



United Nations
Economic Commission for Africa

Overview of road safety management in Africa

Technical workshop

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Online event
15 May 2023

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Priority actions for RS Management in Africa for 2021-2030

Road safety agenda

3 GOOD HEALTH AND WELL-BEING



11 SUSTAINABLE CITIES AND COMMUNITIES



DECADE OF ACTION FOR ROAD SAFETY 2021-2030

TARGET

reduce road traffic deaths & injuries

BY AT LEAST 50%

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021-2030

Calls for action on:



Multimodal transport & land-use planning Safe road infrastructure

Safe vehicles Safe road use Post-crash response



• Strategic Directions
• Africa RS Action plan.

RS Continental Agenda



Safe road use



Safe vehicles



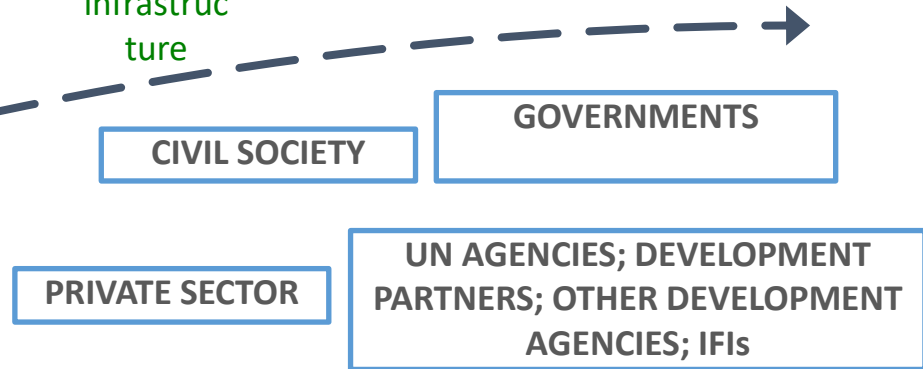
Road Safety management



Safe road infrastructure

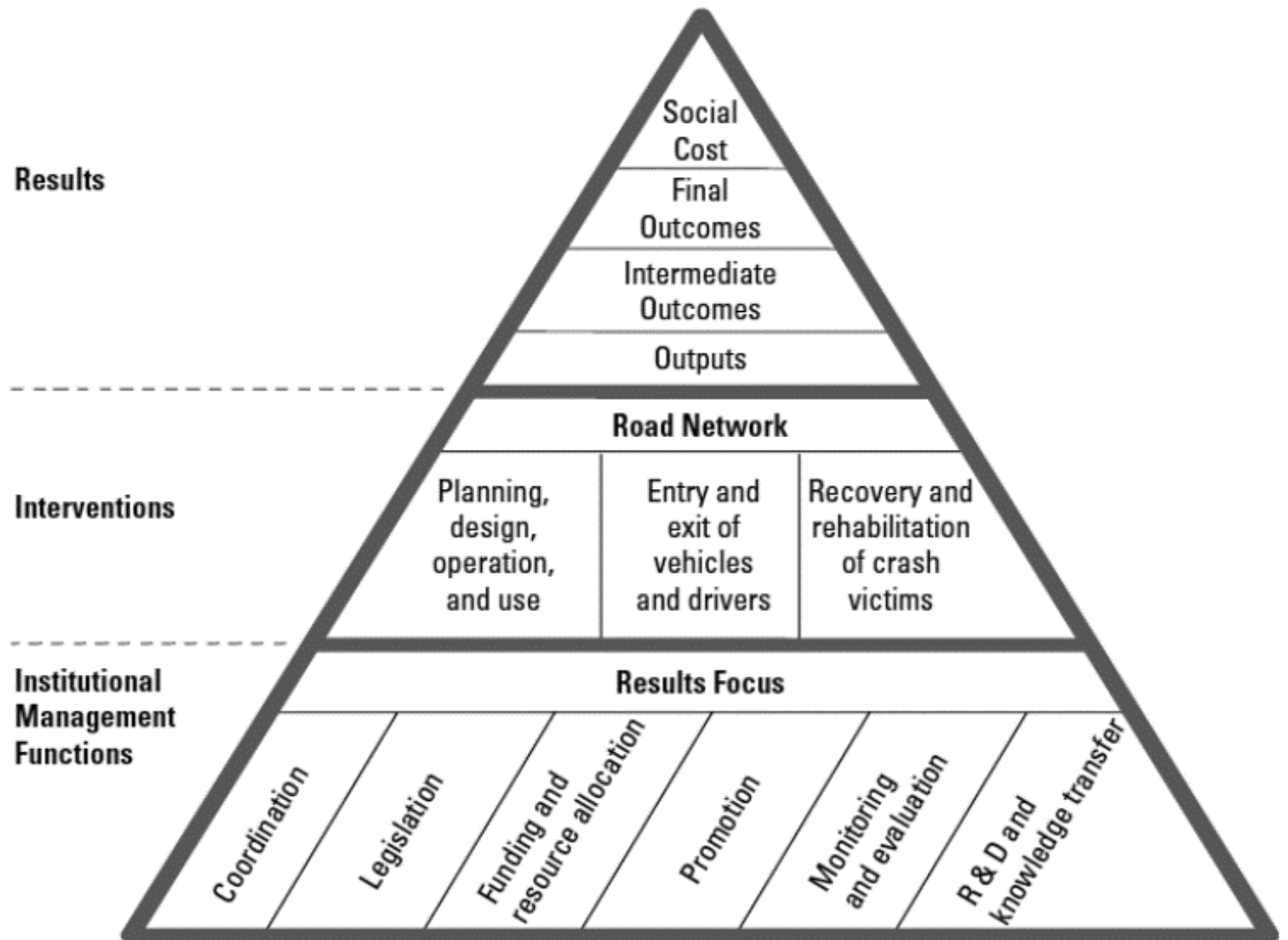


Post-crash response



Road Safety Management as the basis of Road Safety actions 2/2:

Road Safety Pyramid



Road Safety Management as the basis of Road Safety actions 1/2

“A positive correlation between the higher level of the RSM system and better safety performance of the countries.”

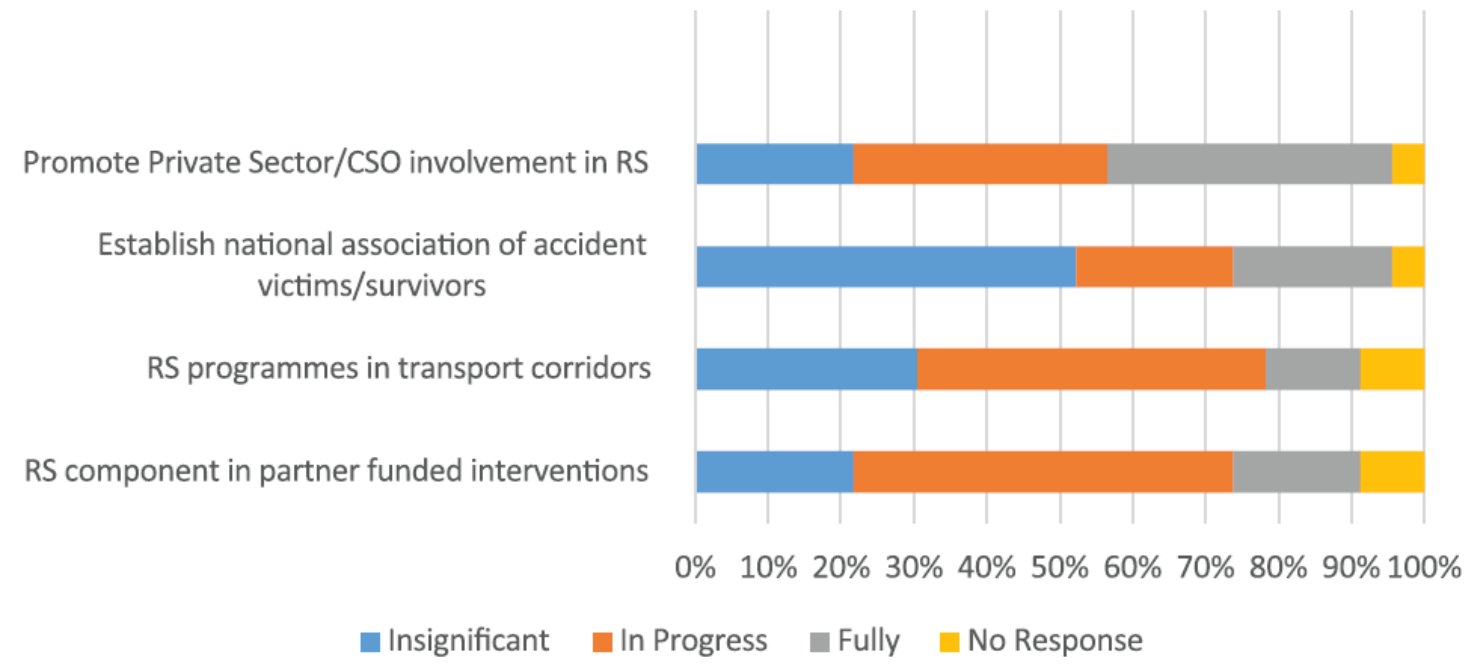
- **Among the countries with a high availability level of individual RSM components, the presence of the “good practice” features:** A strong lead agency; A national medium-term road safety programme; Quantitative targets; NGOs or government agencies actively advocating for taking road safety action were common.
- **Weak points of the RSM systems were found in most policy implementation and funding components,** such as: the lack of a dedicated budget and insufficiency of human resources; Poor distribution and coordination of responsibilities between various management levels; Unavailability of sustainable and results-focused structures which would enable effective implementation, funding, monitoring and evaluation of the road safety activities.

Status of Road Safety Management pillar implementation in Africa (2018) 1/3

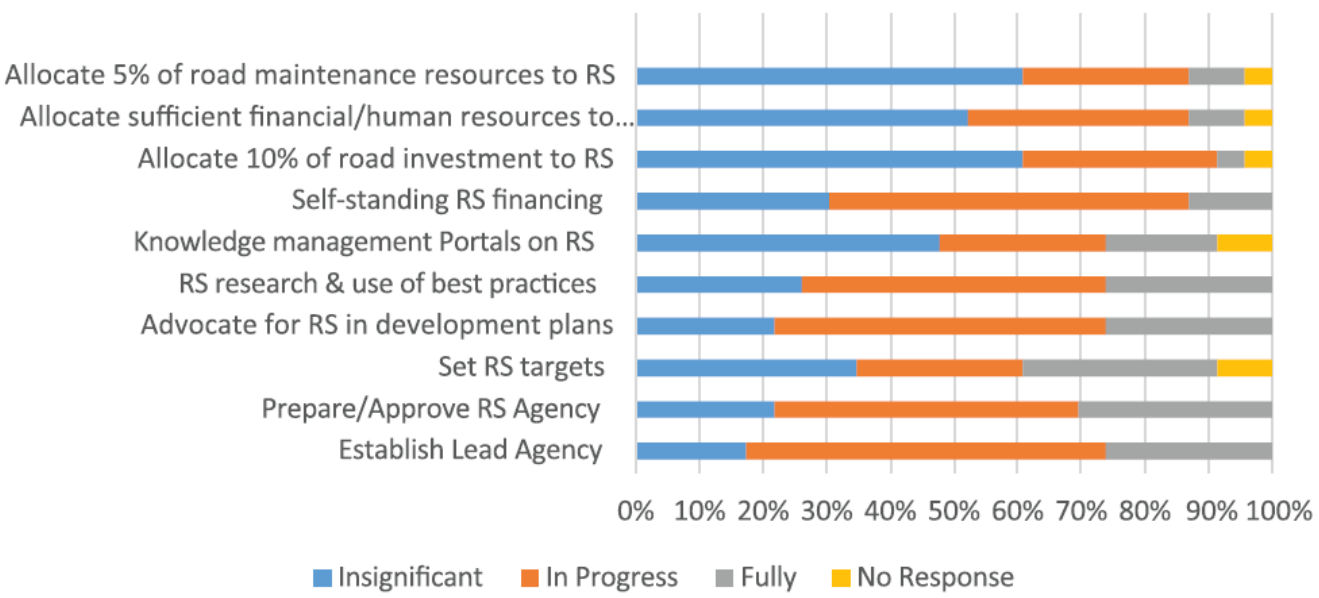
Insignificant Action	Action in Progress	Fully Implemented
Set Road Safety targets	Establish Lead Agency	Promote private sector and CSO involvement in road safety
Knowledge management portals on road safety	Prepare/Approve road safety strategy	
Allocate 10% of road investment to road safety	Set road safety targets	
Allocate sufficient financial/human resources to road safety	RS research/studies & use of best practices	
Allocate 5% of road maintenance resources to road safety	Self-standing road Safety financing	
Mandatory reporting, standardised data, sustainable funding	National road safety database	
Build capacity for road safety data management	National Crash Analysis and Reporting System	
Road safety research/studies & use of best practices	Road safety component in relevant international partner funded interventions	
Establish/strengthen/harmonise injury data system for health facilities	Road safety programmes in transport corridors	
Establish baseline data on road safety		
Establish national association of accident victims and survivors		
Harmonise data format, international standards in reporting*		

Status of Road Safety Management pillar implementation in Africa (2018) 2/3

Develop/Strengthen Partnership and Collaboration

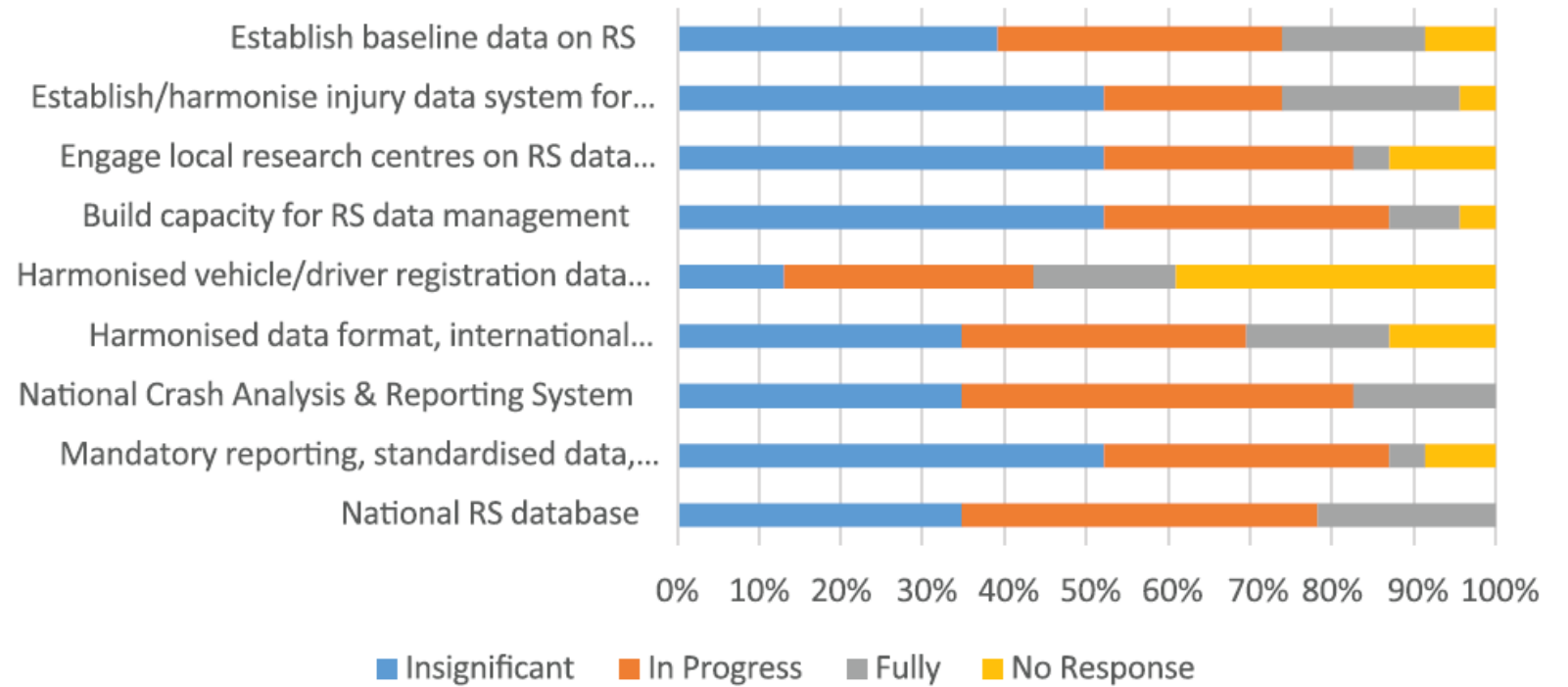


Establish/Strengthen Lead Agencies



Status of Road Safety Management pillar implementation in Africa (2018) 3/3

Improved Management of Data



Challenges of Road Safety Management in Africa



Sustainable Funding



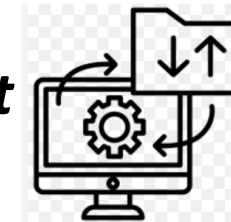
Inadequate Capacity of Road Safety Agencies/Organisations

***Lead Agency not fully empowered/
Weak national level collaboration***



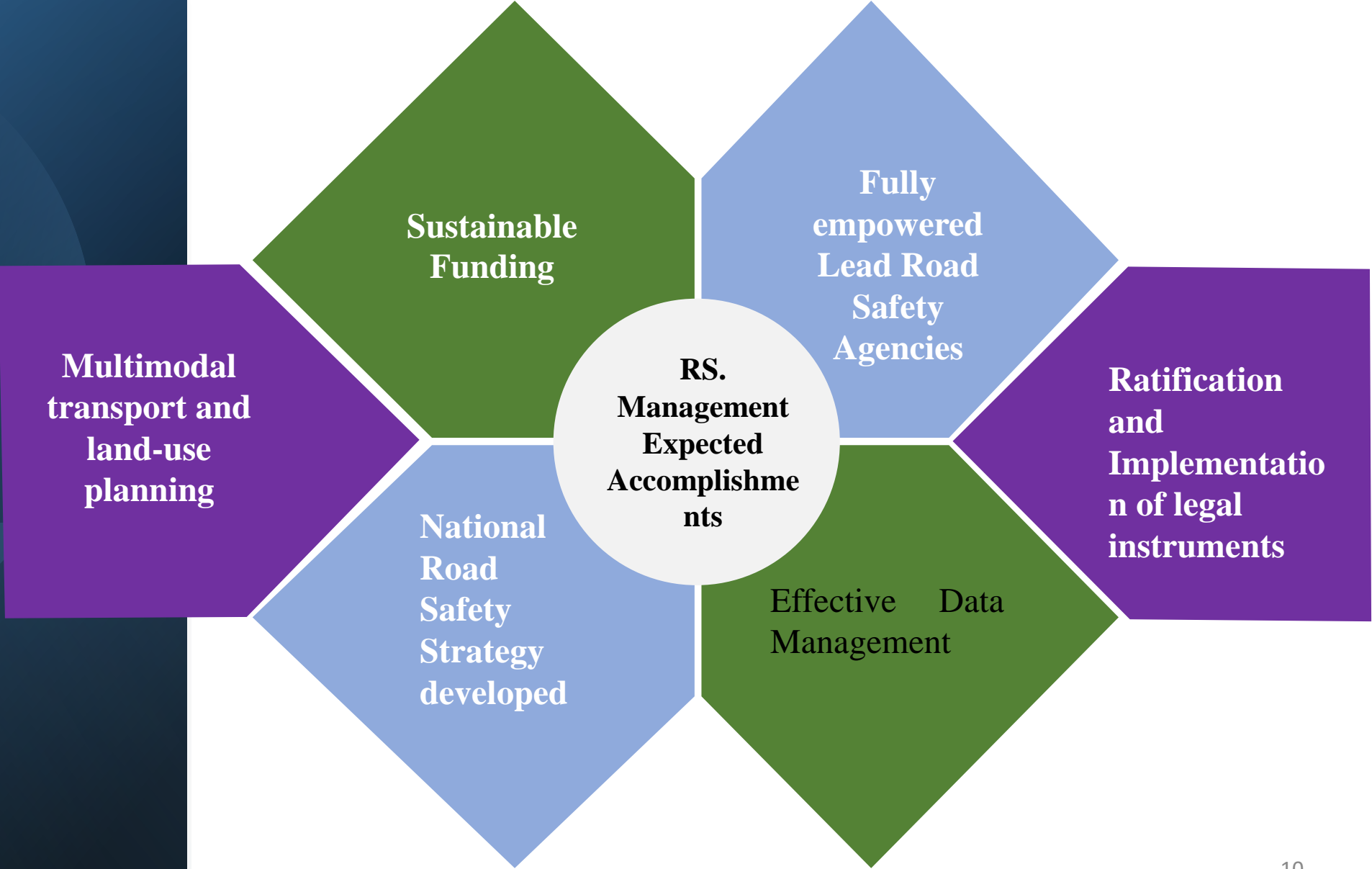
***Lack of overarching legal framework
to guide road safety***

Ineffective Data Management



Lack of Political Champions

**Management
Expected
Accomplishments**



Priority actions for RS Management in Africa for 2021 - 2030 (1/4)

Sustainable Funding

- Allocate 10% of Road infrastructure funding to Road Safety.
- Set specific budget for Road Safety
- Create a fund for Road Safety
- Provide a clear framework for Public private partnerships
- Facilitate financing of road safety by technical and financial partners
- Allocate sufficient financial/human resources to road safety;
- Allocate 5% of road maintenance resources to road safety;

Fully empowered Lead Road Safety Agencies (*Strong collaboration among national actors*):

- Establish or strengthen national Lead Road Safety Agencies

Priority actions for RS Management in Africa for 2021- 2030 (2/4)

National Road Safety Strategy developed

- Develop national Road Safety Strategies
- Set Road Safety targets and key performance indicators
- **Business and enterprises to provide annual public sustainability reports including road safety disclosures
- **Governments and private sectors should prioritise road safety following the Safe System approach in procurement of fleet vehicles and transport services, road safety investments, and operation of public transit and commercial vehicle

Ratification and Implementation of legal instruments

- Ratification and implementation of the African Road Safety Charter;
- Ratification of the Intergovernmental Agreement on Norms and Standards of the Trans-African Highways (TAH), with emphasis on the annex on Road Safety;
- Ratification and implementation of UN Conventions on Road Safety

Priority actions for RS Management in Africa for 2021 - 2030 (3/4)

Effective Data Management

- Adopt minimum reporting requirement
 - Adopt and implement a common strategy to establish centralized databases on Road Safety
 - Encourage the transmission of data by forces of public order (Police), hospitals and other sources to Lead Road Safety Agencies
 - Build national capacity to manage road safety data
 - Take advantage of regional good practices in the development and use of databases
 - Join IRTAD
 - Use of state-of-the-art data management tools and techniques
 - Create knowledge management portals on road safety
 - Enforce mandatory reporting, use of standardised data, sustainable funding;
 - Undertake road safety research/studies
 - Establish/strengthen/harmonise injury data system for health facilities;
 - Establish baseline data on road safety;
 - Harmonise data format, international standards in reporting
 - Creation African Road Safety Observatory
- International Road Traffic and Accident Database

Priority actions for RS Management in Africa for 2021 - 2030 (4/4)

Multimodal transport and land-use planning

- Implement policies that promote compact urban design.
- Implement policies that lower speeds, and prioritize the needs of pedestrians, cyclists, and public transport users.
- Promote transit-oriented development to concentrate urban and commercial developments around mass transit nodes.
- Strategically locate – where feasible – public, subsidized, and workforce housing to provide convenient access to high-capacity transit services.
- Discourage the use of private vehicles in high density urban areas by putting restrictions on motor vehicle users, vehicles, and road infrastructure, and provide alternatives that are accessible, safe, and easy to use, such as walking, cycling, buses and trams.
- Provide intermodal connectivity between transit and bike share schemes at major transit stops and create transport connections for bicycle and pedestrian travel that reduce total travel time.
- Construct (or reconstruct existing) transport networks to ensure that non-motorized modes of travel are as safe as motorized ones, and most importantly serve the travel needs of all ages and abilities.
- Promote positive marketing and use of incentives such as employer cost-sharing of public transport subscriptions



THANK YOU!