



**THE FIRST ORDINARY SESSION OF THE AFRICAN
UNION SPECIALIZED TECHNICAL COMMITTEE ON
TRANSPORT, TRANSCONTINENTAL AND
INTERREGIONAL INFRASTRUCTURE, ENERGY AND
TOURISM**

13-17 March 2017

Lomé, Togo

**Jane Karonga, Economic Affairs Officer
Infrastructure and Industrialization Section
RITD-UNECA**



**Outline of the Presentation on the African Action
Plan for the Global Decade of Action on Road
Safety**

- 1. Background**
- 2. Overview of Global Decade of Action on RS & implementation progress**
- 3. Key Challenges and Issues**
- 4. Way forward**



Background

Road crashes is an issue of global concern

By 2050 the International Futures (IFs) forecasting model anticipates that global traffic deaths will surpass 3 million people per yr.

Acc. to 2015 WHO report, RTIs claim more than 1.2m each yr. and up to 50m are injured/yr.

Leading cause of death and injuries
btwn 15-29yrs

Cost Gvts approx. 3% of GDP

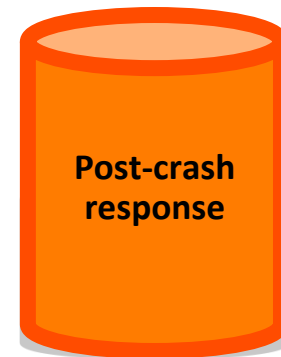
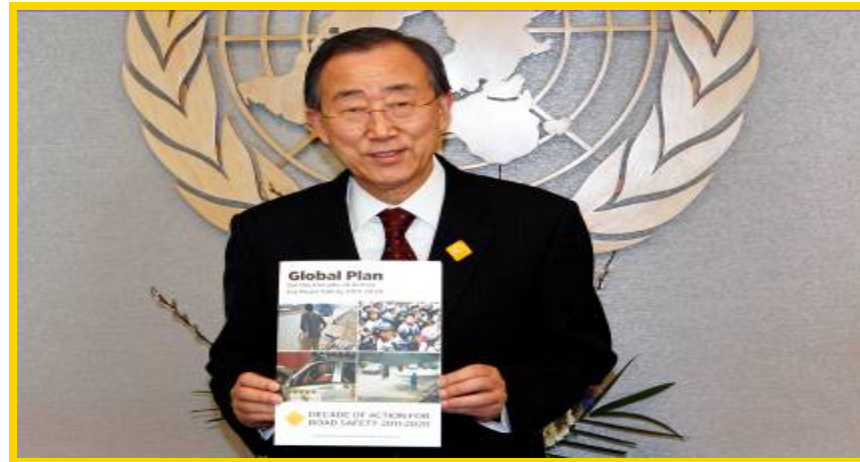
African countries has the highest death risk on RTIs of 26.6 per 100,000

Unprecedented growth for past decade and ½ and that growth is threatened if African countries continue to experience social and economic drains from RTIs

Overview-UN- Decade of Action

- Coordinated by the WHO, through the UN Road Safety Collaboration: *governments, UN agencies, multilateral institutions and NGOs*;
- The Decade is a historic opportunity for countries to stop and reverse the trend which – without action – would lead to the loss of around **1.9** million lives on the roads each year by 2020;
- Organized around the **5 pillars** of the ‘**Safe System**’ approach.

UN- Decade of Action for RS (2011-2020)





Agenda 2030 for SDGs



- **Goal 3-aligns with African Action Plan for the Decade with sets out to halve # of death and injuries from RTIs by 2020 just like the Decade of Action global goal**
- **Goal 11:: addresses the provisions of access to safe, affordable, accessible and sustainable transport systems for all by 2030**
- **Agenda 2063 by AU, signals to continent's commitment to transform its economies yet the drains from RTIs threatens the vision**



African Action Plan: Africa's Specificities



- **Global PoA does not address the specificities of the regions; therefore, there is a need to have a harmonized Plan of Action for Africa,**
- **Reduce road traffic crashes by 50% by the year 2020,**
- **Additional to the categories or "5 pillars" of activities, cross-cutting issues are included to address the African Rural Transport Safety,**
- **Evaluation of the Decade : Mid-term review (African Position-2015) & Global Review (Nov, 2015);**



African Action Plan: Key Findings



- **Improving RS in Africa requires robust data on road crashes that would facilitate evidence-based policy formulation**
- **Globally, there is big gap in the quality and coverage of data that countries collect, report on RTIs and death**
- **Taking RS considerations into African countries development plans will reduce the economic burden imposed by RTIs and create the fiscal space to implement Agenda 2063,**



African Action Plan: Key Findings



- **Sustainable Funding;** most RS organizations in Africa are not funded through national budgets (11 out of 47 Lead Agencies are funded)
- **Inadequate capacity of RS Agencies;** under-staffed, hence capacity to enforce existing laws, e.g. breadth testing equipment
- **Lead Agencies not fully empowered;** lack of full empowerment of lead agencies and collaboration issues between different institutions in the countries,
- **Lack of overarching legal framework to guide RS;** comprehensive legal frameworks on RS



African Action Plan: Key Findings



- **Ineffective Data mg;** mgmt. of RS data is challenge
- **Political Champions;** lack of high level commitment to improve road safety seems to be a common characteristics of many African countries



Way Forward

- Assessments of cost of RTIs;
- Determine the extent to which member countries are implementing the African RS Action plan;
- Adopt recommendation to accelerate implementation of the Action plan;
- Need to improve road crash recording and database management and come up with minimum RS indicators for comparability among African countries;
- M & E frameworks to monitor Progress,
- Strengthen Lead Agencies and enhance sensitization on RS,
- Explore options for resource mobilization for RS.



United Nations Economic Commission for Africa





Sensitization Campaigns

- Awareness campaigns/ trainings on RS





United Nations Economic Commission for Africa



UNECA is committed to support national, regional and continental efforts to address road safety issues.



United Nations
Economic Commission for Africa

THANK YOU for LISTENING
Jkaronga@uneca.org