



**THE SECOND AFRICAN ROAD SAFETY CONFERENCE**  
**Nov. 09-11, 2011**  
**Addis Ababa, Ethiopia**

**REPORT**



## **I. Introduction**

1. Road traffic crashes are one of the leading causes of death; statistics reveal that every year more than 1.2 million people die in road crashes around the world. Sixty-five percent of deaths involve pedestrians and 35 percent of pedestrian deaths are children. Over 30 - 50 million are injured and often disabled each year. This level of road trauma imposes huge economic costs, representing between 1 and 3 percent of GDP in most countries. The majority of these deaths – about 70 percent – occur in developing countries.
2. In order to improve the road safety situation in Africa, many road safety initiatives have been undertaken, amongst which three African Road Safety Congress held respectively in 1984, 1989 and 1997, the first road safety conference held in 2007 in Accra, Ghana during which the Accra Declaration was adopted and the African Regional Road Safety Seminar held in July 2009 in Dar es Salaam, Tanzania which set the regional road traffic casualty reduction targets.
3. The UN General Assembly by its Resolution 64/255 of 02 March 2010 proclaimed 2011-2020 a Decade of Action for Road Safety. The Resolution requested WHO, the UN Regional Commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Decade as a guiding document to support the implementation of its objectives. This is with a view to stabilizing and then reducing the level of road traffic fatalities around the world.
4. In response to that appeal, WHO, the UN Regional Commissions, in collaboration with the UN bodies and development partners prepared a Global Plan of Action (GPoA) that will serve as a guiding document for countries to implement the Decade.
5. To address the continent's specificities, this Second African Road Safety conference was held in Addis Ababa, Ethiopia from 9-11 November 2011. It was organized by the United Nations Economic Commission for Africa (UNECA), the Sub-Saharan Africa Transport Policy Program (SSATP) and the Government of Ethiopia, in collaboration with the International Road Federation (IRF), the African Union Commission (AUC), the African Development Bank (AfDB) and the World Bank.
6. The Objectives of the Conference were to:
  - examine and validate the African Road Safety Plan of Action 2011-2020 which will serve as guiding document for the implementation of the Decade and
  - propose and validate a Resources mobilization strategy and a follow up mechanism.
7. The African Road Safety Plan of Action will be submitted to the next African Union Conference of Ministers in charge of Transport for endorsement.

## **II. Participation**

3. More than 150 delegates attended the conference, including representatives of various ministries, private sector, research institutes and the civil society organizations (CSOs/NGOs) from the following African countries: Angola, Benin, Botswana, Burkina Faso, Cameroon, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Republic of Congo, Egypt, Ethiopia, Gambia, Ghana, Kenya, Malawi, Mali, Mozambique, Morocco, Namibia, Niger, Nigeria, Senegal, South Africa, Republic of South Sudan, Swaziland, Tanzania, Tunisia, Uganda, Zambia and Zimbabwe. The African Union Commission (AUC) and the following Regional Economic Communities' (RECs): West African Economic and Monetary Union (UEMOA), Economic Community of West Africa States (ECOWAS), and Economic Community for Central African States (ECCAS).

4. In addition, the following international organizations and regional bodies participated: the African Development Bank (AfDB), the World Bank, Global Road Safety Facility (GRSF), Sub Saharan Africa Transport Policy Programme (SSATP), International Road Federation (IRF), FIA Foundation for the Automobile and Society, International Forum for Rural Transport Development (IFRTD), Global Road Safety Partnership (GRSP), Center Road Research Institute, Abidjan-Lagos Corridor Organisation (ALCO), Central Corridor, Walvis-Bay Corridor Group, Maputo Corridor Logistics Initiative, Northern Corridor, Association of Southern African National Road Agencies (ASANRA), NEPAD Agency (NPCA) and TOTAL. An exhibition was held within the Conference location.

## **III. ISSUES DISCUSSED**

### **A. Opening Ceremony**

#### ***1.1 Introductory Remarks:***

The introductory remarks were delivered by the Deputy Executive Secretary of UNECA Mr. Abdallah Hamdock. He reorganized and welcomed all participants to the Second African Road Safety Conference. Mr. Abdalla Hamdok, Deputy Executive Secretary of the UNECA welcomed all participants on behalf of the Executive Secretary of the UNECA. He underscored that the high crash incidence is attributed to "poor road networks, inadequate road signage, limited knowledge on road safety, poorly enforced legislation and the poor emergency-preparedness by medical facilities." He highlighted the importance of this conference for African development. He expressed his appreciation of the quality of the collaboration between FDRE, AUC, UNECA, the World Bank Group, IRF, and AfDB.

### ***1.2 Testimonies of Road Traffic Crash Victims:***

Two parents of road crash victims presented their experiences. The presenters were Ms. Sandra Vitale who lost a son in Addis Ababa ring road and Ms. Brenda Horne who lost a daughter along the Maputo Corridor.

### ***1.3 Opening remarks by International Road Federation:***

The Chairman of the IRF, Mr Kiran K. Kapila observed the need to recognise road safety as a major issue. He said when one Jumbo crash takes place you see the news for the rest of the week on major channels like BBC, CNN and other electronic media. However, in case of road accidents, you hardly see any reference to them yet their economic loss is estimated at 500 billion dollars which is more than the budget of 10 poor nations.

### ***1.4 Opening Statement by Guest of Honour:***

*(By H.E. President, Girma Wolde Giorgis, Federal Democratic Republic of Ethiopia)*

The President of the Federal Democratic Republic of Ethiopia (FDRE), in his opening remarks reiterated Government's commitment to sustainable development and management of Ethiopia's transport sector. In his inaugural address, reiterated the social and economic burden that road traffic crashes place on African countries in particular. He underscored the importance of the UN Decade of Action and alluded to a ten year strategic plan already developed by Ethiopia in response to this initiative. He concluded by challenging delegates to seize the opportunity to discuss and identify urgent and effective solutions to the road traffic accidents and their consequences on the African continent. In order to achieve this, government was committed to ensuring continuous improvement and development of transport infrastructure as a key to the transformation of the economy. The Guest of Honour observed that the conference will be set out in the form of set of measurable outcomes which will address road crash challenge. He observed that, road safety should be a responsibility of every one.

He appreciated the crucial role of partners in road safety who have come together to improve road safety in Africa. He was particularly grateful for all partners, and declared the Conference officially opened.

## **B. Procedural Matters**

3. The agenda and programme of work were presented and adopted by the conference.

### **A. Plenary 1 : Road Safety Situation in Africa**

1. As background of this UNECA 2<sup>nd</sup> Road Safety Conference, the presenter introduced a brief history since Accra Road Safety Conference in 2007, and explained about the UN General Assembly Resolution 64/255 in March 2010 which proclaimed 2011-2020 as the

Decade of Action for Road Safety. The Resolution requested UNECA to prepare a Plan of Action following 5 pillars as defined in the Global Plan of Action.

2. The objectives of the conference are to: (a) examine and validate the African Road Safety Plan of Action which will serve as guiding document for the implementation of the Decade; (b) propose and validate resources mobilization strategy and a follow up mechanism; and (c) learn from good practices and share experiences. The African Road Safety Plan of Action will be submitted the conference will be submitted to the African Union Transport Ministerial conference which will be held on 21-25 November 2011, in Luanda, Angola
3. The Conference is organized in partnership with (a) Federal Democratic Republic of Ethiopia; (b) African Union Commission (AUC); (c) African Development Bank (AfDB); (d) International Road Federation (IRF); (e) World Bank (WB); (f) Global Road Safety Facilitation (GRSF); and (g) Sub Sahara Africa Transport Program (SSATP) – with wide participation of more than 200 coming from outside and inside of Africa comprising member states representatives, RECs, corridor management institutions, private sector, civil society/NGOs, media and research institutes.
4. 2<sup>nd</sup> Presenter: Mr. Abebe Asrat, Head of National Road Safety Coordination Office, MOT, Ethiopia
5. The presenter briefly introduced various road crash statistic data, showing a steady decline of fatalities since 2001 despite a rapid growth of motorization in Ethiopia. Statistics for fatalities due to “pedestrian errors” show a significant decline between 2003 and 2010. A similar trend was also observed regarding all road users.
6. The presenter indicated that there are various initiatives being undertaken at community level which is believed that it is a contributing factor to these substantial decreases in pedestrian fatalities. For example, more than 3,000 schools (out of 20,000 nationwide) have “Safety Clubs” and various safety awareness education is conducted. More than 30% of local communities have safety commissions.
7. 3<sup>rd</sup> Presenter: Rev. T. J. Vundla, Chief Director, Road Safety Promotions Unit, Dept of Transport (DOT), South Africa
8. The presenter cited political commitment as one of the biggest success elements in enhancing road safety activities and meeting targets. National and Provincial Road Safety Councils are already established, and local road safety councils are also intended to be established.
9. The Government tackles road safety in a comprehensive manner including law enforcement, driver training and regulation as well as other initiatives.
10. 4<sup>th</sup> Presenter: Mr. Samuel Aroboto, Ass. Director (Eng) Transport, Planning and Coordination Office of the Federal Road Safety Commission (FRSC), gave a summary of transport and road safety situation in Nigeria. He divided into PRE-FRSC that is before establishment of Federal Road Safety Commission and POST-FRSC. He narrated how the situations were poor before the FRSC establishment, its notable achievements and planned reduction targets by year 2020.
11. 5<sup>th</sup> Presenter: Mr. Casimir Sanon, Directeur de la Planification et de la Promotion de la Sécurité Routière à l’Office National de la Sécurité Routière (ONASER)

12. Road Safety has been included as a core element of the National Policy of Sustainable Development of Burkina Faso. A National Road Safety Policy document has been elaborated: a lead body has been created, the National Council of Road Safety ( Conseil National de la Sécurité routière), in addition a decision making outfit, the National Road Safety Office (Office national de la Sécurité routière) were also created. Burkina Faso has developed, in the framework of the Decade of Action, a National Road Safety Action Plan for 2011 – 2020. It seeks to reduce by 50% the number of accidents and by 25% the number of killed by 2020. The elements of the plan are articulated around five focus areas. Leaders have been assigned for each focus area. Funds have been sought.
13. 6<sup>th</sup> Presenter: Mr. David Osafo Adonteng, Director for Research, Monitoring & Evaluation, National Road Safety Commission (NRSC), Ghana , indicated that the government of Ghana adopted and vigorously pursued a national road safety policy and 5-year rolling National Road Safety Strategies and Action Plans from 2001-2005 and 2006 - 2010 focusing on reducing pedestrian and bus occupant deaths in road traffic crashes.  
  
He indicated that implementation of specific measures via the 4Es principle backed by continuous human resource capacity development, maintenance and management of road traffic crash data base system, vibrant research, monitoring and evaluation systems, institutionalization of multi-disciplinary and independent Crash investigation policy, road safety audit policy and private sector participation, Ghana's rate of occurrence of road traffic crashes, fatalities and injuries have improved by 77%, 25% and 56% respectively relative to the situation from 1991 – 2000. In addition, Ghana's road traffic crash Fatality Rate has declined consistently over the years from 28 in 2000 to 17 in 2010 demonstrating that the country's strategic objective of achieving a single digit fatality rate by 2015 is on course. Ghana's President, Professor J. E. A Mills, has fully endorsed the country's 2011 – 2020 National Road Safety Strategy under the Decade of Action for Road Safety, pledged the government's full political support and financial commitment for road safety and has challenged to hold all road safety stakeholder institutions responsible for their inactions.
14. 7<sup>th</sup> Presenter: Mr. Hicham Diouri, Chief of Service, National Accident Prevention Committee, Morocco.
15. The delegate of Morocco has described the road safety situation in his country, his presentation were divided into 4 parts: The first part indicate the statistics of road accidents and the problems of road insecurity in Morocco, the second part present the national road safety strategic which begins in 2003 which has declined till now 3 action plans of road safety, the last one PSIU 3 for the period (2011-2013) which contains 9 fundamentals pillars in target to reduce accidents in Morocco. The third part talks about the new dispositions of the new road law launched since October 2010 and the last part of the presentation were about the communication plan of the national committee of prevention from traffic accidents which play a key role for awareness and communication towards public in Morocco.
16. Morocco has a political will to implement a coherent strategic for reducing road fatalities with a consistent communication and very remarkable products in road safety domain that can be served as an example for other Africans countries. In this regards, Morocco had received the big prize of the first World Festival of road safety films with the title

"Cagoules" that the audience had the opportunity to see during the second African road safety conference.

## **B. Plenary 2 : The Journey to 2020 – Building Partnership**

17. Eight presentations were made in this session. The first presentation was given by Global Road Safety Partnership (**GRSP**), Mrs. Elna Van Niekerk, gave a presentation on its involvement and collaboration with WB, IFRC development agencies and the private sector. She described the involvement of GRSP in 8 low and middle income African Countries by 2010. She further identified GRSP participation in the development of the “Decade for Action in Road Safety” programs and good practices manual in road safety and future role in Africa.
18. Mr. Antoine Tournand gave the second presentation on behalf of **TOTAL Ethiopia**, on TOTAL’s participation in road safety efforts in Ethiopia. He elaborated TOTAL’s effort in reducing crasher of its contract fuel transporters since 2003. He identified the programs implemented by the company to significantly reduce the crash numbers of the fuel transporting companies working with TOTAL. He further elaborated the collaboration of TOTAL in the road safety efforts of the country by leading the publication of 200,000 road safety pamphlets for children.
19. Mr. Rohit Chandra-Mouli, Membership & Resources Officer of International Road Federation (**IRF**), gave presentation on IRF’s vision of developing safe, smart and sustainable roads and how it seeks to achieve these objectives. Also gave a brief description of IRF’s membership and the 4 focus areas of the institute: Road Safety, Environment, Road Finance & Economics, and Intelligent Transport Systems.
20. Mr. Brian Kanaahe Mwebaze, V/President of the **African Youth Network on Road Safety** based in Uganda gave the fourth presentation on the objectives of the Association. He elaborated that as the Youth suffer most in road crashes and are also the majority of the drivers, the Youth should be concerned in road safety improvement efforts. He noted the establishment of such an association in 30 African countries at present.
21. Mr. Sisay Abaferda, **Insurance Fund Office** – Ethiopia gave a presentation on the Ethiopia Mandatory 3<sup>rd</sup> party motor vehicle insurance proclamation provisions. He elaborated the important provisions relating to coverage of all road crash victims for emergency medical services. He further identified that such provisions and the coverage of hospitals care for the 3<sup>rd</sup> party insured patients as important in the reduction of the severity of injury by facilitating the question of cost to the health facilities.
22. Mr. Emmanuel Yoro of **UEMOA (WAEMU)**, West African Economic & Monetary Union, gave presentation on the legal framework about how to manage road safety in the region. He further elaborated that it has established information system and vehicle technical inspection standard.
23. Mr, Paul Kwamusi (**FIA Foundation**), gave a back ground presentation on the foundations activities in road safety in road safety in Africa. He further elaborated its participation in the support of the Decade of Action for Road Safety, IRAP Programs in six African countries, Helmet Program in Uganda and capacity building.

24. Mr. Mehanathan J., Head TATA Business Unit, PRS for **TATA Motors Ethiopia**, gave presentation on the company's profile as the largest group company in India and as the 2<sup>nd</sup> largest bus manufacturers in the world. It is also the cheapest car (NANO) manufacturer in car market. He elaborated that road safety features is the companies' serious effort in the production of its vehicles.

### **C. Plenary 3 : Toward the Implementation of the Decade – Act Now**

25. Two presentations were made in this session. The first presentation, on the Policy Framework for the Decade on Road Safety, was made by Mrs. Maryvonne Plessis-Fraissard and defined Road Safety as a development and poverty issue. It stressed the objective of the Decade, which is to stabilise and then gradually reduce the number of road fatalities was achievable. It also highlighted key factors impacting on Road Safety in Africa, including, population growth, increasing motorisation, and old vehicle fleet, among others. In addition, the presentation mentioned efforts by the international community to develop a framework for improving Road Safety as well as success stories in African countries. The 5 pillars of the Global Plan for the UN Decade were also briefly described.
26. Mr. Robert Lisinge of ECA made the second presentation, which was on the African Action Plan for the UN Decade. The first part of the presentation focused on the context and African perspective on the Decade and its Global Plan. It emphasised that significant reflections have taken place in Africa, over the years, with the view to improving Road Safety on the continent. Key outcomes of these reflections captured in the African Ministerial Declaration on Transport and MDGs; the Accra Road Safety Declaration, and African regional Road Safety Target articulated in Dar es Salaam in 2009. The second part of the presentation explained the methodology for aligning the African Plan of Action with the Global Plan, highlighted major challenges in implementing the African plan, and made recommendations for the way forward.
27. Seven key messages emerged from the discussion under this session.
28. First, it is important to ensure African ownership of the Road Safety Action Plan. In this regard, the continent's contribution in the process leading to the Moscow Ministerial Conference on Road Safety and eventually the proclamation of the UN Decade of Action for Road Safety, 2011-2020, should be clearly articulated. For instance, the outcomes of the First African Road Safety Conference held in Accra Ghana as well as the African Regional Seminar on Road Safety held in Dar es Salaam in 2009 fed into the Global Plan for the UN Decade.
29. Second, to ensure sustainability of the Action Plan, it was important to establish ownership at the continental, sub-regional and national level. This would also ensure that proper mechanisms are in place for monitoring and evaluating progress in the plan. In this regard, the Regional Economic Communities (RECs) should play a leading role at the sub-regional level. Specifically, it suggested that RECs could evaluate the current status of their member states with respect to the 5 Pillars of the Action Plan.
30. Third, the private sector, Civil Society Organizations (CSOs)/Non-Governmental Organizations (NGOs), and victims are important Road Safety stakeholders and could

contribute significantly in the implementation of the African Action Plan. Governments and their partners should therefore explore ways of harnessing the full potential of these organizations in improving road safety on the continent. On their part, the private sector and CSOs/NGOs should conceive and apply innovative road safety initiatives. It was recommended that the victims of road accidents should be specifically mentioned across all the 5 Pillars of the Action Plan.

31. Fourth, while some effort has been made in building the capacity of road safety personnel in Africa, a lot still has to be done in that regard. It is important to ensure that capacity building efforts are not limited to government officials as due attention also has to be given to CSOs.
32. Fifth, it is important to obtain the commitment of Governments to the implementation of the Action Plan. To that end, the meeting of African Ministers of Transport to be held in Luanda, Angola in November 2011 will provide an opportunity to consolidate the political will of African countries at a high level. With the view to raising awareness of the scale of the Road Safety problem on the continent, It was recommended that an African Road Safety Day should be commemorated each year.
33. Sixth, it is critical to clearly define the institutional arrangement to oversee implementation of the Action Plan that would include appropriate and preferably existing structures/institutions at the national, sub-regional and regional levels. Suggestions made included: (i) establishing a continental Lead Agency or assigning this role to one of Africa's regional organizations; and (ii) establishing a Technical/Steering Committee for each of the 5 Pillars.
34. Finally, participants should provide feedback to their organisations on the outcome of the present meeting in general and the African Action Plan in participants. This is an important step in promoting accountability in the process of implementing the Plan and ensuring that individuals and organizations assume their responsibilities in the process.

#### **D. Parallel Sessions**

Two parallel sessions were organized to review the African Plan of Action on Road Safety. The first one dealt with Pillar 1 (Road Safety Management) and Pillar 5 (Post crash response) together with cross cutting issues. The second session dealt with Pillar 2 (Safer Roads and Mobility), Pillar 3 (Safer Vehicles) and Pillar 4 (Safer Road Users).

During parallel session 1, the consensus that pillar 1 represents the master pillar because it provides the conceptual framework for all the other pillars. The role of Lead Agencies was recognized and the need for specific accountability for road safety improvement result was underlined. In addition the need of a high level coordination mechanism was stressed. The discussions highlighted that abundant good practices in road safety in Africa at community, national and regional levels exist. The creation of an African based knowledge sharing platform on road safety was strongly recommended. Considering the limitation caused by insufficient Africa based road safety research, it was recommended to promote such research and studies. Given the compounded social and economic impact of road safety, it should be mainstreamed into development programmes and poverty reduction strategies. In regard to road safety partnership, the role of the youth, victims and survivors was

highlighted as crucial and it was recommended that transport corridors organizations put in place appropriate road safety programmes. As part of mainstreaming the road safety financing, it was recommended to allocate additional 5% from the maintenance funding to road safety. For a good data management mechanism, there is the need for a base line data. Road crash recording and data management should insure harmonization, accuracy, integrity, timeliness and integration of data.

Regarding Pillar 5, the post crash activity should comprise immediate action by community, communication to launch the emergency response, pre-hospital care, stabilization, medical specialists care and rehabilitation. The need for trans-border collaboration was highlighted. Harmonization of regional insurance policies within each REC was recommended. Cross-border collaboration for emergency post crash interventions was recommended as an effective improvement measure. The need for an efficient and timely victims' compensation system was recognized as crucial.

Cross cutting issues were also discussed during the session. Participants recommended appropriate attention to vulnerable road users, non motorized transport and mixed traffic.

In regard to Monitoring and Evaluation of the African Plan of Action, participants recommended that UNECA and WHO should undertake this task.

Time lime was agreed for each activity of Pillar 1 and 5 with a mid-term review in 2015 and a final review in 2020.

Parallel session two discussed on Pillars 2, 3, & 4 and the followings are the highlights.

**Pillar 2: Safer roads and mobility**

- Capacity Building for Road Safety Professionals and Road Agency Executives

Competence and training on road safety issues should be built into all activities and pillars to enable all executives appreciate the specific needs of all road users. Training, particularly prior to the introduction of new guidelines would help to ensure their effective implementation.

**Pillar 3: Safer vehicles**

- Quality of Awareness Campaigns

Road Safety awareness campaigns should be made effective by designing the following approved and researched Behaviour Change Models as was the case for HIV/AIDs campaigns.

- Weaknesses in Law Enforcement

Where these were identified, increased regulations were proposed to the monitoring indicators in order to promote tighter regulation and enforcement of road traffic rules and regulations.

**Pillar 4: Safer road users**

- Additional Activities for Pillar 4:

Speeding and Mobile Phone Use were added to this pillar in response to the fact that these have been identified as leading causes of road deaths and injuries.

- Inconsistent Driving School Standards

To address the issue of inconsistent driving school standards, it was recommended that member states form Driving Inspectorates that would be tasked with regulating the standards of driver training in member states.

- Compulsory Seat Belt Use

While the majority of delegates were in favor of proposing compulsory seatbelt use for all car occupants, it was decided that this measure would be too challenging to put in place. It was eventually recommended that compulsory seat belt use would be proposed for just the occupants at the front of the vehicle, while others would be encouraged to wear seats belt via well designed awareness campaigns. However, it was also recommended that seat belt use/child restraints for all children would be compulsory and children less than 10 years of age should be prohibited from sitting in the front seat.

Cross Cutting Issues and Recommendations:

- Civil Society Involvement in Road Safety Issues.

Delegates felt that ordinary road users should have forums in which they have the opportunity to provide their input into all road safety issues as they are in fact closer to that environment and are directly affected by the road safety issues that arise.

- Timeframes for Accomplishing/Commencing Recommended activities

For ease of reference and consistency, these were defined as follows:

- A) SHORT TERM = (2012 – 2014)
- B) MEDIUM TERM = (2014 – 2016)
- C) LONG TERM = (2016 – 2020)

- Definition of “Region”

There was confusion whether “region” referred to Africa or sub-regions. At plenary it was agreed that “region” meant Africa and that Africa-wide issues would be referred to as “continental” in keeping with UN/AU conventions.

- Accountable Africa-wide Road Safety Institution

Delegates felt that there was need to establish or identify an institution that would co-ordinate the Africa Road Safety Action Plan and to whom member states could look to for further guidelines on implementation of their national plans. The Conference identified ECA, WHO, AUC and AfDB to be the main responsible regional institutions in the implementation of the Decade of Action.

#### E. Plenary 4

35. After the parallel sessions, delegates convened and rapporteurs reported back to the plenary on the two parallel sessions.

#### The Second African Road Safety Conference

36. The Resource mobilization session was organized around the review of available sources of financing for Road Safety, as follows:

##### Internal Sources:

- Road Fund
- Taxes
- Mainstreaming of R.S. costs within planning, design, execution & management of relevant activities
- Budget for the sustainable funding of NRSLA
- Contributions of the private sector and civil society
- Enforcement

##### External Sources:

- Development Banks funding of R.S. as part of projects
- BM Self Standing R.S. dedicated projects
- GRSF TA support for capacity building
- Twinning with enforcement or research outfits
- Private sector and PPP funding
- Road Safety Fund for the Decade of Action activities

37. The Conference focused and agreed on the importance for member states to mainstream road safety financing within the budget and activities of relevant agencies. The Transport sector is relatively well endowed and needs to critically review its revenues and expenditures to define the rightful share of revenue for Road Safety. The need for strong commitment at the high political level was also stressed.

38. The matching of resources funding and expenditures may be summarized in a matrix, as follows:

Sources\Acti Of \vity funding \	Policy	TA & Capacity Building	Safer Roads & Mobility	Safer Vehicles	Safer Driver s	Post Crash	Monitoring & Evaluation
Road Fund		***	***				
Taxes			***	***	***	***	
Mainstreami ng			***	***	***	***	
Budget	***		***				***

Private Sector & Civil Society		***			***		
Enforcement			***	***			
Development Banks	***	***	***	***	***	***	***
GRSF	***	***					
Twinning Arrangements	***			***	***		
Road Safety Fund Decade of Action		***					***
Private Sector and PPP Financing		***		***	***		***

#### **F. Side Event : First Meeting of African NGOs Advocating for Road Safety**

Addis Ababa, Ethiopia, 11 Nov. 2011 - A group of Non-Governmental Organizations (NGOs) working on Road Safety from all parts of the African continent has established a regional network of NGOs with the aim to improve and share their experiences and have a common NGO voice on Road Safety.

#### **G. Plenary 5**

39. The participants considered, amended and adopted the report of the conference, the African Action Plan for the Decade of Action for Road Safety (*attached as annex to this report*), and the draft Ministerial Declaration to be submitted to the upcoming Conference of African Ministers of Transport.
40. They also made some recommendations in the draft Declaration of the African Ministers in charge of Transport during their meeting scheduled to take place in Luanda 24-25 November, 2011, to recognize the 3<sup>rd</sup> Sunday of the month of November as the African Road Safety Day which is currently the World Victims Remembrance Day, and requesting AUC to elaborate on an African Road Safety Charter to be submitted to all African Union member States for adoption and ratification.
41. No issue was raised under any other business (AOB).
42. The representative of the Government of Ethiopia (FDRE) thanked the participants and closed the Conference.

