

# Changing the Face **OF TRANSPORT IN AFRICA**



## REGIONAL INTEGRATION



## URBAN MOBILITY



## ROAD SAFETY



# PILLAR C : ROAD SAFETY



# Outline

## DP3 Outcomes

### Looking forward DP4

### Road Safety





## **Objective 1:** Enable AUC & UNECA to inspire countries to achieve UN Decade of Action and Africa Plan of Action 2011-2020 Road Safety goals

### Activity 1

#### **Supporting the 3rd Africa Road Safety Conference and Support to the African Ministers Panel at Brasilia Conference**

- completed

### Activity 2

#### **Development of Country Data systems (FIA, IRTAD)**

- Data needs assessment conducted
- 3 workshops held
- minimum set of indicators proposed

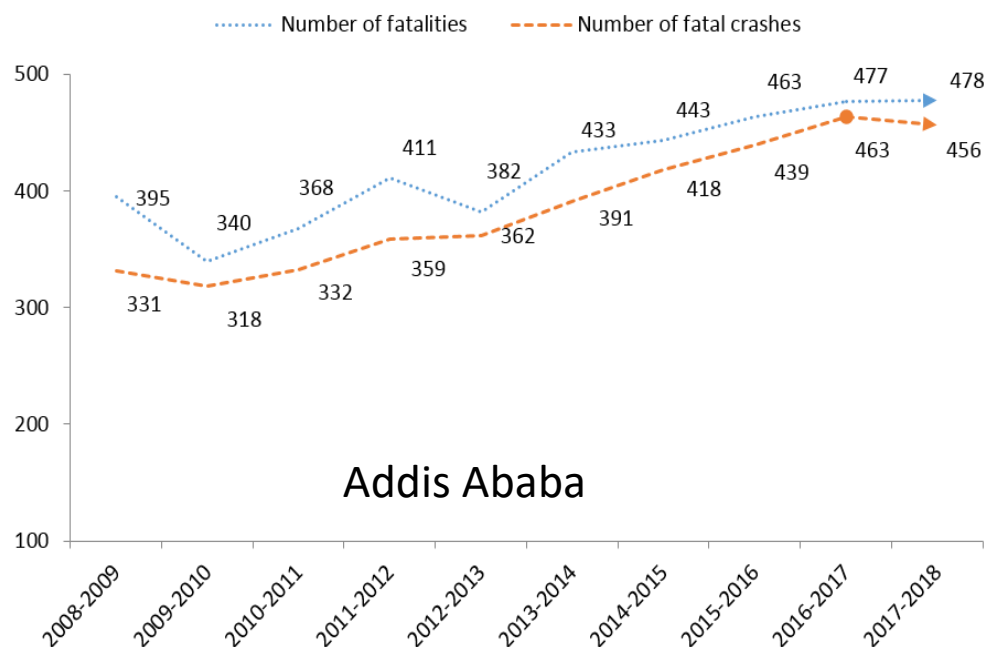
### Activity 3

#### **Development of regional data observatory**

- 1 steering committee and 2 task forces set up
- Work plan with associated budget prepared
- Bye laws for governance of observatory drawn up
- First Annual General Assembly held
- \$1.7 million received from GRSF for implementation, additional funds expected under UNRSTF
- Technical secretariat setup



## Objective 2: Promote effective policy and strategy formulation and implementation at country level



### Activity 1: Developing country/city level road safety strategies

Provision of consulting services to support strategy development at country and city level

- 2 country Cote d'Ivoire (2018), Mali (2017), Kenya (2019)
- 2 City : Addis Ababa (2016), Accra (2018)
- under development, Sierra Leone, Togo, Guinea Bissau, Benin
- To commence Lesotho, Eswantini

### Activity 2: Guidelines for development of urban road safety strategies

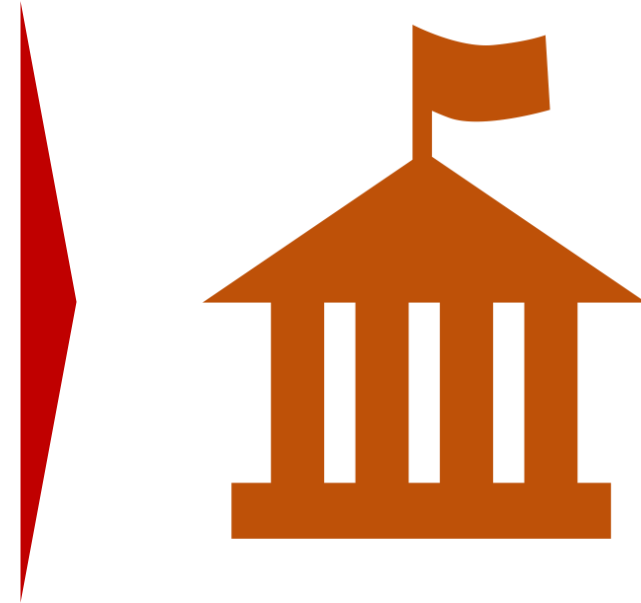
- Completion of Accra, Addis and Bamako strategies
- Guideline will be developed in collaboration with Urban Mobility Pillar



## **Objective 3:** Stimulate good practice in Road Safety Management Pillar (Pillar 1 UN DoA) by promoting systematic implementation of the Africa Plan of Action

### **Activity 1: Develop and strengthen lead agency**

- Advocacy for the creation of lead agencies
- Development of operational guidelines for lead agencies
  - **Senegal:** Completed operational and legal framework, submitted to parliament
  - **Kenya:** Review and draft action plan to support strategy has been delivered to client
  - **Sierra Leone:** Working with new leadership of the Agency, options for capacity building





## **Objective 4: Better integration of road safety policy and pillar-based interventions in locally and externally funded road developments**

### **Description of activities**

**Activity 1: Development of guidelines for development partners and governments on how to support road safety through mainstreaming in investment programs/policies**

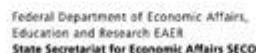
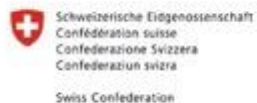
- Work with DPs to define strategy
- Consultancy at country level to explore options
  - Review of policies and programs to fund road safety at government and development partner levels underway

**Activity 2: African Road Safety Leadership Program 3 offerings Dakar, Abidjan, Pretoria. 20 countries, 70 participants**

**Activity 3: Network of African Road Safety Legislators-**

**Activity 4: First African Road Safety Forum - 22 Ministers of Transport , Marrekech declaration**

**Partnerships: Safer Africa, CITA, AfDB, WHO, FIA, IRTAD**



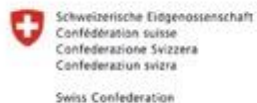
United Nations  
Economic Commission for Africa



WORLD BANK GROUP

## Looking ahead – DP4

What is Africa's direction post 2020?



United Nations  
Economic Commission for Africa






- **Although efforts have been made to implement the plans of African Road Safety and the UN Decade of Action, and though road safety has a much increased visibility in the African agenda, a great deal more needs to be done**
- **Lack of political leadership and accountability remains a challenge**
- **Strengthening road safety data management to provide evidence-based decision making is a key to improving outcomes in Africa**
- **African countries need to ratify the African Road Safety Charter to ensure proper commitment – currently only Namibia has ratified it.**
- **Capacity remains a challenge and systematic capacity building across all stakeholders needs to be undertaken**
- **Digitalization offers new opportunities for road safety management in Africa**

- **high level continental political meeting be organized in 2020**
- **an African head of state to champion road safety on the continent**
- **Creation of centers of excellence for road safety in collaboration with the continent's universities**
- **The strengthening and firm establishment of the African Road Safety Observatory as a platform that brings together key stakeholders to monitor and evaluate Africa's performance.**

**TARGET 1**  
2020



**Target 1:** By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

**TARGET 2**  
2030



**Target 2:** By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.

**TARGET 3**  
2030



**Target 3:** By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

**TARGET 4**  
2030




**Target 4:** By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

**TARGET 5**  
2030




**Target 5:** By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

**TARGET 6**  
2030




**Target 6:** By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

**TARGET 7**  
2030




**Target 7:** By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

**TARGET 8**  
2030




**Target 8:** By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

**TARGET 9**  
2030



**Target 9:** By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

**TARGET 10**  
2030




**Target 10:** By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

**TARGET 11**  
2030



**Target 11:** By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

**TARGET 12**  
2030



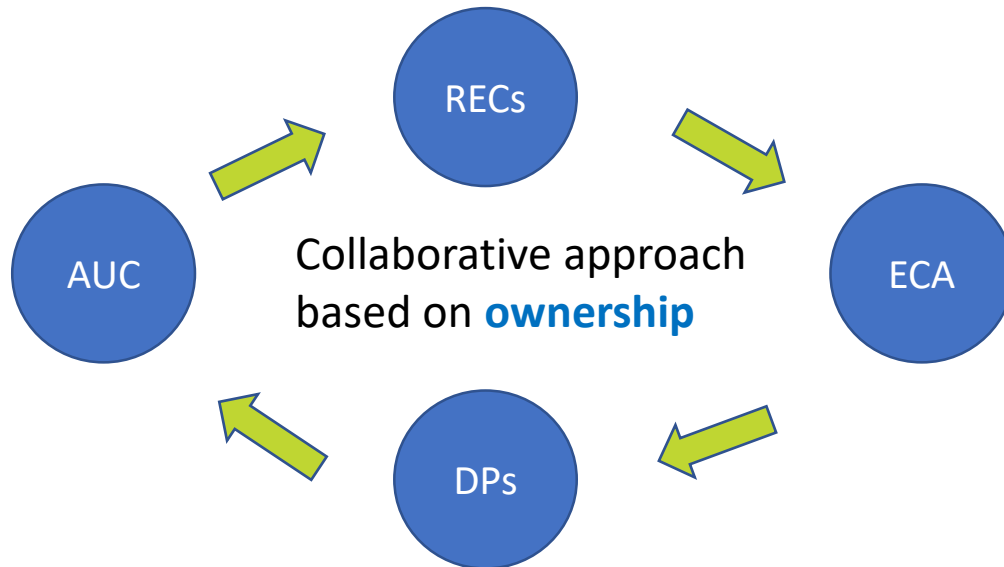
**Target 12:** By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: Safe road users
- PILLAR 5: Post-crash response



# DP4 – Looking Ahead

Ownership of the safe system approach at continental, sub- regional and country level



## DP4 -conceptualizing the next phase

**Promoting the adoption and ownership of the safe system approach to improve the road safety management in Africa**

- ➔ Support the operationalization of the Africa Road safety Observatory, towards the strengthening of Lead agencies and sustainable financing for road safety management
- ➔ Support to countries for adoption and implementation of policies and strategies aligned with the Safe Systems approach
- ➔ Continued capacity development at both management and technical level
- ➔ support for the member States to harmonize their road safety regulations and practices in line with UN conventions and recommendations.



## Objective

Enhancing the effectiveness of road asset management through policy development and implementation



Assessment of road asset management in Africa, including an update of road maintenance management and financing



Principles of second-generation road funds adopted and implemented



Development of principles of commercial practices for road maintenance in Africa



# Outcomes (Results Framework)

## Regional Connectivity and Economic Integration (RCEI)

- A long-term transport strategy for the continent, aligned with The Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063
- Consensus achieved on the functionality of an economic corridor development
- Consensus achieved on a multi-modal transport system for Africa
- Adoption and implementation Single Africa Air Transport Market

## Sustainable Urban Mobility and Accessibility (SUMA)

- Harmonized collection of transport data, assessment, and benchmarking
- A consensus is built around the EASI framework ,in designing urban mobility policies and strategies
- Development and implementation of low carbon urban transport options
- Capacity of city and transport planners is strengthened with academia and research centres involved

## Road Safety (RS)

- Adoption of the safe system approach as the foundation for policy development and implementation
- Harmonized road crash data collection, management and reporting systems in operation in member States
- Strengthening of road safety institutional networks by developing frameworks within countries; capacities of lead agencies developed
- Mainstreaming road safety policy and practice in line with UN conventions and resolutions,

## Resilient Road Asset Management (RRAM)

- Adoption of an effective road asset management policy in Africa
- Adoption of Policy principles of Second Generation road funds;
- Promotion of performance-based contracts practices for Road maintenance

**Thank you**

