TOTAL – World Bank Road Safety Initiative
Enhancing Efficiency of Africa Regional Trade & Transport Corridors
CONTENT

- Background of the Partnership & Initiative
- Scope and adopted Approach
- Nature of the Problems and Planned Interventions
- Management of the Process
- Expected Outcomes and Benefits
- Present Status of the Concept
- Perspectives, Medium / Long Terms Approach
Road Safety in Africa: Social & Economical Costs

- Up to 200 times the UK casualty rate per km travelled
- Casualties of road crash > HIV or Malaria
- Cause of death #2 for age 4-15 in some countries
- 70% casualties are pedestrians
- Road crashes cost 1-5% of Africa GDP
- Crashes cost more than infrastructure aid
- 75% casualties: age 20-35 – active population
- Casualties poised to increase 80% by 2020

(source: World Bank)
Road Safety is a best focus theme & right approach

- Conditions competitiveness & sustainability
- Builds on commitment & experience
- Is a “SD” focus best fit & corporate image choice
- Represents a mandate
- Is a Private Sector Partnership rare choice
- Responds to TOTAL & Private sector operational needs
- Supports Africa continent Development Strategy

**** Hence Total & WB are matching Partners ****
Memorandum Of Understanding

- Signed in January 2010
- Defines Objectives & Action Plan
- Assignes Road Safety Team & Group
- Emphasizes Induction
- Identifies 2 initial corridors

International visibility - tangible steps:

- 1st Ministerial Road Safety Conference - Moscow Nov 2009
- Moscow official Déclaration ...
- UN General Assembly and resolution in New-York (march 2010)

- « Decade of actions for Road Safety » - 2011 to 2020
Two initial Priority Corridors: Northern & Central from the 20 NEPAD Corridors Program

Source from UNECA 2007
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Nature of Problem – Interventions
Management – Expected Outcomes
Enhancing the Safety & Efficiency of the Africa Trade & Transport Corridors

**Policies Initiatives**
- Accra Declaration
- Global Ministerial Conference on Road Safety
- Decade of Action for Road Safety

**Project Delivery**
- Total- World Bank Partners
- Govt.
- Private Sector

**Outcomes**
- National Road Safety Agency
- Safe Systems Strategy
- Funding & Sustainability
Nature of the Problem on the Northern Corridor

High cost of Transportation of goods and services along the corridor. The cost shipping a container from Singapore to Mombasa is approximately US$ 2,500, to transport the same container from Mombasa to Kampala will cost about US$1500 more.
Nature of the Problem on the Northern Corridor

• High Accident rates

This is due to human error resulting from lack of training, poor working conditions of service for drivers and the non existence of proper road signs/safety features on the highway.
Nature of the Problem on the Northern Corridor

Delays along the corridor due to many roadblocks and checks by various enforcement agencies (i.e. Police, Revenue Collection Authorities and Weigh Bridge Operators)
Nature of the Problem on the Northern Corridor

• Problem of Enforcement of Safety standards

( Police lack of equipment, personnel and logistics to enforce speed limits, checks on drivers using Alcohol and other intoxicating substances such as Miraa)
Review of existing Traffic Rules and Regulations - Uganda has reviewed the Traffic and Road safety

Axle weight enforcement
- collaboration between Uganda and Kenya Authorities in setting uniform standards and the privatization of Axle Load Enforcement
(2) Existing/Planned Interventions

Delays

Development of One stop border posts and reducing the number of check points on the Corridor.
(2) Existing/Planned Interventions

Cargo safety and Duty Evasion
Vehicle Tracking system established by Kenya Revenue Authority to be incorporated into a system for providing Traffic Information and Safety Advice for Drivers moving transit Cargo
Management of the Process - 7 modules

1 - Freight Commercial Driver Trucks
2 - Infrastructure, Safety Audit, Signalization, Management of the Road Service to all
3 - Data Monitor, Evaluation and Analysis
4 - Communication, Education Awareness Raising and Participation
5 - Rules of Enforcement, Driving Code Regulatory Framework
6 - Enforcement, Road Policing, Speed Weight, Code
7 - Post Crash Emergency Health System

Total & World Bank: matching Partners with complementary skills & assets
(3) Management of the Process

Establishment of National Road Safety Councils in Kenya and Uganda. Kenya has Gazetted the identity of stakeholders with plans to institute an autonomous authority with technical staff and adequate funding. Uganda is currently going through the Parliamentary Process to grant statutory powers to the National Road Safety Council as defined in the Traffic and Road Safety Act.
(3) Management of the Process

Development of Public Private partnership to share best practice in areas of Safety, Fleet Management and Driver Training.
(3) Management of the Process

The setting up of an independent Entity in Kenya and Uganda to drive forward the initiative. (i.e. Safer Road). The Entity's Board will consist of major Logistics/Transport Companies using the Corridor in both countries supported by a Technical Advisory Team.

Review of all projects and studies relating to logistics, infrastructure development and road safety initiative (a dedicated website has been developed funded by JICA and USAID)
(4) Outcomes/Benefits

Clearly defined strategy and rules of engagement between Infrastructure financiers, transport operators/users and Highway Authorities (e.g. 10% of all infrastructure funding should be dedicated to Road safety).
Kenya has a Transport Sector Coordinating Committee - a forum of exchange of ideas and strategy between Development Partners and Government Agencies supervising the development, finance and management of transport modes.
(4) Outcomes/Benefits

Coordination of Activities around the corridors with particular focus on Accident Emergency Response Systems
[Wellness Clinics (North Star Alliance), Highway Emergency Response Plans (Petroleum Institute of East Africa) and Crash response unit funded by WHO)

Research and Knowledge Transfer - Trade Mark East Africa working in collaboration with World Bank, AfDB, JICA, EU, USAID and DFID
(4) Outcomes/Benefits

Development of an operational strategy for Enforcement of Traffic Regulation. Traffic Police in Uganda and Kenya having a uniform system for accident data collection, storage, retrieval and analysis. The Total - world Bank Team will facilitate the process.

Harmonization of Standards for Driver Training Testing and Licensing in Uganda and Kenya
TOTAL – World Bank Road Safety Initiative

Principles of the Medium Term Approach
Status of the Project

- **Northern Corridor:**
  - Project Implementation Entity
  - Name, Logo and Signature
  - Staffing & Offices
  - Action Plan & Induction
  - Road Safety Group & Partners
  - Official Launch

- **Central Corridor**
  - Preliminary Contacts
  - Exploratory visits

[Image of a group of people and a map of a road]
Total & World Bank team is looking forward to your support in order to rapidly take momentum & start achieving Results

Thank You