

ROAD TO MOSCOW CONFERENCE TEMPLATE OF ACTION PLAN

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I. INTRODUCTION

1.1 This proposal sets the road to Moscow for Road Safety partners in Africa. It presents a template for Africa continental institutions, sub regional communities, governments and other stakeholders.

1.2 Considerable work done in Regional Economic Communities (RECS) under the leadership of UNECA and in countries, to build up to the proposed template. The Northern corridor was used to calibrate and illustrate the proposed approach

II. BACKGROUND AND RATIONAL

2.1 Road safety is a development issue in Africa. Africa has the world's most dangerous road network, and casualties cost more than Infrastructure Financing. Africa's has the world's most dangerous road network with a fatality rate estimated conservatively at 28 deaths per 100,000 population, increasing with motorization even in countries with improving safety performance. The Global Burden of Disease estimated that car crashes were the second cause of death in Africa for the 4 to 14 years old and the fifth for 15 to 29 years old (2002): "the epidemic of road traffic injury is still in its early stages but it threatens to increase exponentially". With a very low motorization rate, this fatality rate is even more out of line with per vehicle rates or per km traveled rates of other continents: it is estimated to have reached 200 per 10,000 vehicles in Ethiopia in the 1990s and today remains above 100 in some countries such as Uganda, compared to 1 in the UK. Yet data collection is generally very poor, and the true situation is unknown and certainly much worse. Still, the estimated cost of road crashes in Sub-Saharan Africa (SSA), estimated at US\$10 billion per year is larger than the sum of all the development aid dedicated to Infrastructure (last year about US\$ 8 BI). The cost of road crashes at national level is estimated to range between about one and five percent of GDP: 0.8% in Ethiopia, 1% of in South Africa, over 2% in Zambia and Botswana, and 5% in Kenya.

2.2 The lack of road safety is a poverty issue. Road Casualties affect disproportionately the poor in Africa where the majority of road deaths are among vulnerable road users. Pedestrian fatalities account for between 40 and 75% of all road deaths. In Kenya, more than 75% of road traffic casualties are amongst economically active young adults while pedestrians and passengers in mass transportation account for 80% of all fatalities. The social impact of road crashes increases with dependency rates and poverty levels. Although

economically active males are more than twice as likely to be killed on the roads than women, the burden of household lost earnings and care falls disproportionately onto women and girls, and often results in a decline into poverty. Poverty surveys repeatedly point to death and injury of a family member as a cause of catastrophic impoverishment.

2.3 Although the Decade of Action seeks to support the objectives of the Accra Conference and mainstream road safety in the development of all 53 countries of Africa, the 19 main transport and transit priority corridors set by the NEPAD are an effective entry point to launching the decade. The corridor approach is in line with the integration development strategy of the New Partnership for African Development (NEPAD) focusing on the international trade corridor as an entry point to foster trade and economic participation and growth. Corridors are also the entry point of successful second generation road safety program built on the systems approach.

2.4 The Accra Declaration on February 8, 2007 resolved to half the number of road accident fatalities by half by 2015. It proposed that member states designate a lead agency with legal backing and adequate and sustainable financial resources, to ensure the achievement of the target; It made recommendations on infrastructure, hospital and emergency services; it proposed that member countries assign a percentage of infrastructure investment to road safety, improve the collection and use of road death and injuries data, ensure the enactment and enforcement of laws associated with driving under the influence of alcohol and drugs, and implement education programs.

2.5 The proposal builds on a capital of recent policy development and global knowledge. A number of countries have developed elements of road safety policies and institution, for example in Kenya, Uganda and Rwanda the countries along the Northern Corridor have advanced with EAC is taking an active role on harmonization of regulatory and legal frameworks. These efforts supported by multilateral and selected bilateral donors, illustrate the incipient level of road safety practice, yet also represent a capital of policies and experience on which to build.

2.6 The needs vary among countries and sub-regions. Some are in a phase of awareness raising among stakeholders and decision makers, others are elaborating road safety policy development and are at various stages of implementation. In all cases, policy harmonization is critical for effective economic and social development. UNECA, AU, AfDB and the RECS have complementary roles to fulfill in forwarding the road safety agenda at continental, regional, national and community levels. The private sector and civil society also need to be a involved in a central way. The private sector has stepped up in promoting road safety and has an important contribution to make.

2.7 Development partners have been supportive of the strengthening regional institutions and are support the NEPAD development framework.

III. ACTION TEMPLATE

Objectives

3.1 The objectives of the Africa continent for Road Safety were set by the Ministers of Health and of Transport in Accra in 2007, and these objectives of halving the number of casualties in Africa by 2015 continue to be pertinent. The Decade of Action expected to be declared in November 2009 and launched in 2010 is the occasion to strengthen the continent capacity to implement the Accra declaration. In order to prepare for the Africa contribution to the Decade, a template of action formatting a proposed way forward has been designed.

Principles

3.2 The principles underpinning the template of action include

- (i) Set a clear leadership framework at regional level to facilitate the effective coordination, information sharing, learning and peer support. This framework sets the role of UNECA and the RECS, AUC, WHO, AfDB, SSATP, and GRSF other development instruments specialized in road safety;
- (ii) Brand the Africa road safety program, recognizing partners contributions, to enhance possibility, promote recognition, facilitate learning and dissemination, and bolster expansion of the implementation.
- (iii) Engage by focusing on international transport and transit corridors as an effective entry point to mainstreaming road safety in development policies.
- (iv) Promote the leadership of selected key partners in rolling out certain modules of action such as WHO for post crash management and victims treatment and rehabilitation, and TOTAL and the private sector for commercial freight vehicle and drivers improvement..
- (v) Learn by doing: document the experience of partners and feedback lessons among partners while completing the Africa approach to road safety;
- (vi) Monitor road safety impact and disseminate results to build awareness among civil society, and grow commitment among decision makers by articulating the link between road safety and poverty - the MDGs.
- (vii) Include partners from the entire spectrum of the transport business: clients, transporters, truck drivers, enforcement authorities, policy makers, public authorities, corridor operators, and civil society.
- (viii) Be flexible and adopt a step by step approach where engagement is brought forwards as soon as possible, seeking to avoid an all or nothing- big bang – approach.

Modules

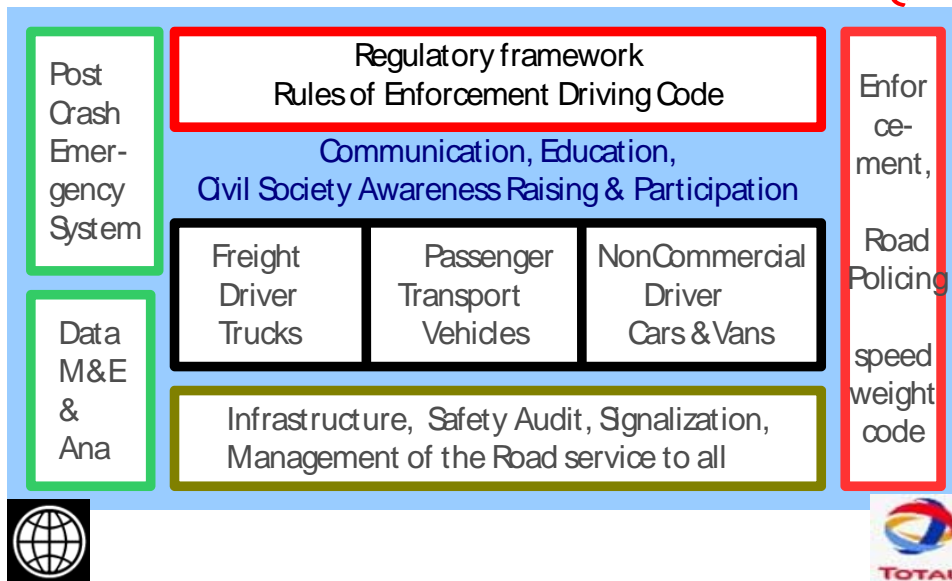
3.3 The activities that need to be rolled out in a second generation system approach program of road safety concern a number of activities that can be packaged in seven modules. The seven modules need to be launched for the benefits of road safety to be realized effectively and in a sustainable fashion. Yet each module is self standing and can be developed independently, thus providing flexibility for incremental gains.

3.4 The seven modules are as follows:

- (i) Module 1 concerns the Vision, the Policy Legislation and Regulations setting the framework for road safety. It is based on the Safe System Approach and is informed by the “Vision Zero” principle. In some countries the policy needs to be designed, in some countries the policy has been developed yet remains substantially not implemented. In other countries the implementation of a road safety policy is being implemented and needs to be further supported and documented. This module hinges on the establishment of a lead agency. It requires coordination between a considerable number of national, local governments and civil society stakeholders. It concerns a wide variety of subjects including for example the driving code, driving schools and curriculum, the rules of entry and exit for drivers and vehicles, and the rules and responsibilities for enforcement and penal code.
- (ii) Module 2 deals with the Safety Practice of Vehicles Management and of vehicle driving. It covers freight and passenger transport, commercial and non commercial transport. TOTAL has proposed to take the lead in freight vehicle management and has started driving voluntary program of the larger transport providers and users along the Northern Corridor, seeking to build on this experience and expand along all priority corridors. The module includes sharing of information, setting, implementing and monitoring high performance standards for transport fleet management, truck driver selection, employment, performance and management; sharing safety performance data, including safety incidents, lessons and retrofitting of procedures. Promoting and advocating road safety among stakeholders to develop institutional knowledge, capacity and a safety strategy. Designing a program of public support for the smaller freight transporters without capacity to finance equipment upgrades and participate to the voluntary activities. Initiating with appropriate stakeholder participation, the identification and preparation for a passenger transport safety program, through engaging and strengthening professional associations of passenger transport, while developing and enforcing appropriate safety regulations
- (iii) Module 3 concerns the critical Infrastructure Safety Management along the Northern Corridor. Within the Safe System Approach, promote appropriate planning, design, maintenance and operation of road infrastructure. The module consists in promoting the appropriate completion and follow-up of the safety audit and rating by iRAP, and development and funding of priority countermeasures. That investment package addresses the first set of infrastructure issues while serving as the vehicle for mainstreaming Network Safety Management into the design, construction, maintenance, management, monitoring and performance evaluation of the road corridor. The module engages the corridor operators, the national and regional authorities and the donor community to promote and allocate funding - mostly from the large approved investment programs-, for the generalization of the Network Safety Management and its harmonization along the priority corridors.

- (iv) Module 4 deals with the Enforcement of the Driving Code and Vehicle Safety Standards along the corridor. This includes developing activities and seeking funding and institutional arrangements for the upgrading of traffic police capacity, possible support from sister police institutions and twinning arrangements, police equipment modernization, corruption control and governance enhancement. The option of corridor dedicated special safety police should be considered. Recent efforts and success in speed limit and seat belt enforcement in certain countries such as South Africa and Rwanda provide promising practices for this module.
- (v) Module 5: Post Crash Medical Interventions and coordination with the road traffic police, for on sight emergency care, pick up of victims at crash sites along the corridor, appropriate post traumatic treatment, and rehabilitation of the injured. The module seeks to pre-identify a package for activity, WHO and the Health sector being in the lead, promoting coordination between the emergency health teams, the police and the statistical units to make possible the reliable and consistent fatality and injury data recording necessary for data development and management.
- (vi) Module 6: development, identification of funding and promotion of a package of activities for the generation of consistent standard Road Safety Data, setting of safety performance objectives, Monitoring, Evaluation and Analysis, to provide feedback to policy makers and relevant stakeholders. Real time information sharing is critical to the efficient pursuit of safety improvements towards the Vision Zero. While focusing on reliable data generation and analysis according to internationally recognized norms, the module gives attention to the dynamic feedback process between results and decision making.
- (vii) Module 7: Education, Information and Communication (EIC) at national and at regional level, along the corridor. The module consists in developing a component of EIC with active stakeholder participation, including from the education sector, the roads authorities, the traffic police, local authorities, the civil society at large and the private economic sector. The module builds on the considerable work already done with respect to truck parking areas and wellness centers and information booths along the corridor, targeting commercial drivers and the communities providing services to them: road safety sensitization and training can be cost effectively tagged on HIV-AIDS program logistics. The module identifies and engages specialized NGOs programs and internationally financed campaigns such as “*Arrive Alive Uganda*”, and seeks appropriate financing. The IEC module frames its activities within the Safe System Approach and communicates and disseminates about the overall project.

Road is life Road Safety Initiative in Africa *La route c'est la vie*



Phases

3.5 The proposal is to engage each corridor in sequence, starting by the Northern corridor, and replicating the approach along the other international transport and trade corridors of the continent. There are 19 major transport corridors identified as a priority for trade and integration by the New partnership for African Development (NEPAD) and supported by supported are mostly multi modal and international, excluding the “Trans African Highways” such as Tripoli to Windhoek, and Dakar to N’Djamena and Djibouti. TOTAL and GRSF consider the launching of a second corridor project during 2009 necessary to balance the experience between East and West Africa, and have identified the Cameroon – Tchad and CAR as a best candidate. The sharing of experience between corridor projects would help refining of the project design and would provide added visibility and stature to the road safety effort, also paving the way towards coordinated continent –wide effort under a dedicated leadership. The launching of two new corridor projects per year over the next seven years, would also allow all 19 main African corridors to be improved within the span of the proposed road safety decade of action 2010 to 2020 as shown in Table 1. The cost of rolling out the project in other corridors would not be as high as for the proposed Northern Corridor project, and the overall cost over the decade could be estimated in a preliminary fashion at US\$... million.

Table 1 – Phases of implementation of Africa international transport corridor road safety

Year	09	10	11	12	13	14	15	16	17	18	19	20
2009	=====											
2010		=====										
2011			=====									
2012				=====								
2013					=====							
2014						=====						
2015							=====					
2016								=====				
2017									=====			
2018												
2019												
2020												
# projects	2	4	6	7	9	10	9	8	5	4	2	

Status of Preparation

3.6 The proposed road safety Africa Action Plan is” shovel- ready”. The leadership of UNECA in advancing this agenda is generally recognized and there is no ambiguity in the institutional set up at continental level. The Action Plan was substantially prepared and some of its elements have been successfully launched in some countries. Since Accra, the partners have mobilized to bring their contribution to the achievement of the objective. UNECA has

3.7 Some modules have been substantially developed and implemented by key partners: I-Rap has rolled out road audits in Nigeria and Kenya and is preparing to start in Uganda and other countries. On IEC considerable work has been done for example with Arrive Alive in South Africa, Uganda and.. TOTAL and the World Bank have, together, developed a draft project module for commercial freight transport using inputs and comments from selected partners and stakeholders in the public and private sector, and civil society. This work is being coordinated and integrated with the UN mandated program of Fleet Forum with the large fleets of humanitarian programs and institutions.

IV. IMPLEMENTATION AND LEVERAGING

4.1 The contributions of the multinational development funding agencies World Bank, AfDB and IDB is ensured since these institutions have the mandate of dedicating 10% of the infrastructure funding to road safety. GRSF is a dedicated to promoting road safety and is well placed to help bridge public and private partners and leverage funding towards road safety. Among bilateral donors, DFID for example has expressed interest in supporting multinational institutional capacity along trade corridors. TOTAL is expanding its lead in petroleum product distribution in the continent and has reiterated its commitment at corporate level for a high level

support this action plan.

4.2 The approach is focused on leveraging, and promoting the funding and launching of activities, as much as possible through the mainstreaming of road safety modules within rightful implementing outfits. .

V. BENEFITS

5.1 The benefits of the projects include the development of full-fledged and sustainable corridor road safety project, and the consolidation of expectation and demand for road safety which have been lacking in many countries. The corridors are estimated to be associated with about 50 to 80% of the road traffic and road casualties in the countries in which they are located. Starting by the corridor would help reach the goal set in Accra.