Road Traffic Safety

Kopanong TF Conference, April 17-18, 2013

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Content

- Key messages from WHO Road Safety Report 2013
- The Africa Road Safety Paradox
- SSATP’s advocacy and facilitation role
- SSATP’s work going forward
- The role of corridor organizations
- The role of the private sector
Key messages

- 1.24 million fatalities annually - unacceptably high
- Little observed change since 2007 - plateau
- Mitigations have had impact considering the 15% global increase in vehicle population
- Only 28 countries (7% of world population) have comprehensive road safety laws on the Five Key Risk Factors
  - Drinking and driving
  - Speeding
  - Use of helmets
  - Seat belts
  - Child restraint
Enforcement on key risk factors

Country who rate their enforcement as "good"

- Child restraint law
- Seat-belt law
- Motorcycle helmet law
- Drink–driving law
- Urban speed law

"Good" enforcement defined as 8 or more on a scale of 0 to 10.
Worrying messages on Africa

- The risk of dying as a result of road traffic crash is highest in Africa @ 24.1/100,000 people
  - More than double European region’s 10.3/100,000

- Pedestrians have the highest probability of dying in Africa - @38% of Africa road fatalities
  - More than double South-East Asia’s 12%
  - World average is 22%
AFRICA HAS HIGHEST ROAD TRAFFIC DEATH RATES PER 100 000 POPULATION
Half of all deaths are among vulnerable road users.
African Road Safety Paradox
Is it about bad roads and vehicles?

- Basic Road Crash Prediction Model

\[ \text{Number of Crashes} = F(\text{Road Length}, \text{Traffic Volume}, \text{and Other Risk factors}) \]

Consider that:
- SSA has the lowest motor vehicle population in the world at 2% *
  - Only one country is in the top 25 motor vehicle producers
- SSA has the lowest road network density in the world at 0.08 km /sq. km*

And that:
- Africa has highest road crash fatality rate at 24.1 deaths per 100,000 people**

It could be argued that:
- Road safety problem in Africa is primarily as a result of “other risk factors”

Sources: *IRF World Road Statistics 2012 & **WHO Global Status Report 2013
Economic growth – a bad omen?

- Africa’s own success with sustained average GDP growth – could be source of concern as vehicle ownership increases

- Overall, road pavements are improving in Africa
  - Average vehicle operating speeds will increase
  - 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
Working with continental bodies, RECs, corridors and countries

KEY OBJECTIVES

- Strengthen policy formulation
- Strengthening capacity of Road Safety Lead Agencies
- Strengthening of Road Safety Strategies
- Promote implementation of High-Impact Interventions
- Sharing good practice
Examples of collaborative efforts

- SSATP, UNECA and other partners drafted the (now adopted) Africa Plan Action for the Decade – Nov 2011
- SSATP, UNECA, AUC, WB – Drafted the Africa Road Safety Charter - April 2013
SSATP work going forward

Third Development Plan (DP3) 2014-2017 Proposals
SSATP’s DP3 Road Safety strategy

- Closer collaboration with continental organizations, RECs, corridors, and countries – focus on Africa Plan of Action and the Five UN Decade Pillars:
  1. Road safety management
  2. Safer road infrastructure
  3. Safer vehicles
  4. Safer Road Users
  5. Post-crash
SSATP’s DP3 Road Safety strategy..

- Special attention to **Pillar 1: Road safety management**
  - Creation of lead agencies where they do not exist
  - Creation of community of practitioners
  - Raising profile of lead agencies
  - Improving road safety strategies
  - Data management
  - Road Safety audits
  - Material support to country and corridor initiatives
- Better integration of RS intervention in locally and externally funded road investments
- High impact interventions including safe corridors
  - Good avenue to develop synergetic approach by all stakeholders
The role of the corridor organizations
Corridor work

- Lobbying RECs, countries and agencies on policy, legal and strategic concerns
- Liaison with road network management agencies for better infrastructure
- Road safety observatories
- Identification of corridor specific road safety concerns
- Manage “Safe Corridor” initiatives
- Sharing good practice
The role of the private sector
What can the private sector do?

Safer roads could improve bottom lines

- Special attention to vehicle fleet quality, standards and operations
- Create in-house road safety initiatives e.g. driver skills enhancement; regular awareness events
- Corporate responsibility - support road safety initiatives (with guidance of the lead agencies)
- Active involvement in lobbying policy makers
You are part of the solution!!!

Decade of Action for Road Safety 2011-2020: saving millions of lives

- Projected increase without action
- Projected reduction if action taken

5 million lives saved

Number of deaths (millions)

Year

Thank you

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