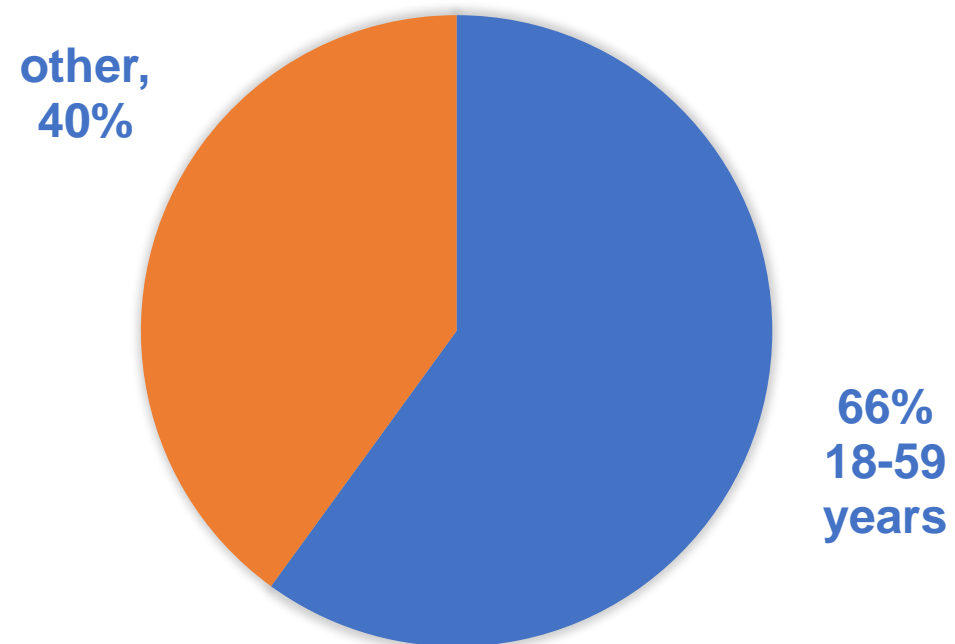
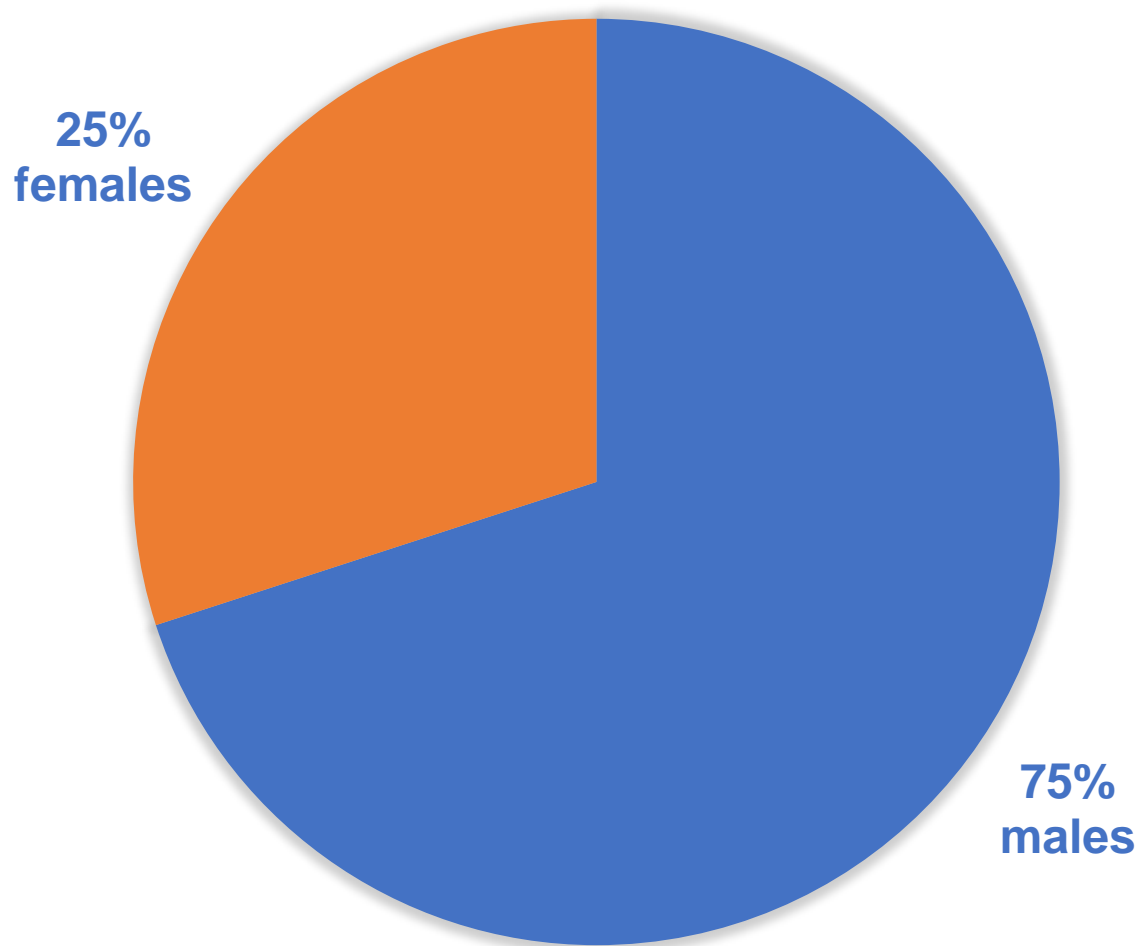
# Regional Snapshot (*in percentages*)

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



Source: WHO 2023.  
Note: N=54.

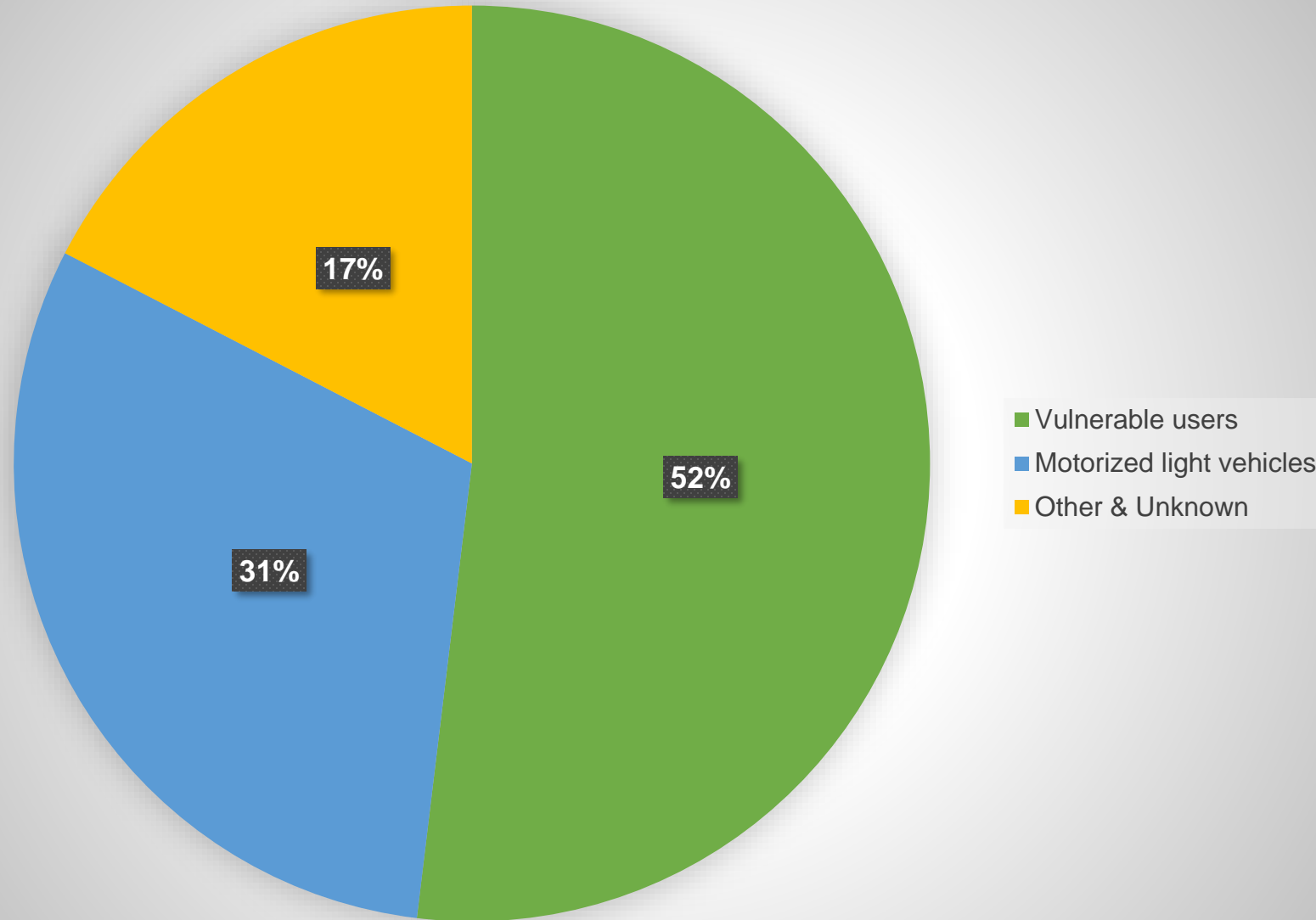
# Age and sex distribution



# “Half of fatalities are among vulnerable road users”

Figure 3:

40  
35  
30  
25  
20  
15  
10  
5  
0

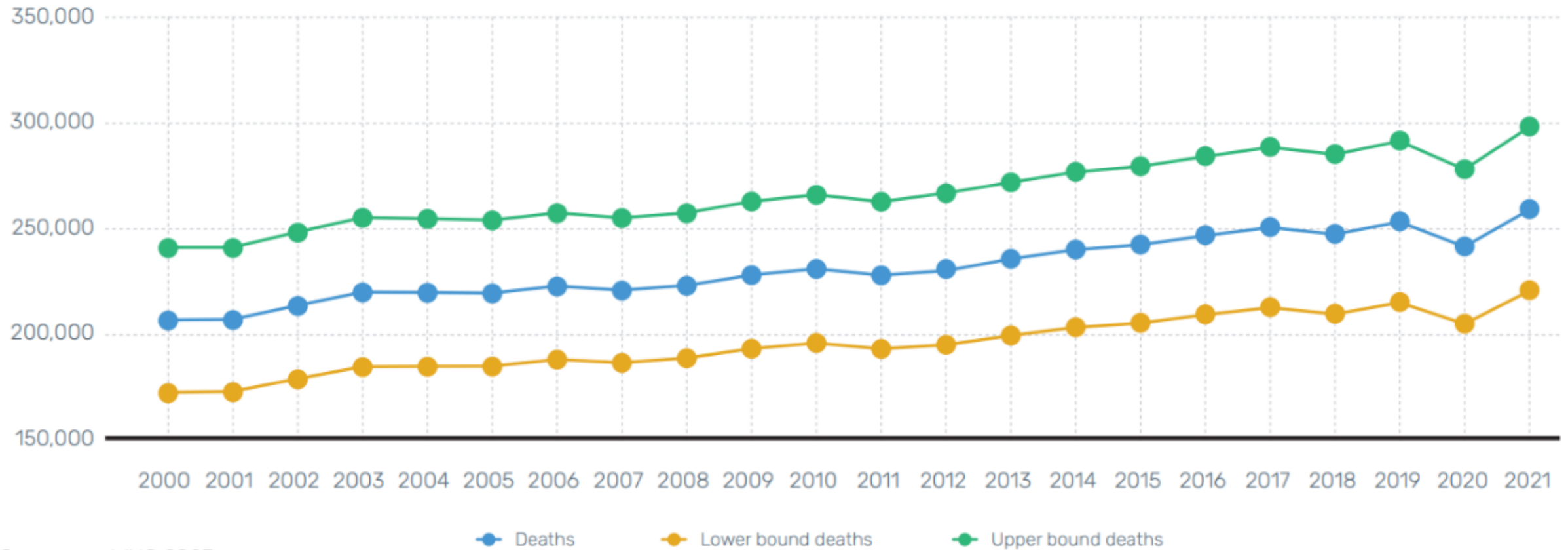


Source: W  
Note: N



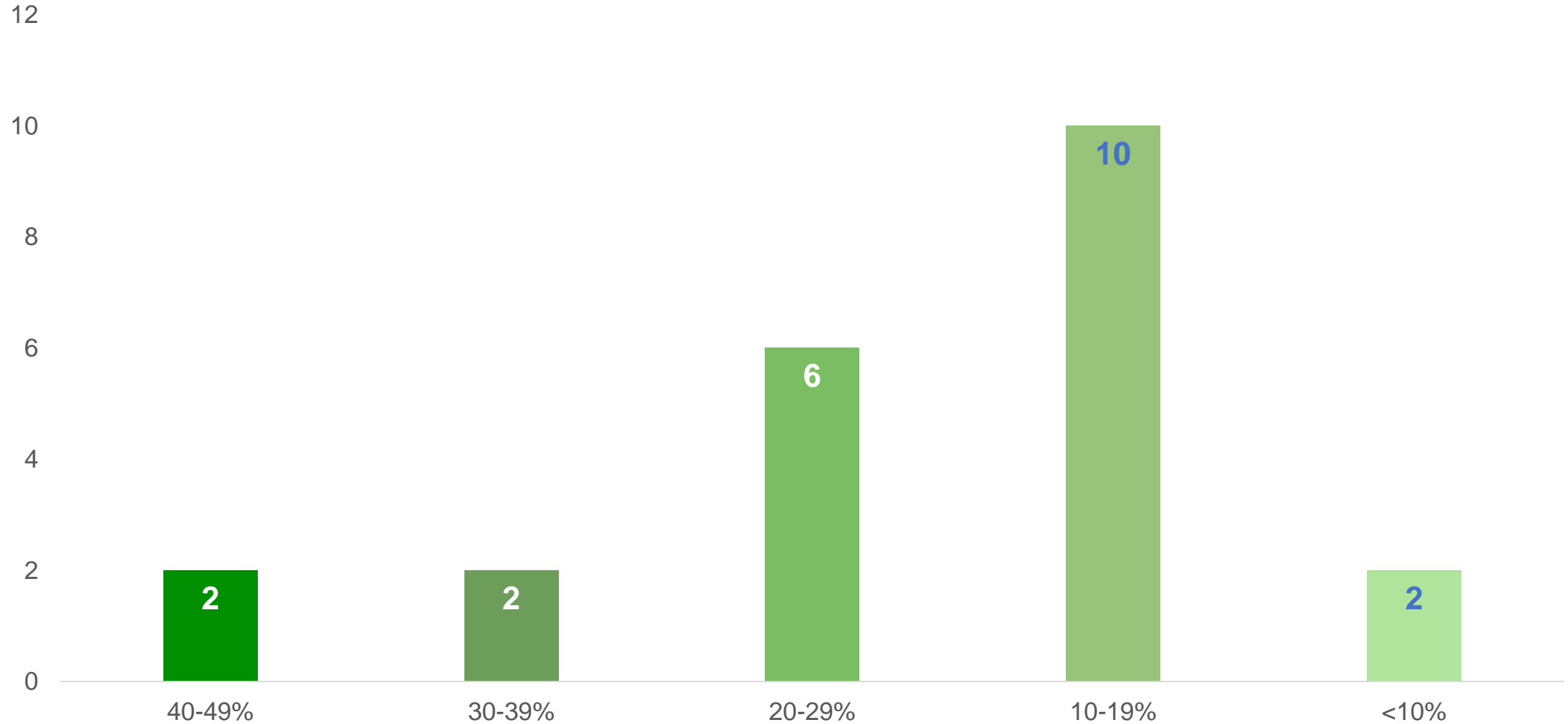
# An overall increase in fatalities 2000-2021

**Figure 5: Estimated Road Traffic Fatalities, 2000–2021**



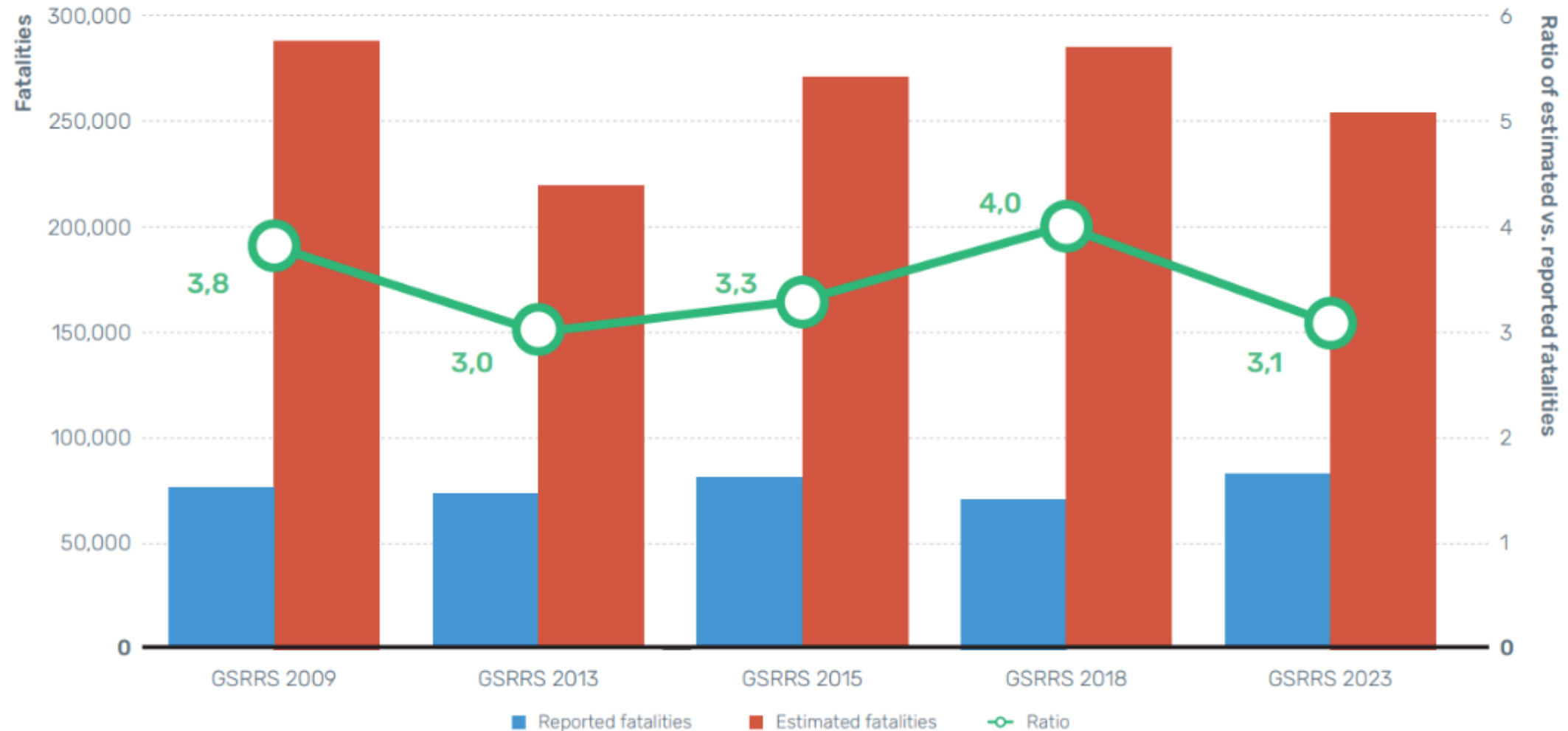
**Source:** WHO 2023.  
**Note:** N=54.

# 22 countries reduced fatalities



# Estimated vs. Reported fatalities 2009-2021

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



# Inconsistent definitions

## Fatalities

**30** countries

“died within 30  
days of crash”

## Serious injuries

**3** countries

MAIS/RTS/  
MGAP



# 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

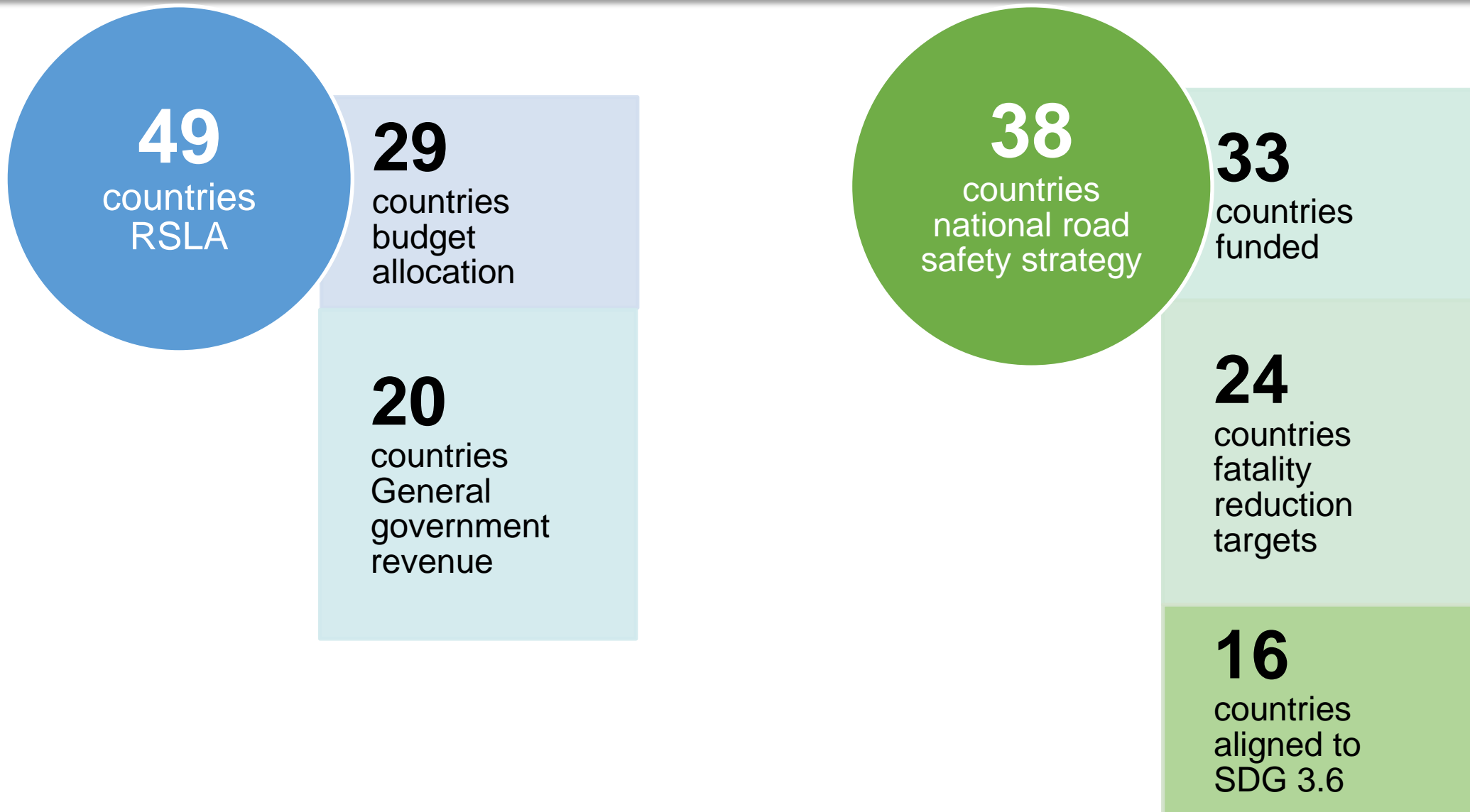
**3** countries  
Police/CRVS/health/  
insurance/other

**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

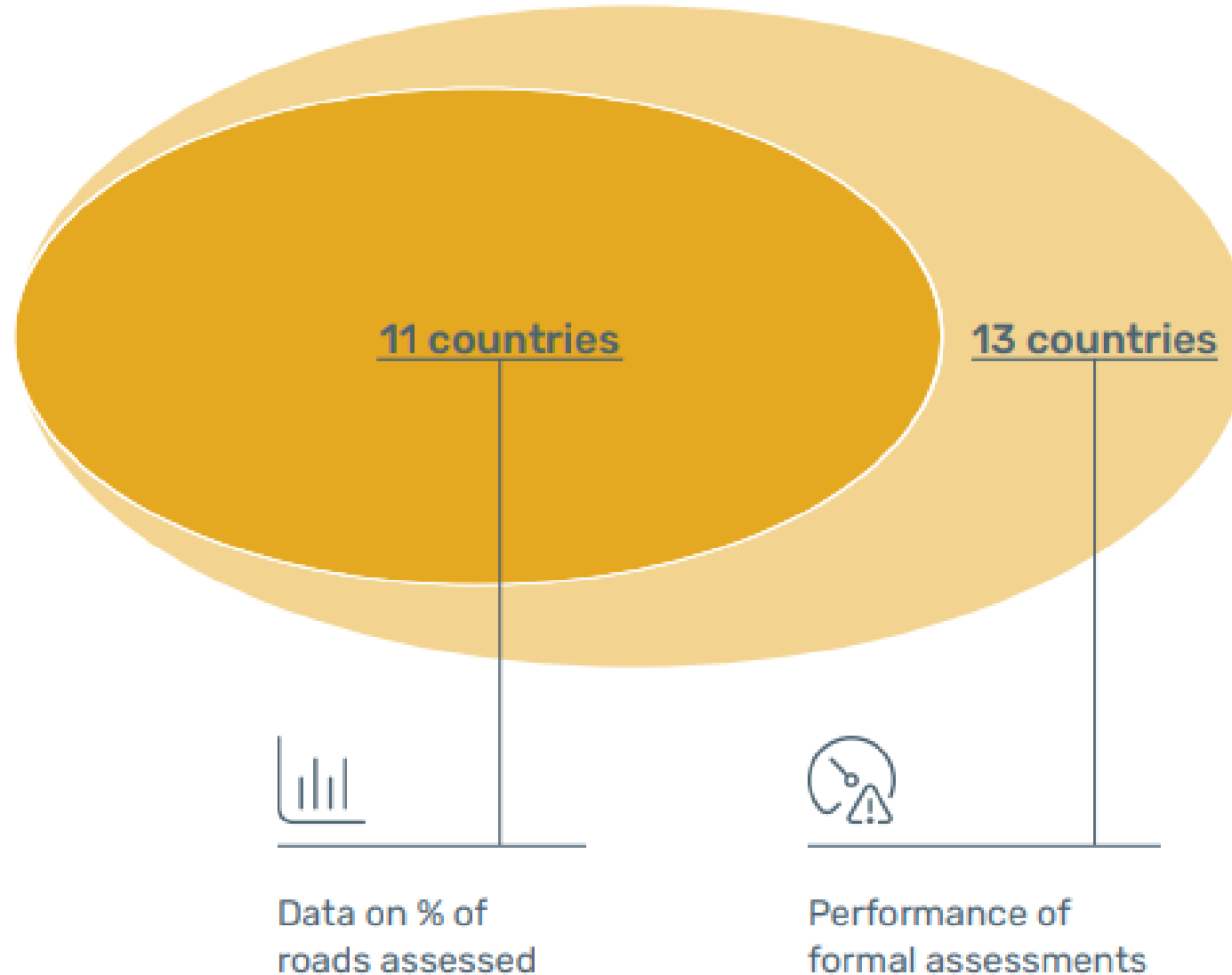
6 countries  
periodic  
checks

9 countries  
national law

4 countries  
consideration  
of all users



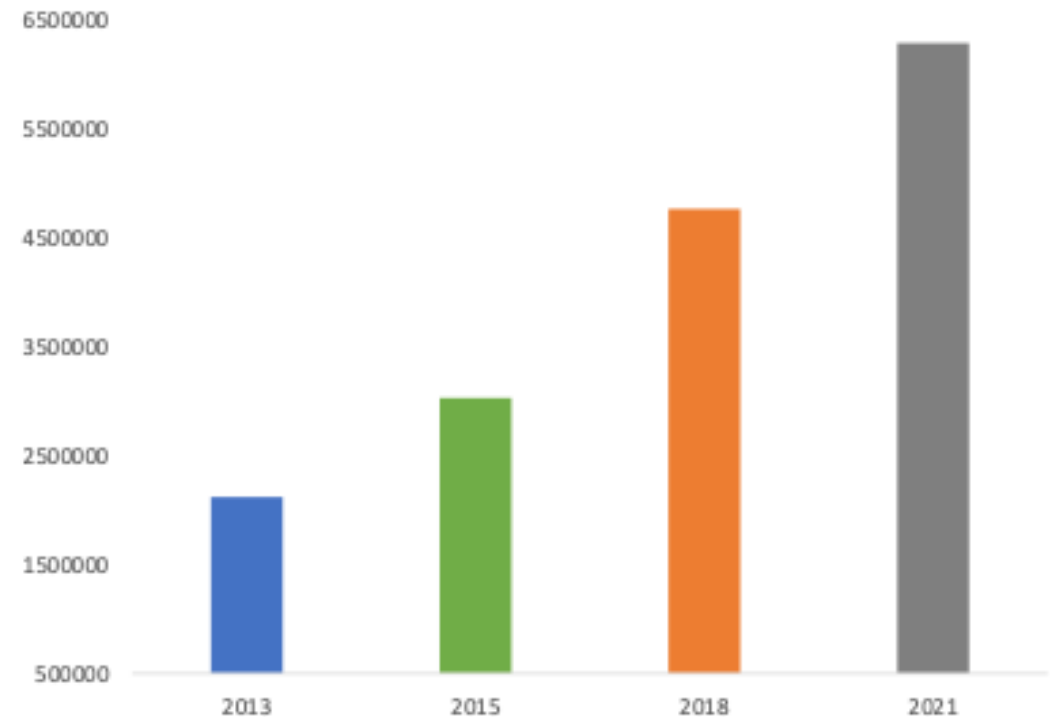
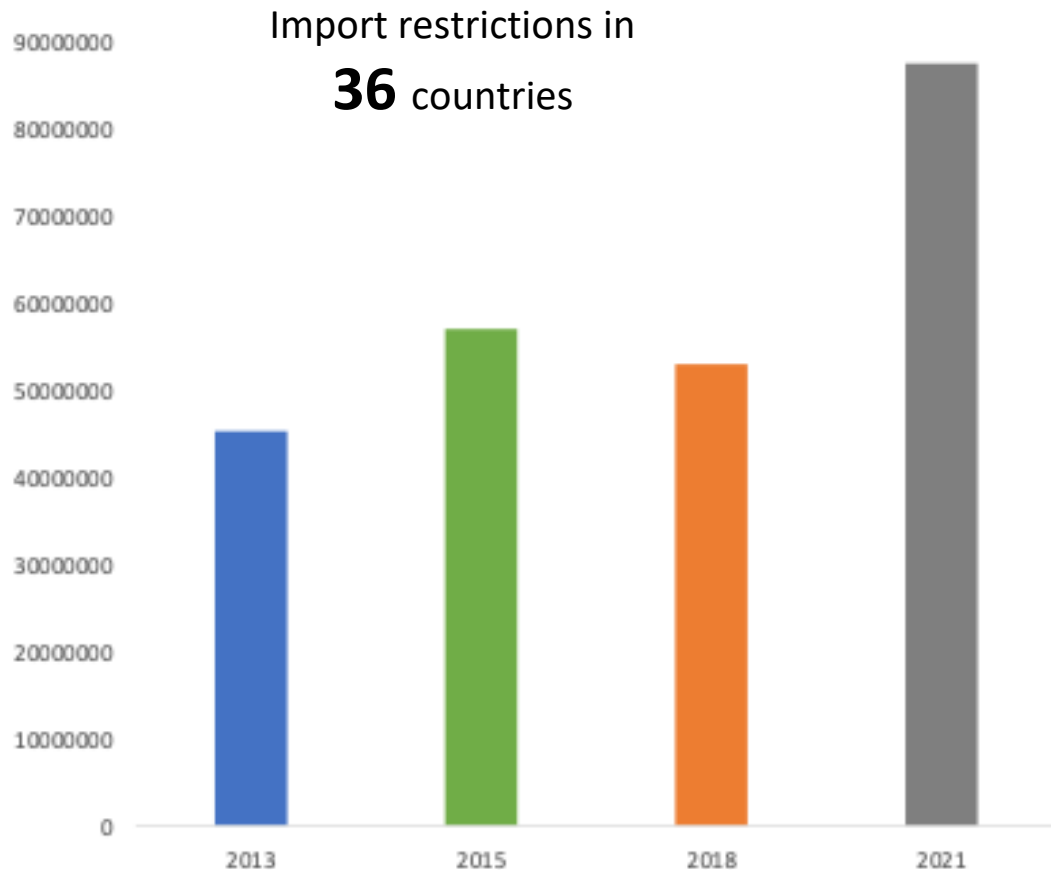
# Road safety audits



### 3. Safe Vehicles (*Increased motorization*)

Registered vehicles (n=51)

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

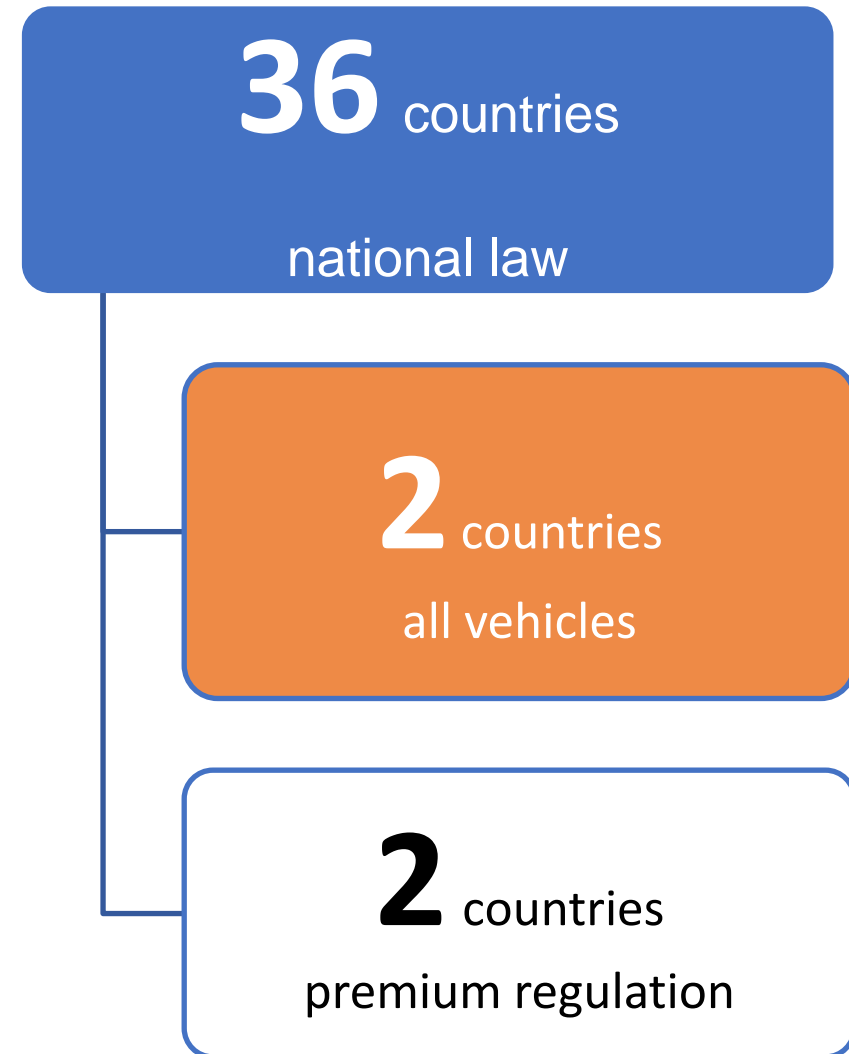


# Vehicle registry and insurance

## Vehicle registration



## Vehicle insurance





## 4. Safe road users

### Key behavioral risk factors:

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



**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

# Driver Licensing Laws

**3** countries

Minimum age for obtaining licence

**0** country

Learner license prior to obtaining full licence

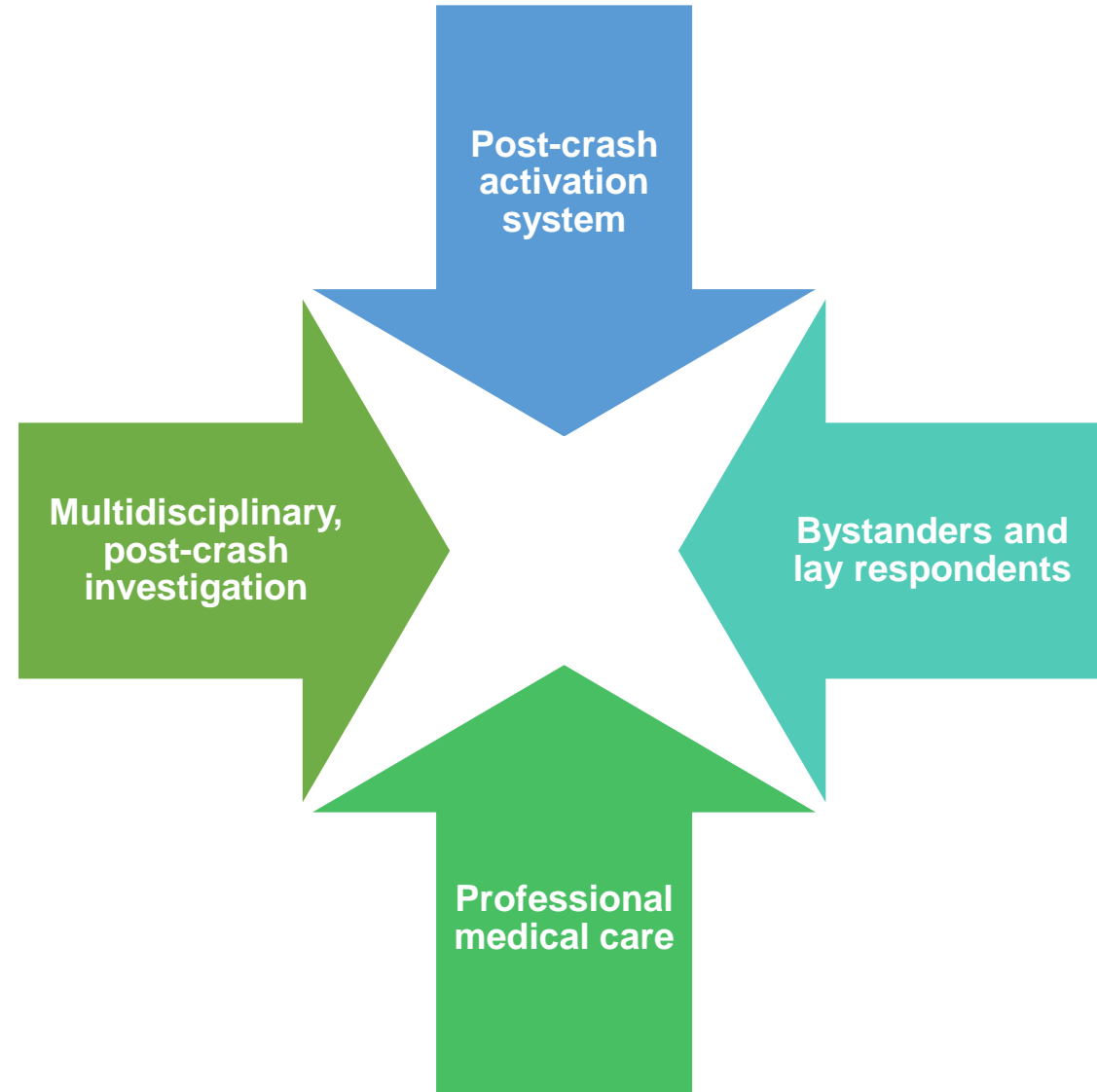
**1** country

Additional licensing requirements for professional drivers

**2** countries

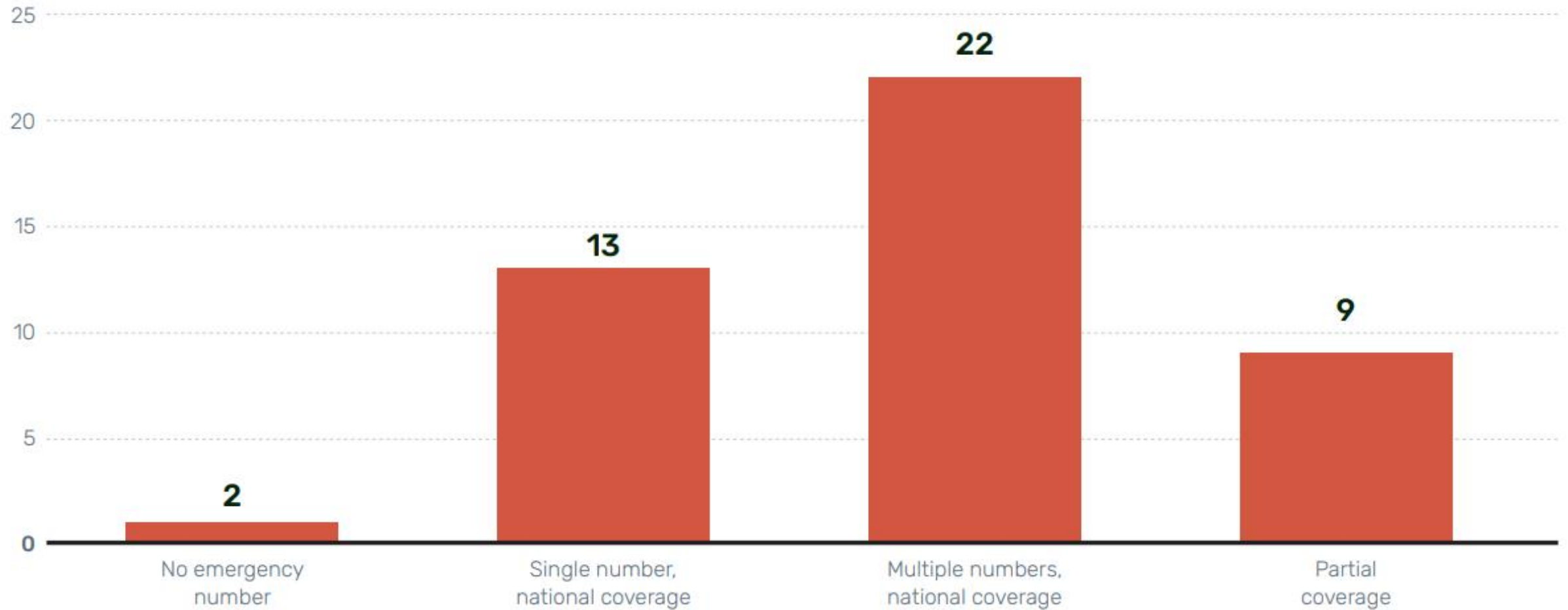
Medical tests prior to obtaining a licence

## 5. Post-crash Response





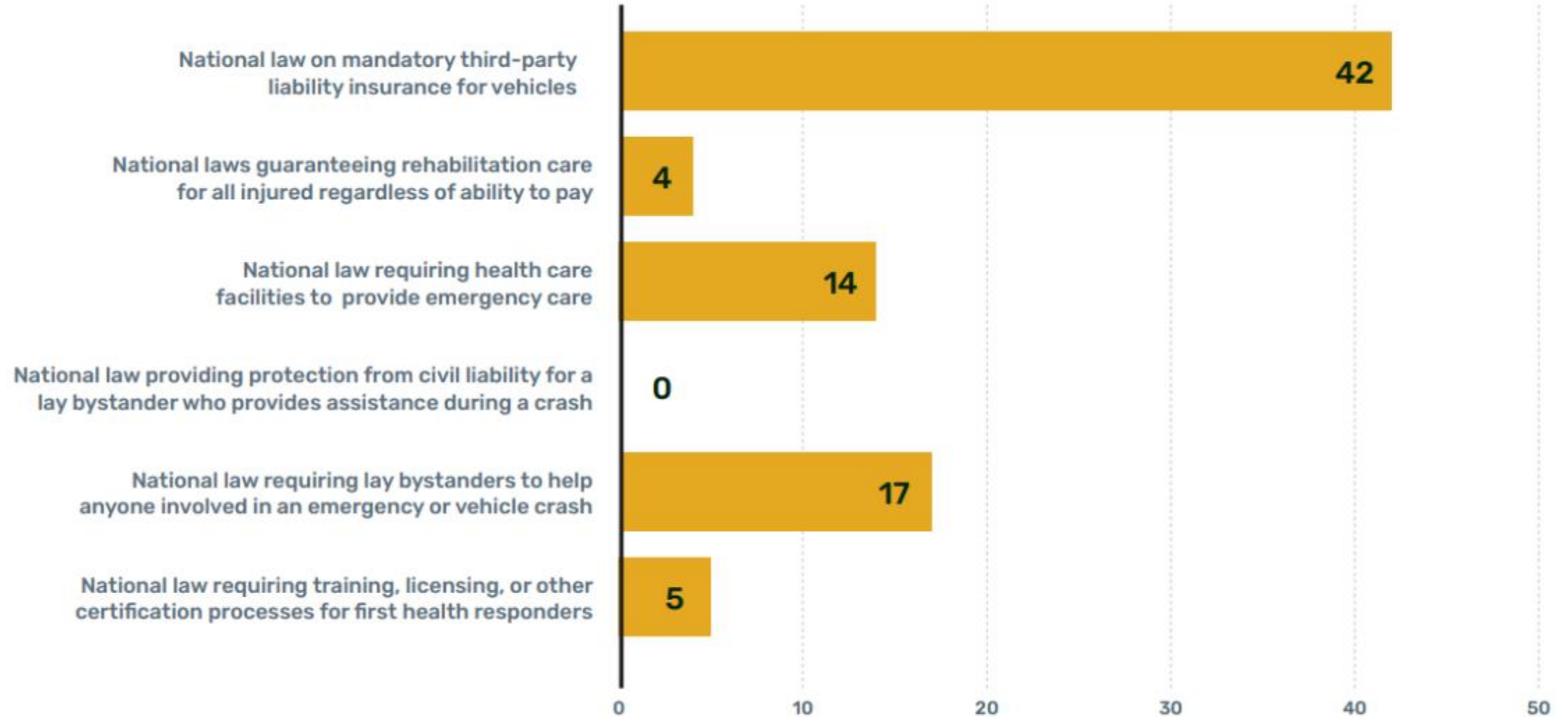
# Emergency care service numbers



**Source:** WHO 2023.

**Note:** N=48.

# Postcrash Response and Care Legislation



Source: WHO 2023.

Note: N=51.

# 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>

