



United Nations  
Economic Commission for Africa

# African Road Safety Action Plan (2021-2030)

22 March 2022

Robert Tama Lisinge  
([lisinge@un.org](mailto:lisinge@un.org))



Addis Ababa, Ethiopia

# Key questions

- How was the 2021-2030 Action Plan developed – what was the process?
- What tools were used to develop the plan?
- How is the plan different from the 2011-2020 Plan?
- What is the content of the Plan?
- What next?



## Process and Tools

- Mid-term review of African Road Safety Action Plan (2011-2020): 2015
- UN Road Safety Performance Reviews in Uganda, Cameroon, Ethiopia, Zimbabwe
- Africa-EU Task Force on Transport and Connectivity:2019
- 4<sup>th</sup> African Road Safety Conference: 2019
- Global voluntary targets
- Recommendations of Academic Expert Group for 2020 Stockholm Conference Ministerial Conference
- Stockholm Declaration
- UN Resolution 74/299
- Global Plan of Action for the Decade 2021-2030

# Summary of 2021-2030 Action Plan

Intervention Areas	Expected Accomplishments (EA)	Performance Target	Number of EAs
Road Safety Management	<ol style="list-style-type: none"> <li>1. Sustainable Funding</li> <li>2. Fully empowered Lead Road Safety Agencies</li> <li>3. National Road Safety Strategy Adopted</li> <li>4. Effective data management</li> <li>5. Ratification and Implementation of legal instruments</li> <li>6. Enhanced used of multimodal transport</li> </ol>	Targets 1 & 2	6
Safe Road Infrastructure	<ol style="list-style-type: none"> <li>1. Mandatory risk assessment of road infrastructure</li> </ol>	Targets 3 & 4	1
Vehicle Safety	<ol style="list-style-type: none"> <li>1. Mandatory technical control of vehicles</li> <li>2. Require high-quality harmonized safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets</li> <li>3. Ensure that high-quality, harmonized safety standards are kept throughout the full lifecycle of the vehicle</li> </ol>	Target 5	3
Safe Road Users	<ol style="list-style-type: none"> <li>1. Effective road safety regulatory environment</li> <li>2. Empowered road users</li> </ol>	Target 6, 7, 8, 9, 10 & 11	2
Post-Crash Response	<ol style="list-style-type: none"> <li>1. Improved post-crash care</li> </ol>	Target 12	1
Crosscutting Issues	<ol style="list-style-type: none"> <li>1. Improved awareness of road safety</li> <li>2. Strengthened capacity of road safety stakeholders at the national and regional levels</li> <li>3. Crowding-in private sector participation in road safety</li> </ol>		8

# Road Safety Management

- Allocate 10% of Road infrastructure funding to Road Safety.
- Set specific budget for Road Safety
- Create a fund for Road Safety
- Provide a clear framework for Public Private Partnerships
- Facilitate financing of road safety by technical and financial partners
- Allocate sufficient financial/human resources to road safety;
- Allocate 5% of road maintenance resources to road safety;
- Establish or strengthen national Lead Road Safety Agencies
- Develop national Road Safety Strategies
- Set Road Safety targets and key performance indicators
- Business and enterprises to provide annual public sustainability reports including road safety disclosures
- Governments and private sectors should prioritise road safety following the Safe System approach in procurement of fleet vehicles and transport services, road safety investments, and operation of public transit and commercial vehicles
- Adopt minimum reporting requirements

# Road Safety Management

- Adopt and implement a common strategy to establish centralized databases on Road Safety
- Encourage the transmission of data by forces of public order (Police), hospitals and other sources to Lead Road Safety Agencies
- Build national capacity to manage road safety data
- Take advantage of regional good practices in the development and use of databases
- Join IRTAD
- Use of state-of-the-art data management tools and techniques
- Create knowledge management portals on road safety
- Enforce mandatory reporting, use of standardised data, sustainable funding
- Undertake road safety research/studies
- Establish/strengthen/harmonise injury data system for health facilities
- **Establish baseline data on road safety;**
- Harmonise data format, international standards in reporting
- **Creation African Road Safety Observatory**
- **Ratification and implementation of the African Road Safety Charter**
- Ratification of the Intergovernmental Agreement on Norms and Standards of the Trans-African Highways (TAH), with emphasis on the annex on Road Safety;
- Ratification and implementation of UN Conventions on Road Safety

# Road Safety Management: Multimodal Transport

- Implement policies that promote compact urban design.
- Implement policies that lower speeds, and prioritize the needs of pedestrians, cyclists, and public transport users.
- Promote transit-oriented development to concentrate urban and commercial developments around mass transit nodes.
- Strategically locate – where feasible – public, subsidized, and workforce housing to provide convenient access to high-capacity transit services.
- Discourage the use of private vehicles in high density urban areas
- Provide intermodal connectivity between transit and bike share schemes at major transit stops and create transport connections for bicycle and pedestrian travel that reduce total travel time.
- Construct (or reconstruct existing) transport networks to ensure that non-motorized modes of travel are as safe as motorized ones, and most importantly serve the travel needs of all ages and abilities.
- Promote positive marketing and use of incentives such as employer cost-sharing of public transport subscriptions.



## Safe Road Infrastructure

- Develop Road Safety audit and inspection guidelines
- Safety rating on new and rehabilitated roads
- Building capacity for use of infrastructure road safety assessment tools and techniques at the local level
- Shift travel towards cleaner, safer and affordable modes
- Eliminate risks along routes frequently travelled by children to school and for other purposes
- Allocate sufficient resources to upgrade existing road infrastructure to incorporate Safe System principles as soon as feasible

# Safe Road Infrastructure

- Develop functional classifications and desired safety performance standards for each road user group at the geographic land-use and road corridor level
- Review and update legislation and local design standards that consider road function and the needs of all road users, and for specific zones
- Specify a technical standard and star rating target for all designs linked to each road user, and the desired safety performance standard at that location
- Implement infrastructure treatments that ensure logical and intuitive compliance with the desired speed environment
- Undertake road safety audits on all sections of new roads and complete assessments using independent and accredited experts to ensure a minimum standard of three stars or better for all road users
- Undertake crash-risk mapping (where crash data are reliable) and proactive safety assessments and inspections on the target network with a focus on relevant road user needs as appropriate
- Set a performance target for each road user based on the inspection results with clear measurable metrics at the road-attribute level (e.g. sidewalk provision)

# Vehicle Safety

- Introduce incentives for importation of safer vehicles.
- Vehicle standards and safety ratings for new and used vehicles
- Establish a reliable system for regular technical controls and inspections
- Vehicles produced for every market should be equipped with recommended levels of safety performance, and incentives should be provided for use of vehicles with enhanced safety performance

# Vehicle Safety Requirements

Standards on front and side impact to ensure that occupants are protected in a front and side-impact crash

Safety belts and safety belt anchorage for all seats to ensure that safety belts are fitted in vehicles when they are manufactured and assembled

ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse

Electronic stability control to prevent skidding and loss of control in cases of oversteering or understeering

Advanced emergency braking to reduce collisions

Pedestrian protection standards to reduce the severity of impact with a motor vehicle

Motorcycle helmets certified according to international harmonized standards;

- Anti-lock braking system and daytime running lights for motorcycles
- Intelligent speed assistance systems to help drivers keep to speed limits;
- eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by an in-vehicle sensor
- Mandatory certification and registration systems for new and used vehicles based on established safety requirements and combined with routine inspections
- Regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles
- Building demand for safer vehicles by encouraging independent new car assessment programs



## Safe Road Users

- Comprehensiveness of legislation on risk factors and enforcement of existing laws
- Driver training and driving licences, special focus on professional drivers
- Stronger and more consistent enforcement by traffic police
- Promote the use of child restraints.
- Establish or strengthen Road Safety Clubs in Schools
- Empower road users, establish road safety as a right, including for vulnerable road users

# Safe Road Users

- Enact and enforce road safety legislation
- Set maximum speed limits considering the type and function of roads
- Establish blood alcohol concentration (BAC) limits to prevent impaired driving (drink- and drug-driving) with specific provisions for novice and professional drivers
- Mandate the use of protective equipment (safety belts, child restraints and helmets)
- Restrict the use of handheld electronic devices while driving
- Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities
- Establish traffic rules and licensing requirements
- Set out and regularly update traffic rules and codes of conduct for road users
- Provide information and education on traffic rules
- Set minimum age and vision requirements for drivers
- Implement competency-based testing for driver licensing and adoption of graduated driver licensing for novice drivers
- Set limits for maximum driving time and minimum rest periods for professional drivers
- Make liability insurance mandatory for operators of motorized vehicles
- Ensure road infrastructure takes account of the needs of all road users and is designed to facilitate safe behaviours, including:
  - Clear road signage and road markings that are intuitive
  - Use of roundabouts and traffic calming designs such as speed humps
  - Physical separation of road users including use of protected bicycle lanes and pedestrian only zones
- Make use of vehicle safety features and technologies to support safe behaviours, including:
  - automatic safety belts and seat-belt alerts
  - intelligent speed assistance
  - technologies to disable texting and or other forms of distraction while driving.

## Post-Crash Response

- Introduce emergency medical services coordinating centres at strategic locations;
- Provide fully equipped ambulances with medical supplies, and crash extraction and rescue equipment;
- Develop capacity for long term hospital trauma care and rehabilitation;
- Introduce health facilities along main highways
- Post-crash care, WHO protocol and training for professionals



# Post Crash Response

Provide a system to activate post-crash response

Unique emergency telephone number with national coverage

Coordination mechanism for dispatching response (fire brigade, police, ambulance)

Build response capacity among lay responders (non-medical professionals)

Provide basic (EMS) training for lay providers such as taxi and public transport providers, police, fire brigade etc

Enact Good Samaritan Laws to ensure protection for lay responders.

Strengthen professional medical care

Establish trauma registries in health-care facilities to gather information on the cause of injury and clinical interventions

Set minimum age and vision requirements for drivers

Build capacity of pre-hospital, hospital and rehabilitation care/services, and establish a basic package of emergency care services for each level of the health system.

Ensure 24-hour access – regardless of ability to pay – to operative and critical care services that are staffed and equipped

- Provide recovery and rehabilitation services to prevent permanent disability.
- Establish requirements multidisciplinary, post-crash investigation
- Mandate investigations for crashes resulting in serious and fatal injuries to inform prevention strategies and apply an effective judicial response for victims and their families.
- Establish coordination mechanisms for post-crash investigation and sharing of data by relevant sectors.
- Establish appropriate financing mechanisms such as road-user insurance schemes (e.g. mandatory third-party liability).
- Provide social, judicial and, where appropriate, financial support to bereaved families and survivors.

# Crosscutting Issues

- Launch an African Forum on Road Safety
- Undertake sensitisation campaigns
- Appointment/nomination of Road Safety Champions
- Undertake Road Safety performance reviews
- Establish a Regional Peer Review mechanism to enable sharing of experiences
- Introduce road safety modules in schools and universities
- Establish Regional Centres of Excellence for Road Safety
- Explore European Model of Road Safety Charter
- Introduce decision-support systems in road safety management
- Incentivize the development, application and deployment of existing and future technologies to improve all aspects of road safety
- Use of the UN Global Framework Plan of Action for Road Safety
- Undertake road safety audits and inspections in rural areas
- Sensitise rural population on road safety
- Comply with Road Safety Related SDGs (Target 11.2)
- Apply the Intergovernmental Agreement on the Trans-African Highways (annex on Road Safety) in all regional corridors



## Next Steps

- Incorporate actions in Global Plan that are not already reflected in African Action Plan
- Develop National Action Plans from consolidated African Action Plan
- Articulate indicators of achievement for the decade
- Collect baseline data
- ARSO to play a key role in monitoring and evaluating implementation of the African Road Safety Action Plan





**THANK YOU!**