



SSATP

Africa Transport
Policy Program

Road Safety Strategic Orientations

Proposals on Future Road Safety Engagement

Justin Runji jrunji@worldbank.org

SSATP – ssatp@worldbank.org

Addis Ababa conference

1. Issue: Powers of a Lead Agency Lead agencies that report to one sector ministry have limited powers, weak coordination, and incomplete mandates.

Recommendation: Lead agencies to report to the highest political office in the country. AU to assist in creating awareness and follow-ups with member countries.

Noted: A lead agency that manages a multi-sectoral memorandum (Ghanaian model) is considered good practice

Addis Ababa conference

2. Issues: Capacity of a Lead Agency Capacity of lead Agencies is significantly affected by lack of resources.

Recommendation: Lead Agencies to combine political clout (above) and their mandate to ensure the establishment of self-standing funding for Road Safety.

Noted: Involvement of national high profile person e.g. as patron (Nigerian example – Wole Soyinka) is good practice.

Addis Ababa conference

3. Issue: Association of Lead Agencies Except in West Africa, other Lead Agencies operate in professional isolation, and lack the benefits associated with regional affiliation of practitioners

Recommendation: There is a need to create regional associations of lead agencies with close links to existing REC structures.

Noted: The process of establishing WARSO, and its structure and operation is considered good practice.

Addis Ababa conference

4. Issue: Immediate high impact interventions

“Business as usual” approach by Lead Agencies will delay and/or stall the realization of the goal to stabilize and then reduce road crashes.

Recommendation: Lead agencies to identify and implement a set of achievable high impact interventions that suit their circumstances.

Noted: Speed reduction through speed governors (Ref. Ghana, Nigeria etc.), pedestrian friendly cities (Ref Windhoek), and safe road corridors are good practices

Addis Ababa conference

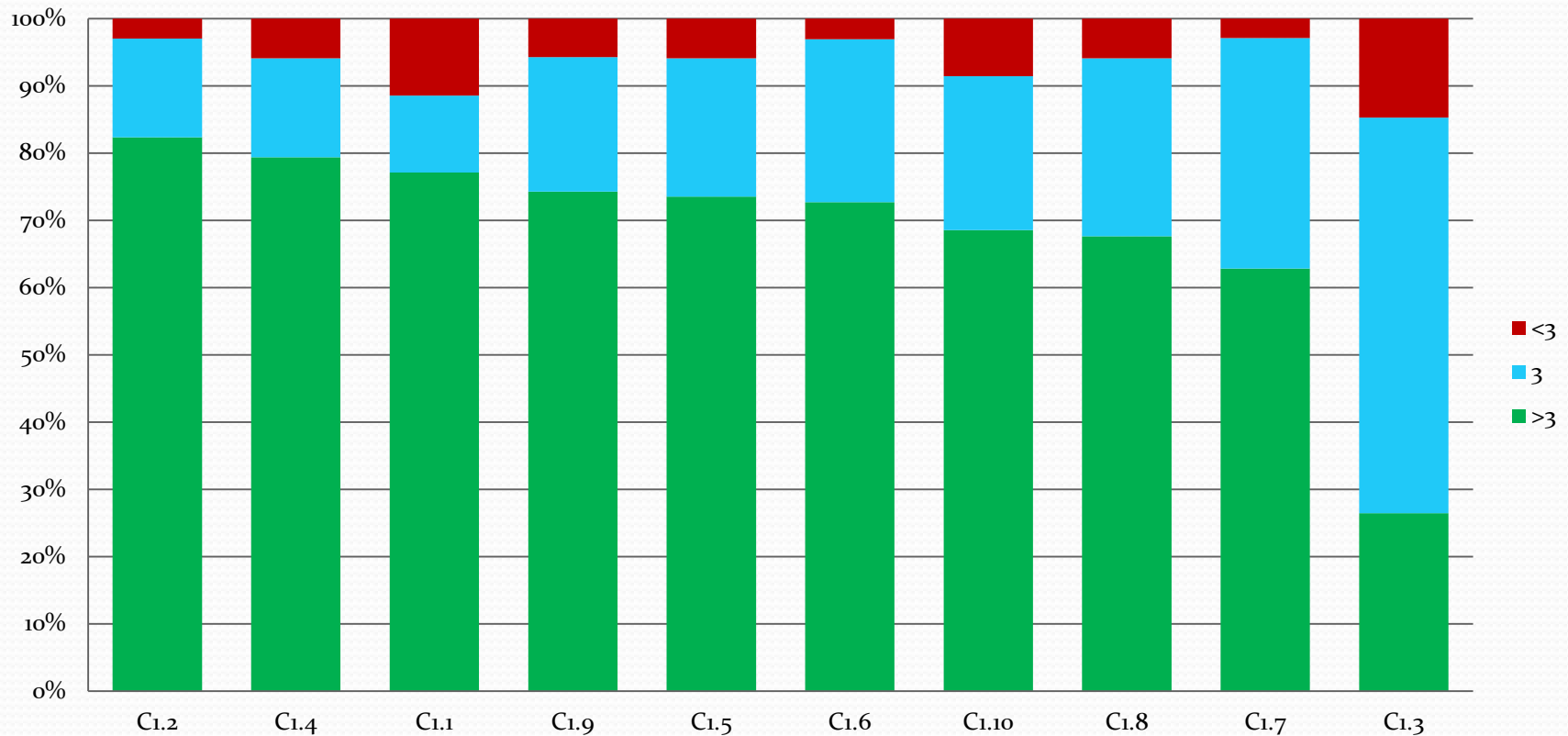
Issue 5: Involvement of SSATP Support is required to facilitate road safety policy matters and capacity building at regional and country levels.

Recommendation: SSATP to support and facilitate the attainment of the UN Decade of Action for road safety and the implementation of the Africa Plan of Action.

Note: SSATP's mandate is confined to Policy and Capacity Building. The following areas were considered:

Results of online Survey

C1. Support African countries to achieve their goals as contained in the UN Decade of Action for Road Safety



Strategic Orientation

Policy enhancements to better align country initiatives to UN Decade of Action

- Coordination among AU, ECA, RECs and countries for identification of policy gaps and priorities and provision of strategic guidance
- Monitor, review and advise on the implementation of global and regional declarations on road safety
- Creation of lead agencies (at country level) where they do not exist

Strategic Orientation

Capacity building for effective road safety management

- Regional
 - Enhance collaboration with regional transport sector associations (ASANRA, ARMFA, AGEPAR, Transport Associations etc)
 - Creation of RS sub-regional organizations
 - Sharing of information and good practice
- National
 - Road safety lead agency operational guidelines
 - Conduct road safety audit
 - Strengthen policy compliance and enforcement

Discussion Agenda

We are here to listen to answers:

- Is there something that does not belong in this cluster?
- Is there something critical missing?
 - Should it be in the specific needs cluster instead?
- Which partners are relevant for this cluster?
- How far should we go along the priorities?
- How should we continue the consultation process?