



**UNITED NATIONS
ECONOMIC COMMISSION FOR AFRICA**

ECA/NRID/09/012

ROAD SAFETY SEMINAR:

**Setting Road Safety Targets: A Way Forward for Reducing Accident
Fatalities by Half by 2015**

**9 - 10 July 2009
Dar es Salaam, Tanzania**

OUTCOME DOCUMENT

I. Introduction

1. The African Regional Road Safety Seminar was held in Dar es Salaam, Tanzania from 9-10 July 2009. It was organised by the Economic Commission for Africa (ECA) in collaboration with the FIA Foundation for the Automobile and Society on the theme “Setting Road Safety Targets: A Way Forward for Reducing Accident Fatalities by Half by 2015”.

2. This seminar was organised as part of a UN Development Account project jointly implemented by the five UN Regional Commissions entitled: *Improving Global Road Safety: setting regional and national road traffic casualty reduction targets*, and which is a continuation of efforts to implement the recommendations made in General Assembly resolution A/RES/60/5 on *improving global road safety*. The overarching objective of the seminar was to assist African countries to develop regional and national road traffic casualty reduction targets and provide them with examples of good road safety practices in setting up and monitoring these targets.

II. Participation

3. More than 100 delegates attended the seminar, including the Minister of Transport of South Africa and representatives of various ministries, private sector and the civil society from the following African countries: Benin, Botswana, Burkina Faso, Burundi, Cameroon, Central African Republic, Congo, Cote d’Ivoire, Democratic Republic of Congo, Djibouti, Ethiopia, Ghana, Kenya, Malawi, Mali, Mozambique, Namibia, Niger, Nigeria, Senegal, South Africa, Tanzania, Uganda, Zambia and Zimbabwe. The African Union Commission (AUC), the African Development Bank (ADB) and the following Regional Economic Communities’ (RECs) Secretariats took part: Southern Africa Development Community (SADC) and Economic Community for Central African States (ECCAS). A representative of the Government of the Russian Federation was also present.

4. In addition, the following international organizations and regional bodies participated: United Nations Economic Commission for Europe (UNECE), United Nations Environment Programme (UNEP), The World Bank, Sub Saharan Africa Transport Policy Programme (SSATP), FIA Foundation for the Automobile and society, International Road Assessment Programme (iRAP), International Forum for Rural Transport Development (IFRTD), LASER International, Global Road Safety Partnership (GRSP), Global Road Safety Facility (GRSF), Commission for Global Road Safety, Global Transport Knowledge Partnership (gTKP), Abidjan-Lagos Corridor Organisation (ALCO), , Central Corridor, Walvis-Bay Corridor Group, Fleet Forum, Arrive Alive, Monash University (South Africa) and Total (the full list of participants is attached as annex 1 to this document).

III. Issues Discussed

5. The seminar was organised in six plenary sessions and two breakout sessions. Four topics were on the agenda:

(i) Follow up to the Accra Conference

6. After a presentation of the Accra Road Safety Conference recommendations by ECA, representatives of South Africa and Burkina Faso shared with the participants, the implementation status in their respective countries.

7. It emerged from the discussion that some countries had made progress towards implementing some of the recommendations. In particular, participants noted the systematic approach adopted by South Africa as well as efforts by Burkina Faso that were yielding positive results. However, it appeared that many countries on the continent have not adequately developed performance indicators to enable them measure the progress made in a quantifiable manner. In addition, while some countries have legislations establishing lead road safety agencies, many others have not completed the process of putting such agencies in place.

8. With regard to road safety education, member States were urged to adopt a comprehensive approach. To that end, their attention should not focus only on improving the skills of drivers, especially young ones, but on all road users including pedestrians who actually constitute the majority of crash victims.

9. Participants took note of examples of good practices that have contributed in improving enforcement such as the use of “Pocket Computers” in South Africa.

(ii) Case Studies

10. The six case studies undertaken by UNECA in Cameroon, Ethiopia, Morocco, Niger, Tanzania and Zambia on the road safety situation were presented. Kenya also made a presentation on the Northern Corridor. The presentations provided an opportunity for participants to share experience and good practices which could be duplicated in other countries.

11. These case studies are part of the United Nations global project on setting regional and national road traffic casualty reduction targets. The outcome of each study was presented to participants followed by fruitful discussions. Issues presented included among others; the road safety situation of the countries with an analysis of the strengths and weaknesses of different aspects such as national policies; institutions, funding, human capacity; and health issues like post-accident care (first aid). Some national road safety targets and indicators together with recommendations were proposed by the presenters with the view to improving the road safety situation.

12. Similarities observed among the countries included the reliance on mainly road as mode of transport for persons and freight; the increasing trend of road traffic fatalities and injuries; human behaviour as leading cause of accidents, concentration of accidents in specific areas such as major transport corridors; pedestrians and cyclists as the majority of road traffic accident victims, lack of political will; poor enforcement of regulations, absence of road safety policy and strategy; lack of coordination of stake holders' activities; and poor ownership of action plans.

13. Some of the successful experiences were the creation of road safety institutions, lead agencies and road safety information and advice centres, computerising of driving licences, traffic offences, installation of speed governors on public transport vehicles, use of radars and alcohol breathalysers, and the creation of call centres to report accidents.

14. Many challenges were identified and they included among others, funding, safe road design and construction, data collection, pre-hospital care and law enforcement.

15. Participants proposed the followings recommendations:

- Improve road safety financing strategies in view to mobilise sufficient resources;
- Put in place regulatory measures favouring the renewal of the fleet;
- Sensitize policy makers on road safety issues including the high socio-economic impact, and lobby for the inclusion of road safety in the manifestos of political parties;
- Include road safety in Poverty Reduction Strategy Documents;
- Intensify law enforcement and treat drug abuse similarly to alcohol abuse;
- Involve NGOs and civil society organisations in road safety initiatives;
- Road safety laws and regulations to be enforced;
- Experience of road safety information and advice centres to be duplicated;
- Organise training of drivers to improve their skills and awareness on road safety; and
- Identify fake driving licences and computerize issuance of new driving licences.

(iii) Setting road safety targets

16. Under this agenda item, presentations were made by representatives of AUC, UNECA, and UNECE. The AUC presented its vision on road safety in Africa and ECA's presentation proposed performance indicators to measure progress towards achieving the recommendations of the Accra Road Safety Conference. UNECE presented the road safety situation in general and experiences in setting targets. A presentation was also made on the OECD report on setting and achieving ambitious road safety targets.

17. In the discussion that followed, it was noted that, with the exception of a few countries, progress in implementing the recommendations of the Accra Declaration has generally been slow. However, it was difficult to quantify the progress that has been made because of lack of verifiable performance indicators.

18. In that regard, participants recommended that the framework provided by ECA be adopted by member States as a tool for assessing the status of their implementation of the Accra Recommendations. It could also serve as a tool to assess improvements in the road safety situation of member States, notably towards achieving the target of reducing fatalities by half by 2015. It was noted that the framework is adaptable to the specificities of member States and provides the flexibility for them to develop additional indicators as necessary.

(iv) Breakout Sessions

19. Two breakout sessions discussed the performance indicators proposed by ECA to monitor progress in implementing the recommendations of the Accra Declaration. In that regard, proposals were made on ways of improving the framework including amendments to some of the indicators and suggestions of new ones. The first session covered the following issues: road safety management; data management; road safety strategies and targets; road user behaviour; use of WHO manuals; road safety education; fleet safety and fleet management; driver training and testing; and law enforcement. The second breakout session focused on infrastructure; vulnerable road user safety; rural road safety; vehicle safety; and emergency care.

20. The key message from the sessions was that the recommended indicators were not exhaustive. In that regard, countries could consider developing further indicators in line with their specificities. It was also noted that the outcome of the sessions should contribute to Africa's common position for the Moscow Ministerial Conference. In addition, it was stressed that the targets set at Accra should lay the foundation for Africa's contribution to the proposed Decade of Action (2010-2020) and in setting the agenda for action towards the Decade.

(v.) The Way forward to the Moscow Conference

21. Information on preparations for the Moscow Conference was shared with participants including the work programme as well as facilities put in place for the event. In addition, South Africa proposed a framework for Africa's preparations for the Moscow conference, including the development of a framework and road map. Participants were urged to sensitize their Ministers to participate actively in the conference.

IV. Recommendations

22. The UN Global Ministerial Conference on Road Safety to be held in Moscow from 19-20 November 2009 will debate the proposed "Decade of Action" on road safety. For Africa's needs to be taken into consideration it is necessary to put in place a framework for effective participation. In that regard, there is need to establish a Working Group comprised of ECA, AU, and AfDB in collaboration with member States and RECs.

23. Adopt the framework provided by ECA as a tool for assessing the status of implementation of the Accra Recommendations as well as improvements in the road safety situation of member States, notably towards achieving the target of reducing fatalities by half by 2015. Request ECA to take the lead role in further developing the framework and in monitoring and evaluating the progress made (framework as amended by seminar attached as annex 2 to this document).

24. Member States should undertake surveys to establish their baseline situation in relation to performance targets. They should also organize mid-term reviews to ensure effective monitoring of progress in the implementation of the Accra Declaration.

25. Member States and RECs should harmonise their road safety data to ensure comparability.

Road Safety Conference, Dar es Salaam, Tanzania, 8 – 10 July 2009

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Framework for Monitoring and Evaluating Progress in Implementing the Recommendations of the Accra Road Safety Conference.

Expected Accomplishment	Performance Indicator	Baselines and Targets
Established lead agencies	-Legislation creating Road Safety Agency established	2007: 2015:
	-Road Safety Agency operational and functional (Core professional staff recruited; Funding source clearly identified)	2007: 2015:
Improved Management of Data	-Computerised data management system established	2007: 2015:
	-Structured data reporting and collection system in place	2007: 2015:
	-Harmonised data collection system and definition of data attributes adopted	2007: 2015:
	-Lead academic institution identified to manage database	2007: 2015:
	-Standardised format for data collection in used	2007: 2015:
Educated General Public (Road Users)	-% of Schools with Road Safety Clubs	2007: 2015:
	-Road safety campaigns established	2007: 2015:
	-% of schools implementing road safety education as part of syllabus	2007: 2015:
	- Training programme for drivers and school children implemented	2007: 2015:

	- Curricula for schools Harmonised	2007:
		2015:
	- Mandatory formal training accessed by drivers	2007:
		2015:
	-Trained and accredited driving instructors mandatory and available	2007:
		2015:
	-Rigorous and corruption-free driving test implemented	2007:
		2015:
Speed Control and Use of Seatbelts	-Legislation established	2007:
		2015:
	-Speed management and control system in place	2007:
		2015:
	-% of drivers and passengers using seat belts increased	2007:
	2015:	
	-Prosecutions for non-compliance reduced	2007:
		2015:
	% of vehicles equipped with seatbelts increased	2007:
		2015:
Use of Helmets	-Legislation established	2007:
		2015:
	- % of countries with legislation on helmets	2007:
	2015:	
	-% of riders complying (cyclists wearing helmets) increased	2007:
		2015:
Harmornised National Plans at Sub-regional Level	-No of RECS with harmonised plans increased	2007:
		2015:
	-No of countries within RECs with harmonized plans increased	2007:
		2015:
Strengthened Partnerships and Collaboration	-Membership in partnership arrangements increased	2007:
		2015:

	-Number of partners supporting national road safety activities increased	2007: 2015:
	-% of eligible partners supporting programmes	2007: 2015:
	-Resources from partners increased	
	-Collaboration with key NGO's and disadvantaged groups increased	2007: 2015:
Safer Road Infrastructure for all road users	-% of road projects cost dedicated and spent on road safety infrastructure	2007: 2015:
	- % of existing road km audited/inspected and implemented in urban areas	2007: 2015:
	- % of existing road km audited/inspected and implemented in inter-urban roads	2007: 2015:
	-% of new/rehabilitated roads with safety impact assessment at all stages	2007: 2015:
	- Road safety audit guideline	2007: 2015:
	- % of segregated facilities along the roads in urban areas	2007: 2015:
	- % of segregated facilities across the roads	2007: 2015:
Rural transport safety	- % reduction of rural road users involved in fatalities	2007: 2015:
	-% reduction in animal strikes	2007: 2015:
	- % of countries with Regulation of mixed transportation	2007 : 2015:
	- % of countries with Regulation on minimum standard of safety	2007 : 2015:
	- % of countries with community data collection system	2007 : 2015:
	- % of intermediary means of transport with light reflective materials	2007: 2015:

Road Worthiness of Vehicles (Vehicle safety)	- Number of countries with minimum of standards set for imported and modified vehicles	2007:
		2015:
	-Ratio of No. Automated Inspection Centers to No. of vehicles	2007:
		2015:
	- % vehicles complying with standards	2007:
	2015:	
	- Maximum age of imported vehicles (replacement of old fleet)	2007:
		2015:
	- % of public and freight transport vehicles with speed governors	2007:
		2015:
Emergency Care	- Number of dedicated emergency rescue units in ratio of population	2007:
		2015:
	- % calls attended to by Ambulance Services	2007:
		2015:
	- % of countries with emergency call services	2007:
		2015:
	- % victims receiving medical care within 1hr of accident	2007:
		2015:
- % of upgraded emergency care facilities	2007:	
	2015:	
- % of standardized ambulances	2007:	
	2015:	
- % of skilled emergency personnel in ratio of population	2007:	
	2015:	
- Coverage of community first aid units along corridors	2007:	
	2015:	

The baseline of 2007 corresponds to the year of the Accra Road Safety Conference and the target date of 2015 corresponds to the year by which African countries have committed to reduce road accident fatalities by half. However, countries are at different levels in relation to the proposed performance indicators in the framework and may therefore set different targets for the various indicators. Similarly countries could develop other indicators as they deem necessary and in line with their specificities.