



Report on the Status of Implementation of the African Road Safety Action Plan (2011-2020)

Towards a
Post-2020
African
Road Safety
Strategy

May 2021



Acknowledgements

The present report is a joint product of the African Union Commission (AUC) and the United Nations Economic Commission for Africa (ECA). It was prepared under the overall guidance of William Lugemwa, Director of the Private Sector Development and Finance Division of ECA; and Cheikh Bedda, Director of the Infrastructure and Energy Department of the AUC. The report was prepared by Robert Tama Lisinge of the Energy, Infrastructure and Services Section of ECA and Placide Badji of the Transport and Mobility Division of the AUC. Stanislas Bamas, a consultant on road safety, contributed in data collection and analysis as well as substantive inputs to sections of the report.

The report also benefited from insights from various meetings, including the fourth African Road Safety Conference (February 4-8, 2019, Addis Ababa, Ethiopia); and the Meeting of Experts and Ministers of the African Union Specialised Technical Committee on Transport, Transcontinental and Interregional Infrastructure and Energy –STC TTIIE (April and December 2019, Cairo, Egypt). The report was reviewed by a task force created by AUC to assess the African Road Safety Action Plan 2011-2020.

Sissay Tadesse of ECA and Martha Yitayew of AUC played important roles in organizing the fourth African Road Safety Conference in Addis Ababa where this report was validated by experts from African Union Member States.

Forewords

Directly inspired by the Global Plan for the Decade of Action for Road Safety 2011-2020, developed by the United Nations, the African Road Safety Action plan 2011-2020 aims to enable countries on the continent to achieve global road safety objectives while taking their specificities into consideration.

One of the achievements of the 2011-2020 Decade for Road Safety was the official recognition of road safety as a development issue. The Sustainable Development Goal (SDG) target 3.6 strives to halve the number of global deaths and injuries from road traffic accidents, and target 11.2 aspires to make cities and human settlements inclusive, safe, resilient and sustainable, giving a pivotal role to public transport. This is a substantive advance in the road safety paradigm. The recognition of road safety as a development issue is particularly relevant in Africa where, each year, around 296,000 persons die from road crashes leading to an estimated 3 per cent loss of the continent's GDP.



The adoption by the African Union Summit of Heads of State and Government of the African Road Safety Charter as well as the Inter-Governmental Agreement on the norms and standards for the Trans-African Highways is indicative of the growing political will to save lives on Africa's roads. These instruments were developed jointly by the African Union Commission and the United Nations Economic Commission for Africa, with inputs from member States and in collaboration with other stakeholders. It is commendable that 8 countries have so far ratified the African Road Safety Charter. We urge other countries on the continent to ratify the charter so that it can enter into full force.

The current report shows mixed results across countries and pillars in the implementation the African Road Safety Action Plan 2011-2020. In this regard, it is worth recognizing efforts made by many countries to improve road safety management and financing as well as the protection of road users, and safety of vehicles and road infrastructure. The report shows that these improvements have been largely insufficient and Africa's roads remain the deadliest in the world. For instance, 26.6 per 100,000 population die on the continent's roads each year compared to 17.0 in South-East Asia and 9.3 per 100,000 populations in Europe.

The disproportionately high death rates in Africa compared to other regions of the world is paradoxical given that the continent accounts for only 3 per cent of the World's motorized fleet.

The current report provides a snapshot of the state of implementation of the African Road Safety Action Plan 2011-2020. It has improved our understanding of the countries that are lagging behind in road safety and the road safety pillars where we need to focus our attention. It therefore provides the basis for Africa's post-2020 strategic directions for road safety, in the context of the Second United Nations Decade of Action for Road Safety 2021-2030. It is the responsibility of the international community, regional institutions, national and local governments, civil society and the private sector to work together to ensure that the road, an instrument of peoples' development, ceases to be a place of death for our young people, women and men.

Together we can make it happen!

Dr. AMANI ABOU-ZEID
Commissioner for Infrastructure and Energy
African Union

GLOBAL ROAD SAFETY PERFORMANCE TARGETS

TARGET 1
2020



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

TARGET 2
2030




Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.

TARGET 3
2030



Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

TARGET 4
2030




Target 4: By 2030, more than 75% of travel on existing roads for all road users that meet technical standards for all road users that take into account road safety.

TARGET 5
2030




Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

TARGET 6
2030




Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

TARGET 7
2030



Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

TARGET 8
2030



Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

TARGET 9
2030



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

TARGET 10
2030




Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

TARGET 11
2030



Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

TARGET 12
2030



Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: Safe road users
- PILLAR 5: Post-crash response

Following the request of the United Nations General Assembly, on November 22, 2017 Member States reached consensus on 12 global road safety performance targets. For more information: http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/



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Boda Safety Association of Kenya President, Kevin Mubadi, AU Commissioner for Infrastructure H.E Dr Amani Abou-Zeid, FIA President Jean Todt, and NTSA Director General George Njao launch the Helmet Coalition in Nairobi, Kenya (Photo credit: Road Safety Hub, Kenya).

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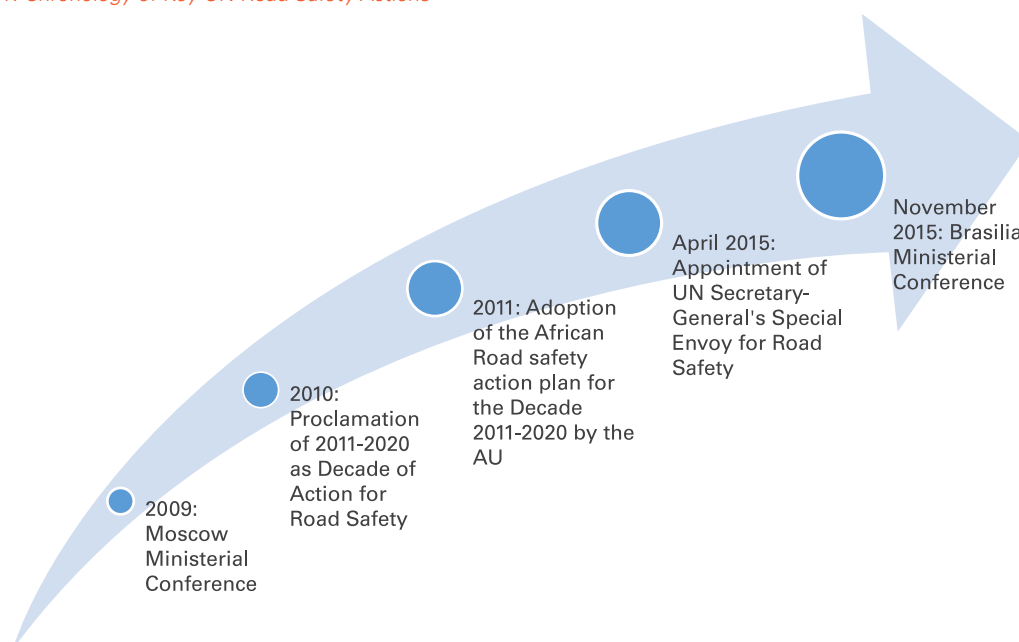
1. Introduction

Over the years, the United Nations (UN) has been a key player in efforts to improve road safety around the world. The UN General Assembly adopted resolution 64/255 that proclaimed 2011-2020 as the Decade of Action for Road Safety in March 2010. The global goal of the Decade was to stabilize and then reduce the forecasted level of global road fatalities, by increasing activities conducted at the national, regional and global levels. The rationale for the Decade was that it provided an opportunity for long-term and coordinated activities in support of regional, national and local road safety. It was adopted at a time when knowledge of the major risk factors as well as effective counter measures had improved considerably. The Decade provided a timeline for action to encourage political and resource commitments both globally and nationally. It was expected that donors would use the Decade as a stimulus to integrating road safety into their assistance programmes. Low-income and middle-income countries were also expected to use it to accelerate the adoption of effective road safety programmes while high-income countries would use it to make progress in improving their road safety performance as well as to share their experiences and knowledge with others.

The UN has stepped up its engagement in Road Safety since the proclamation of the Decade. In April 2015, the UN Secretary-General announced the appointment of Jean Todt as his Special Envoy for Road Safety. In November 2015, for only the second time in history, ministers of transport, health and interior and their representatives convened in Brasilia, Brazil to address the global road safety crisis – the first ministerial conference was held in Moscow in 2009. The 2nd Global High-Level Conference on Road Safety defined the urgent measures needed to achieve the 2030 Agenda for Sustainable Development’s ambitious target to halve road traffic deaths by the end of 2020. The Conference adopted the “Brasilia Declaration on Road Safety”, to guide action through the end of the UN’s Decade of Action for Road Safety 2011-2020 and beyond.

In April 2018, The United Nations Road Safety Trust Fund (UNRSTF) was established with the aim to contribute to two major outcomes, namely assisting UN Member States to substantially curb the number of fatalities and injuries from road traffic crashes; and reduce economic losses resulting from these crashes. Building on best practices and expertise developed through the Decade of Action for Road Safety, the Trust Fund seeks to support concrete actions helping to achieve the road safety-related targets (target 3.6 and target 11.2) of the Sustainable Development Goals (SDGs). By being included in the SDGs explicitly, Road Safety is now recognized as a development issue. UN milestones related to the Decade of Action for Road Safety are shown in figure 1.

Figure 1: Chronology of Key UN Road Safety Actions



Efforts to improve road safety in Africa started much earlier than in 2010 when the Decade was proclaimed as shown in table 1. For instance, the African Regional Road Safety Seminar that was held in Dar es Salaam, Tanzania in July 2009 on the theme “Setting Road Safety Targets: A Way Forward for Reducing

Accident Fatalities by Half by 2015” was a milestone in road safety management in Africa as it developed and adopted targets and indicators to help track the implementation of the recommendations of the First African Road Safety Conference that was held in Accra, Ghana in 2007. The seminar was organised as part of a UN project jointly implemented by the five UN Regional Commissions entitled: Improving Global Road Safety: setting regional and national road traffic casualty reduction targets. The project was part of efforts to implement the recommendations made in UN General Assembly Resolution A/RES/60/5 on improving global road safety.

Africa was therefore well placed to implement the Decade when it was proclaimed in 2010, as all the elements to prepare an action plan were in place, namely, the expected accomplishments as well as the corresponding targets and indicators. The Second African Road Safety Conference, held in Addis Ababa in November 2011, developed the Action Plan for the Decade by aligning the Accra recommendations and the Dar es Salaam targets and indicators with the 5 Pillars of the Decade. The experts present at the Conference also identified the activities to be implemented under each Pillar and the timeline for their implementation.

The outcome of the Second African Road Safety Conference was submitted to the Second Session of the Conference of African Ministers of Transport that was held in November 2011 in Luanda, Angola. The Ministerial Conference adopted the Luanda Declaration which, among others, endorsed the conclusions of the Second African Road Safety Conference, notably the African Road Safety Action Plan for the Decade 2011-2020 which was also endorsed by the summit of Heads of State and Government of the African Union in Addis Ababa, Ethiopia in 2012. The Luanda Declaration proclaimed the third Sunday of November, which is also the World Day of remembrance of road accident victims, as the African Road Safety Day. In addition, it requested the African Union Commission to formulate the African Road Safety Charter and submit it for adoption by member States of the African Union; and to organise periodic conferences during the Decade to evaluate progress achieved, update the African Action Plan and report to the Conference of Ministers of Transport of the African Union. The draft African Road Safety Charter was adopted at the Third Session of the Conference of African Ministers of Transport that was held in April 2014 in Malabo, Equatorial Guinea and subsequently cleared by African Ministers of Justice and Legal Affairs in 2015 and endorsed by AU Summit in 2016.

Road Safety is an integral part of the Intergovernmental Agreement on the norms and standards of the Trans-African Highways (TAH), initiated by African Ministers of Transport in 2011 in Lusaka and endorsed by Heads of State in 2014 in Malabo. Other achievements worth mentioning include the development of a minimum set of Road Safety indicators and the establishment of an African Continental Road Safety Observatory through a collaborative effort of the African Transport Policy Programme (SSATP), ECA, AUC and other partners. Road Safety Performance Reviews were also completed in Uganda and Cameroon in 2018. In addition, SSATP organised an African Road Safety Forum in Marrakech in 2018.

Table 1: Africa’s Response to the Road Safety Crisis: Chronology of Key Road Safety Actions on the Continent

Year	Event
1984	First African Road Safety Congress, Nairobi
1989	Second African Road Safety Congress, Addis Ababa
1997	Third African Road Safety Congress, Pretoria
2007	First African Road Safety Conference, Accra
2009	African Regional Road Safety Seminar, Dar es Salaam
2011	Second African Road Safety Conference, Addis Ababa
2011	Luanda Declaration adopted <ul style="list-style-type: none"> • Endorsed African Road Safety Action Plan for the Decade 2011-2020 • Proclaimed third Sunday of November as African Road Safety Day.
2012	AU Summit endorses African Road Safety Action Plan for the Decade 2011-2020
2014	African ministers adopt Intergovernmental Agreement on Trans-African Highways, with annex on Road Safety
2015	Third African Road Safety Conference <ul style="list-style-type: none"> • Roadmap for accelerating implementation of African Road Safety Action Plan (2011-2020) adopted
2016	African Road Safety Charter adopted

2018	<ul style="list-style-type: none"> • Road Safety Reviews completed in Uganda and Cameroon • Minimum set of Road Safety Indicators developed • African Road Safety Observatory launched
2019	Road Safety Reviews initiated in Ethiopia and Zimbabwe
2019	STC-TTIIET recommends AUC and ECA to develop Africa’s post-2020 Road Safety Strategy

The UN Decade of Action for Road Safety as well as the implementation of the African Road Safety Action Plan will come to an end in 2020. It is therefore appropriate to undertake a final review of the status of implementation of the Plan in order to establish the extent to which its objectives have been met and to highlight best practices, challenges and lessons learned in the implementation process - hence the rationale for this report. The report will provide the basis for articulating Africa’s post-2020 Road Safety Strategy that is expected to feed into the successor initiative of the Decade of Action for Road Safety at the global level. The African strategy will be informed by Agenda 2063 – Africa’s long-term development strategy – as well as global initiatives such as the Sustainable Development Goals and UN Road Safety targets.

The remaining part of this report is structured as follows: Section 2 provides the context in which this final review is undertaken. Section 3 outlines the methodology of the review. Section 4 presents the findings of the review and Section 5 concludes the report.

Panel on Financing Road Safety during the 3rd Global Ministerial Road Safety meeting in Stockholm in February 2020 (2nd from left: H.E. Dr. Amani Abou Zeid, AU Commissioner for Infrastructure and Energy / 3rd from right: Mr. Makhtar Diop, Vice President of the WB for Infrastructure)



2. Background and Context

2.1. State of Road Safety in Africa

According to the World Health Organisation (2018) global status report on road safety, the number of road traffic deaths continues to rise steadily, reaching 1.35 million in 2016. However, the rate of death relative to the size of the world's population has remained constant. When considered in the context of the increasing global population and rapid motorization that has taken place over the same period, this suggests that existing road safety efforts may have mitigated the situation from getting worse. The WHO report contains the following messages:

- Road traffic injuries are currently the leading cause of death for children and young adults aged 5–29 years;
- There continues to be a strong association between the risk of a road traffic death and the income level of countries;
- With an average rate of 27.5 deaths per 100,000 population, the risk of a road traffic death is more than three times higher in low-income countries than in high-income countries where the average rate is 8.3 deaths per 100,000 population;
- The burden of road traffic deaths is disproportionately high among low- and middle-income countries in relation to the size of their populations and the number of motor vehicles in circulation;
- There has been more progress in reducing the number of road traffic deaths among middle- and high-income countries than low-income countries. Between 2013 and 2016, no reductions in the number of road traffic deaths were observed in any low-income country, while some reductions were observed in 48 middle- and high-income countries; and
- The number of deaths increased in 104 countries during this period.

Africa continues to have the most dangerous roads in the world, with the risk of death from road traffic injury being highest on the continent (26.6 per 100 000 population), and lowest in Europe (9.3 per 100 000 population). It is worth noting that the global rate of road traffic death is 18.2 per 100,000 population. The rate of road traffic deaths in South-East Asia is 20.7 deaths per 100,000 population while those of the Eastern Mediterranean and Western Pacific regions are 18 and 16.9 deaths per 100,000 population respectively.

Pedestrians and cyclists represent 26 percent of all deaths, while those using motorized two- and three-wheelers comprise another 28 percent. Car occupants make up 29 percent of all deaths and the remaining 17 percent are unidentified road users. Africa has the highest proportion of pedestrian and cyclist mortalities with 44% of deaths.

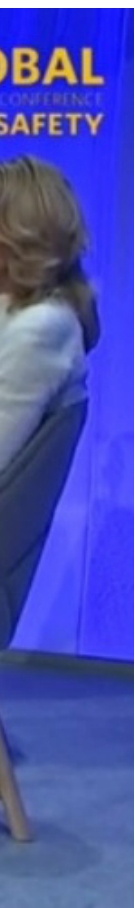
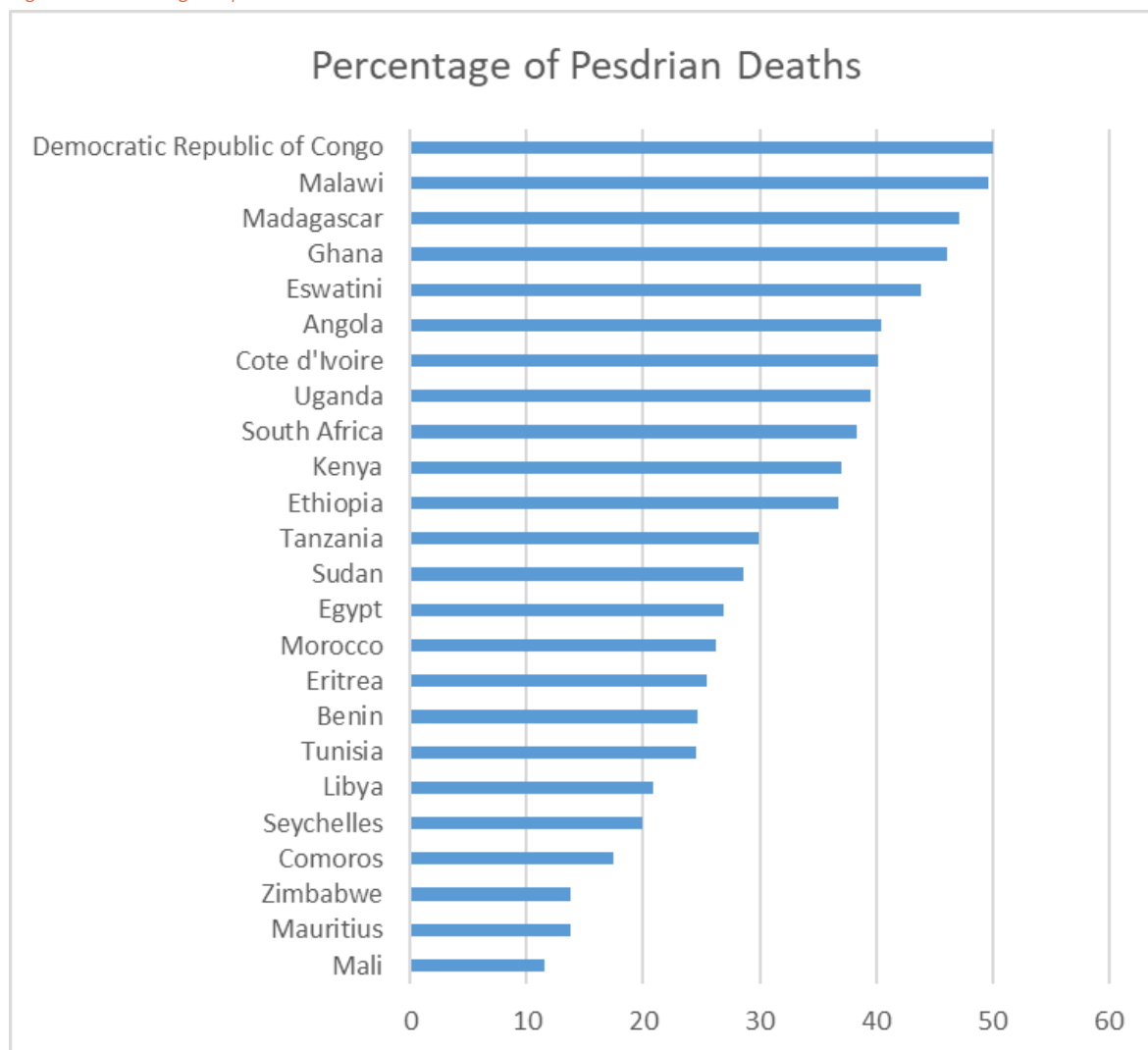


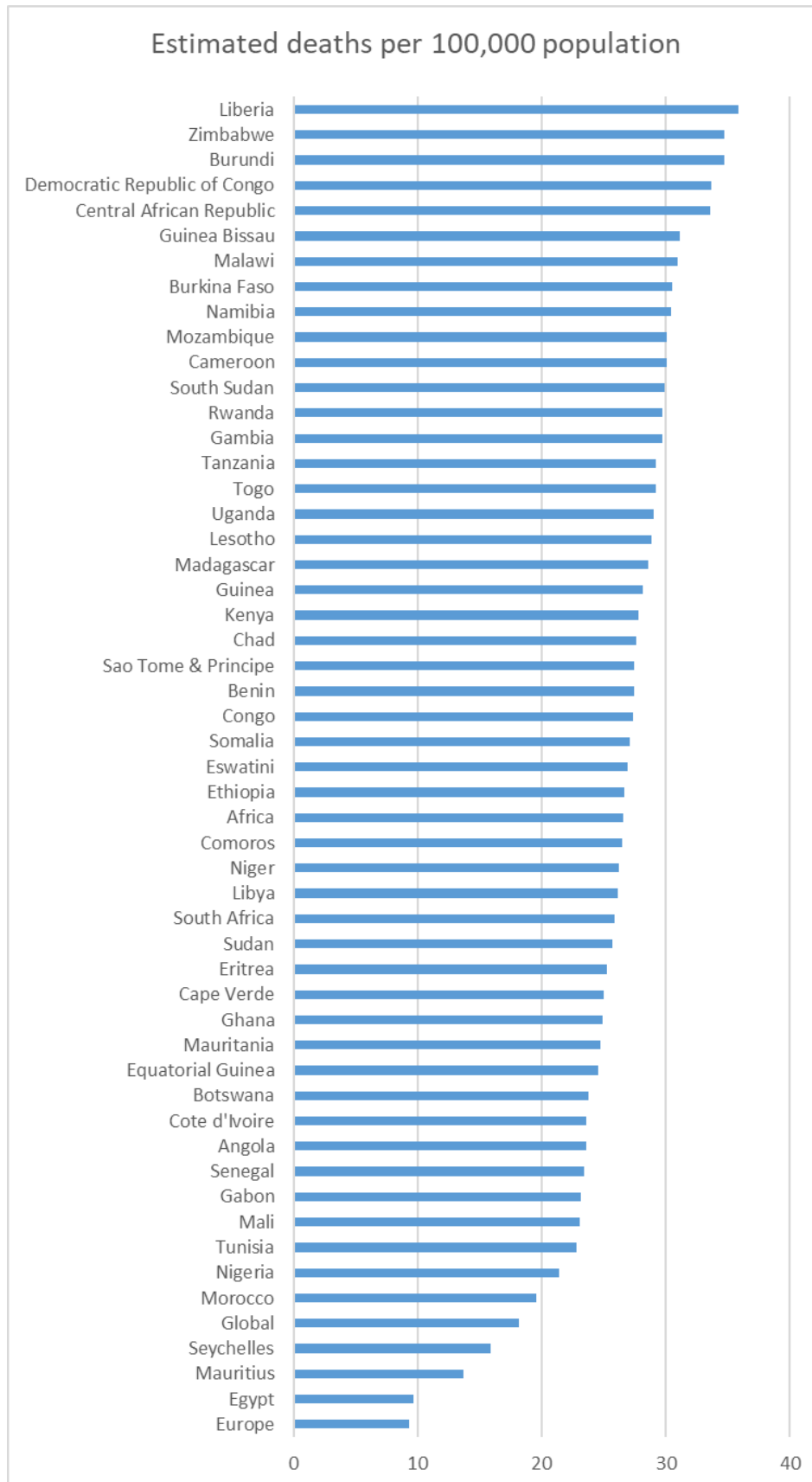
Figure 2: Percentage of pedestrian deaths in selected African countries



Source: Compile by Author from WHO Report (2018)

The following statistics put the enormity of Africa’s road safety challenge in proper perspective: the rate of deaths per 100,000 population is higher in all African countries than the European Average of 9.3; the rate of death per 100,000 population in 51 African countries for which data is available is more than double the European average with the exception of Egypt (9.70), Mauritius (13.7), Seychelles (15.9) and Morocco (19.6); and pedestrian deaths represent more than 40% of total road crash deaths in 7 out of 24 African countries (29%) with available data.(figure 3). The estimated road traffic death rate per 100,000 people in Sweden that had a total number of registered vehicles of 6.1 million (6,102,914) in 2016 was 2.8 compared to 27.5 deaths per 100,000 people in Benin that had a total number of registered vehicles of only 449,761 in 2016. In other words, Sweden has 13.6 times more registered vehicles than Benin but Benin has 9.8 times more road traffic deaths per 100,000 people than Sweden.

Figure 3: Road crash fatalities in selected African countries



2.2. Positive Economic Outlook and Potential Road Safety Implications

Africa experienced an unprecedented and sustained economic growth in the early stages of the implementation of the African Road Safety Action Plan (2011-2020). The continent has also embraced economic transformation as its development agenda, as epitomized by the adoption of Agenda 2063 by the African Union as the blueprint for the continent's long-term development. Many African countries are already implementing medium to long-term development strategies that seek to elevate them from low to middle income status. The continent's GDP growth was 5.7 per cent in 2012 and 4 per cent in 2013 against developing economies' average of 4.6 per cent. In 2013, around half of African countries grew at 5 per cent, a higher share of countries than in 2011 and 2012. Between 2009 and 2013, the top 11 performers in Africa recorded growth of 6.7 per cent or more, with Ethiopia recording the fastest growth at 9.4 per cent a year. All sub-regions in Africa recorded growth in 2018, with East Africa being the fastest growing sub-region. Africa's economic growth slowed slightly from 3.4 percent in 2017 to 3.2 percent in 2018 but is projected to accelerate to 4.1 percent in 2020. This growth was driven by external and internal factors. External drivers included strengthening global demand and moderate increase in commodity prices while the domestic drivers included sustained investment in infrastructure and strong private consumption, along with higher oil production.

Africa's impressive economic growth figures in the past decade, confirms the continent's ability to sustain a positive development trajectory, transform its economy, and become a global growth pole. But this has implications for the safety of the continent's roads. First, the current economic growth in Africa is spurred, at least partly, by infrastructure development – notably the construction of roads. In this regard, spending in Africa's infrastructure grew by 8% between 2011 and 2013 with some countries such as Cape Verde, Namibia, Uganda and South Africa allocating up to 44, 39, 28 and 24 percent of their overall budgets to the sector. Improvement in the quality and coverage – in terms of density and distribution - of Africa's roads, if not accompanied by appropriate and deliberate road safety measures, may have the unintended consequence of increasing road crashes. In essence, improvements in Africa's roads, in line with the transformation agenda, could exacerbate the current bad road safety situation on the continent.

Second, rapid economic growth in Africa is coupled with a growth in the middle class and a rising consumer market. Household final consumption expenditure on the continent grew by 4.1 percent between 2010 and 2017. The number of people in the middle class is projected to grow from about 245 million in 2000 to over 500 million in 2025. Rapid economic growth in African countries has led to a tremendous growth in car ownership, which in turn has increased the risk of crashes on the continent's road, especially in countries that have not improved their traffic management practices. In essence, the rapid increase in car ownership could also exacerbate Africa's bad road safety situation. Table 2 shows huge changes in the number of registered vehicles in African countries during the period of implementation of the African Road Safety Action Plan 2011-2020. Table 4 shows that that number of registered vehicles increased by more than 40 percent between 2013 and 2016 in countries such as Ethiopia, Kenya and Nigeria. Several other countries recorded increases of more than 20 percent during that period.

Table 2: Change in the number of registered vehicles in selected African countries

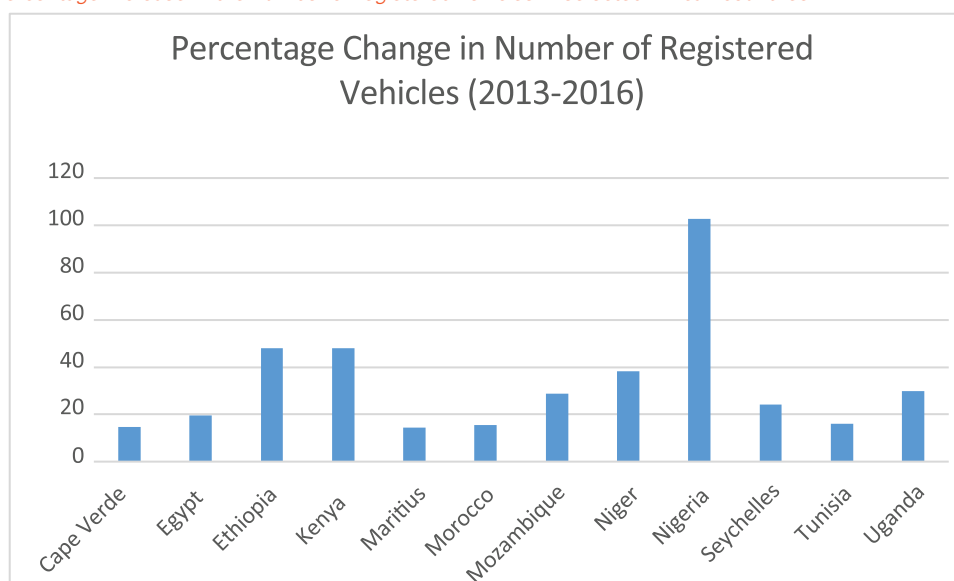
Country	Number Registered Vehicles (2015 WHO Report)	Number of Registered Vehicles (2018 WHO Report)	Change in Number of Registered Vehicles	Percentage Change in Number of Registered Vehicles (%)
Benin	34914 (2013)	469761(2016)	434847	1245.48
Botswana	520793 (2014)	653274 (1995-2016)	132481	25.44
Burkina Faso	1545903 (2013)	2106292 (2015)	560389	36.25
Cape Verde	56690 (2013)	64955 (2016)	8265	14.58
Central African Republic	37475 (2014)	37475 (2014)	0	0
Chad	622120 (2013)	112400 (2016)	-509720	-81.93
Cote d'Ivoire	594071 (2012)	905537 (2016)	311466	52.43
Egypt	7037954 (2013)	8412673 (2016)	1374719	19.53

Country	Number Registered Vehicles (2015 WHO Report)	Number of Registered Vehicles (2018 WHO Report)	Change in Number of Registered Vehicles	Percentage Change in Number of Registered Vehicles (%)
Eritrea	70319 (2014)	72405 (2016)	2086	2.97
Ethiopia	478244 (2012/2013)	708416 (2015/2016)	230172	48.13
Gambia	54471 (2005-2013)	84963 (2005-2016)	30492	55.98
Ghana	1532080 (2012)	2066943 (2016)	534863	34.91
Guinea	33943 (2011)	259731 (2016)	225788	665.20
Kenya	2011972 (2013)	2979910 (2016)	967938	48.11
Madagascar	219576 (2013)	236929 (2015)	17353	7.90
Mali	289828 (2013)	344345 (2015)	54517	18.81
Mauritius	443495 (2013)	507676 (2016)	64181	14.47
Morocco	3286421 (2013)	3791469 (2016)	505048	15.37
Mozambique	542336 (2013)	698864 (2016)	156528	28.86
Namibia	280583 (2012)	371281(2017)	90698	32.32
Niger	315600 (2013)	436420 (2016)	120820	38.28
Nigeria	5791446 (2013)	11733425 (2016)	5941979	102.60
Rwanda	107411 (2012)	180137 (2016)	72726	67.71
Senegal	401910 (2013)	468051 (2015)	66141	16.46
Seychelles	18606 (2013)	23076 (2016)	4470	24.02
Sudan	320974 (2013)	1252740 (2012-2016)	931766	290.29
Togo	58111 (2011)	64118 (2016)	6007	10.34
Tunisia	1735339 (2013)	2015601 (2016)	280262	16.15
Uganda	1228425 (2013)	1594962 (2016)	366537	29.84
Tanzania	1509786 (2014)	2163623 (2016)	653837	43.31
Zimbabwe	927129 (2013)	1198584 (2017)	271455	29.28

Note: Figures in bracket are the corresponding years of the data

Source: Compiled by Author from WHO Global Status Report on Road Safety (2015, 2018)

Figure 4: Percentage Increase in the number of registered vehicles in selected African countries



Source: Prepared by Author from WHO Report (2018)

2.3. Objectives

The objective of this review is to improve the current understanding of the extent to which African countries have implemented the African Road Safety Action Plan, and to identify the challenges and best practices in the implementation of the Action Plan. Overall, the report assesses the performance of African countries across the different Pillars of the Action Plan, identifies areas where more effort should be directed and best practices that should be emulated across the continent.

Review Questions

1. Which measures in the African Road Safety Action Plan are being implemented the most and which are those whose implementation rates are insignificant?
 - Which road safety measures have been fully implemented in most African countries?
 - Which road safety measures are currently being implemented in most African countries?
 - Which road safety measures are making the least progress in most African countries – their implementation has either not started or is insignificant?
2. What is the performance of African countries in the implementation of different measures in the African Road Safety Action Plan?
 - Which countries are doing well in the implementation of road safety measures – have fully implemented most of the road safety measures in the African Action Plan?
 - Which countries are in the process of implementing most of the measures of the African Road Safety Action Plan?
 - Which countries have made insignificant progress or have not started the implementation of most of the measures of the African Road Safety Action Plan?
3. To what extent has the risk of death from road traffic injuries reduced in Africa during the Decade of Action for Road Safety?

3. Methodology

The mixed methods research approach, employing a combination of quantitative and qualitative approaches, was used in this study (figure 5). This provided more insight and a better understanding of the issues related to the implementation of the African Road Safety Action Plan. Data was collected through a survey, using a questionnaire administered during meetings of senior road safety officials of African countries (attached as annex 1). The questionnaires were distributed to all participants at the meetings and they were asked to rate the extent to which their countries have implemented activities in the Africa Action Plan on the following scale:

1. Not at all or insignificantly;
2. Some action taken or action in progress; and
3. Fully

Presentations by member States and discussions at these meeting also constituted useful sources of information. In addition, in-depth interviews were conducted with senior road safety officials in 4 countries, namely, Cameroon, Malawi, South Africa, and Zambia as part of case studies.

The same questionnaires were used in 2014 and 2015 as part of a mid-term review of the status of implementation of the African Road Safety Action Plan and in 2018 as part of this final review. In addition, Road Safety Performance Reviews (RSPRs) were undertaken in Cameroon and Uganda with the reviews in both countries spanning between 2017 and 2018. These performance reviews, undertaken jointly by ECA and the Secretariat of the United Nations Secretary-General's Special Envoy for Road Safety included the following steps:

- Inception meetings with senior government officials and national stakeholders;
- Data collection through desk review and in-depth discussion with national stakeholders;
- Workshops to validate the findings of the performance reviews;
- Launch of the review reports; and
- Workshops to address critical challenges identified during the reviews.

Road Safety Performance Reviews are ongoing in Ethiopia and Zimbabwe and so far the inception meetings have been held. Information from these ongoing reviews also feed into the current report.

Finally, this report draws from the work of the Road Safety Cluster established under the Africa-EU Task Force on Transport and Connectivity. The Task Force was part of the new Alliance for Sustainable Investment and Jobs between Africa and Europe. It brought together different road safety stakeholders from the two regions, including associations, the industry, international organisations, and financial institutions. The Road Safety Cluster focused on the delivery of concrete recommendations in four main priority areas, namely: road safety management and data collection, infrastructure safety, vehicle safety and the safety of road users. For each of these areas, the Task Force discussed the context, challenges and options for improvement as well as recommendations.

3.1. Analytical Framework

The analytical framework for data collected in this review has two dimensions (figure 6). The first focuses on the performance of countries across the different pillars of the Action Plan. Emphasis is placed on the extent to which member States have implemented the different activities of each Pillar and the Action Plan as a whole. Countries are also ranked by their performance using a methodology that assigns scores to activities based on responses provided by member States as well as weights to each Pillar based on the number of activities in the pillar. The methodology is used to rank countries by pillar and to compute a consolidated standardized score to determine a country's ranking in the implementation of the African Road Safety Action Plan (annex 1).

The second dimension focuses on the activities (road safety measures) and seeks to determine the activities that are fully implemented in most countries; those that are mostly in progress; and those whose implementation is insignificant. In essences, it establishes the rate of implementation of specific activities across countries thereby identifying where countries mostly require support, both collectively and individually.

Figure 5: Review Methodology

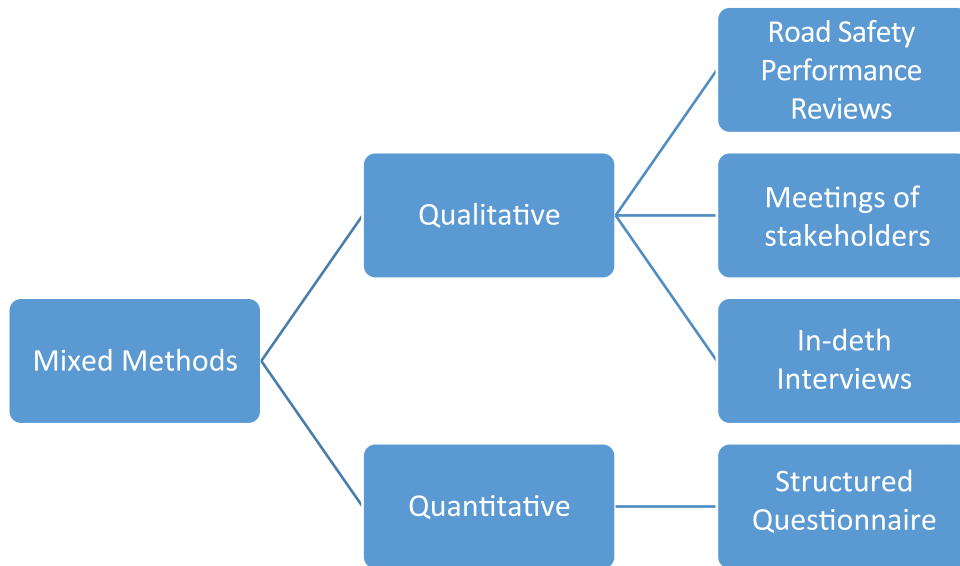
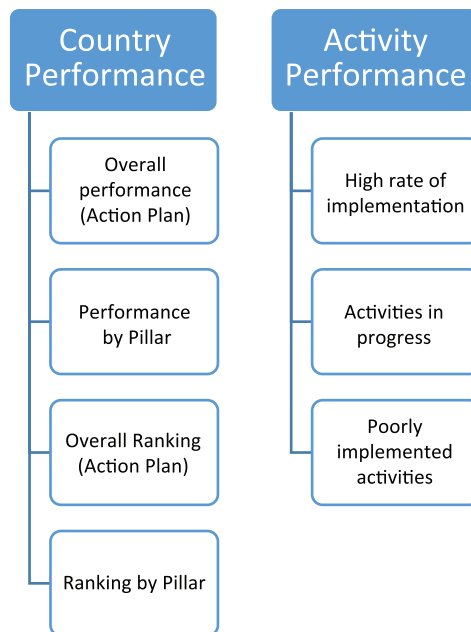


Figure 6: Analytical Framework



4. Results and Discussion

The African Road Safety Action Plan for the period 2011-2020 has 5 pillars and a section on crosscutting issues. It has a total of 15 expected accomplishments and 79 activities, distributed as shown in table 1. There are variations in the number of expected accomplishments and activities in the different pillars. For instance, Pillar 4 on Safer Road Users has six expected accomplishments and twenty-seven activities which is the highest number of expected accomplishments and activities compared to the other Pillars. Pillar 1 on Road Safety Management has three expected accomplishments and twenty-three activities while Pillar 3 on Safer Vehicles has one expected accomplishment and five activities. Pillar 5 on Post-Crash Response also has just one expected accomplishment but up to eleven activities.

Table 1: Summary of African Road Safety Action Plan 2011-2020

Pillar	Expected Accomplishments	Number of Activities	Total Number of Activities
Pillar 1: Road Safety Management	1. Established/strengthened Lead Agencies	10	23
	2. Improved management of data	9	
	3. Developed/strengthened partnership and collaboration	4	
Pillar 2: Safer Roads and Mobility	1. Safer road infrastructure for all road users	7	8
	2. Capacity building and training	1	
Pillar 3: Safer Vehicles	1. Road worthiness of vehicles	5	5
Pillar 4: Safer Road Users	1. Educated general public (road users)	11	27
	2. Use of helmets	3	
	3. Use of seatbelt	7	
	4. Drink-driving and driving under the influence of other drugs	4	
	5. Use of mobile phone while driving	1	
	6. Speeding	1	
Pillar 5: Post-Crash Response	1. Improved emergency care	11	11
Crosscutting Issues	1. Rural transport safety	3	5
	2. Evaluation of the Decade	2	
Total number of Expected Accomplishments and Activities	15		79

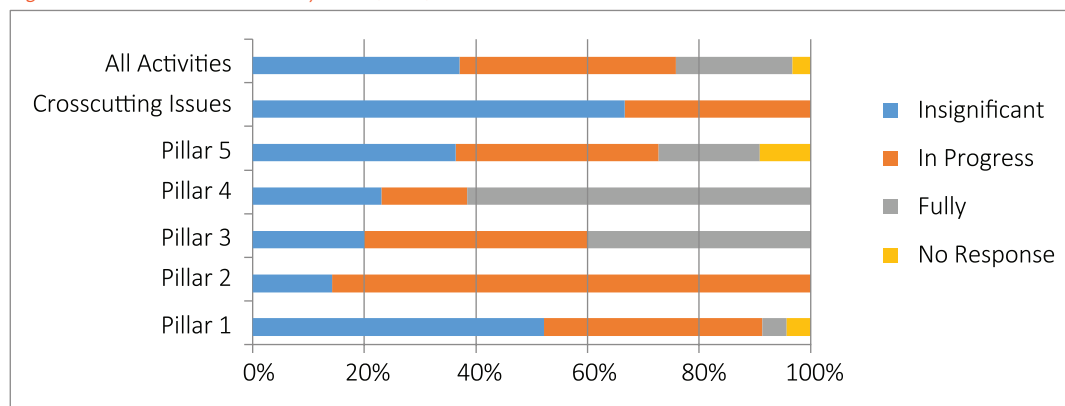
4.1. Overall Performance

The overall performance in the implementation of the African Road Safety Action Plan in 2015 is shown in Figure 7. The majority of countries that took part in the survey in that year had not taken significant action in 37.1 per cent of the activities in the Action Plan while 38.7 per cent of the activities were in progress in most of the countries. A smaller proportion of activities, 21 per cent, had been fully implemented in the majority of countries while most countries did not provide information on progress in 3.2 per cent of the activities.

The Pillar on crosscutting issues, particularly rural transport issues, had a larger proportion of activities where most countries had taken insignificant action than other Pillars, followed by Pillar 1 on Road Safety Management and Pillar 5 on Post-Crash Response. That suggested that most countries did not pay sufficient attention to rural road safety. A larger proportion of activities were in progress in most countries

in Pillar 2 on Safer Roads and Mobility than in any other Pillar, while Pillar 4 on Safer Road Users had a larger share of activities that were fully implemented in most countries, more than 60 per cent, than any other Pillar. Pillar 3 on Safer Vehicles also had a large share, 40 per cent, of activities that had been fully implemented in most of the countries.

Figure 7: Overall Performance by Pillar (2015)



The survey in 2018 painted a different picture (figure 8). The proportion of activities where the majority of countries had taken insignificant action was as follows for the different pillars: 33 per cent (Pillar 2); 30 per cent (for cross-cutting issues); 30 per cent (Pillar 1), and 25 per cent (Pillar 5). This indicates that performance across countries has dropped in the area of infrastructure safety while there has been an improvement in rural road safety. In other words, countries have paid less attention to infrastructure safety over time while increasing their focus on road safety in rural areas. Countries have also increased their focus on road safety management and post-crash response.

As for the fully implemented activities, findings from the 2018 survey show that pillar 3 (safer vehicles) and pillar 4 (safer road users) each had 43 per cent of their activities fully implemented. Pillar 1 (road safety management), Pillar 5 (post-crash response), Pillar 2 (safer roads and mobility) and the Pillar on cross-cutting issues had 22, 19, 25 and 18 per cent of their activities fully implemented. It is clear that the majority of countries assessed in 2018 have made progress in implementing the road safety action plan.

There is an increase in fully implemented activities for Pillar 1: their proportion has increased from 5% in 2015 to 22% in 2018. This progression, though, may hide disparities among African countries. For instance, several countries on the continent, such as Senegal, Mauritania, Togo and Guinea Bissau have still not created Lead Agencies for Road Safety.

Pillar 4, most of whose activities were fully implemented or in progress in 2018, deals with risk factors (speeding, driving under the influence of alcohol, driving fatigue, not wearing seatbelt, not wearing a helmet, and using a mobile phone while driving, among others). This indicates that an increasing number of countries are putting in place legislation to address these risk factors.

Figure 8: Overall Performance by Pillar (2018)

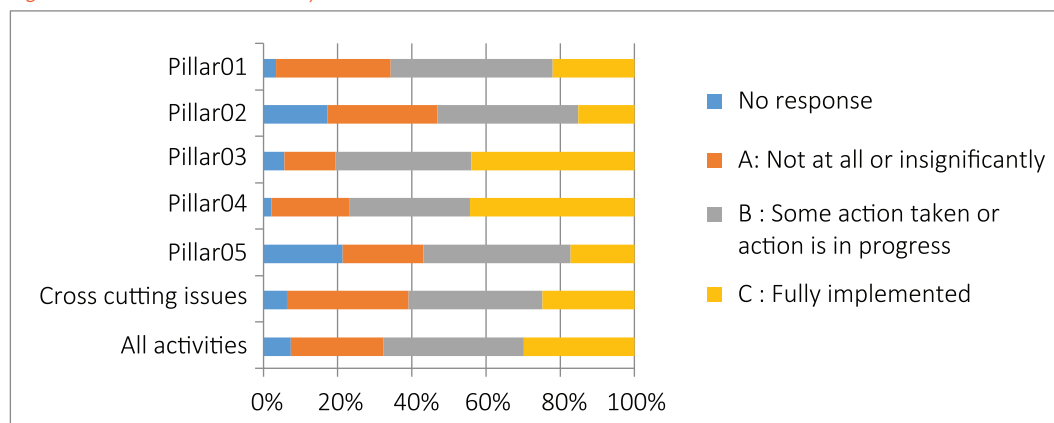
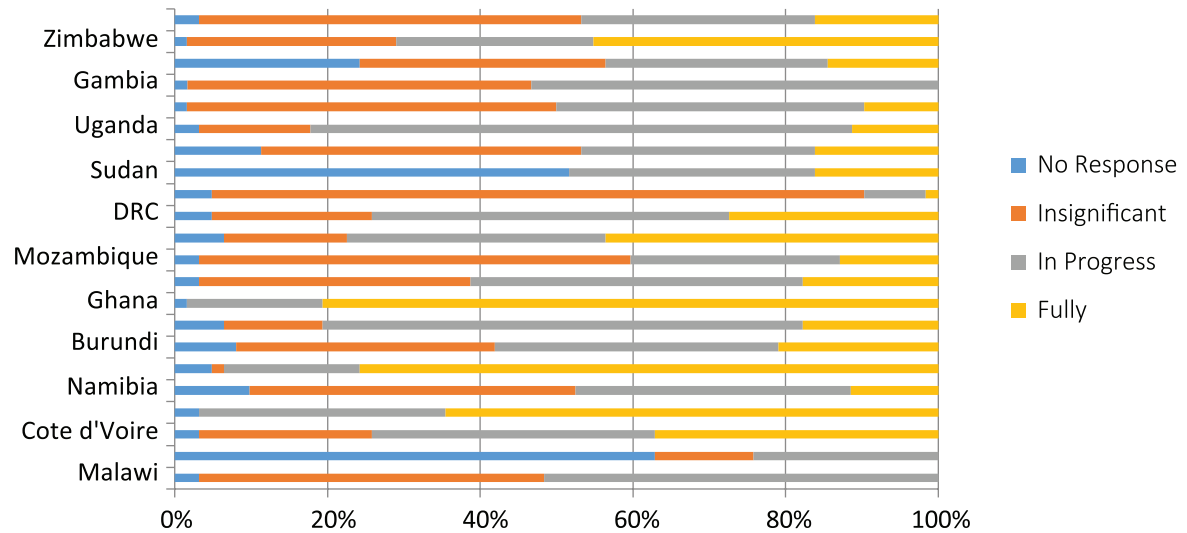


Figure 9 focuses on the performance of individual countries in the implementation of the Action Plan as a whole. It provides a mix picture showing that a few countries had fully implemented a large share of the activities in the Plan in 2015: Ghana (80.6 per cent), Nigeria (75.8 per cent), Zimbabwe (45.2 per

cent), and South Africa (43.5 per cent). Many countries were in the process of implementing several of the activities in the Action Plan: Uganda (71 per cent), Kenya (62.9 per cent), Gambia (53 per cent), and Malawi (51.6 per cent). Implementation of more than 40 per cent of the activities was in progress in DRC, Ethiopia, and Botswana. However, several countries had still not taken any significant action in many of the activities in the Action Plan. This was the case for Congo (85.4 per cent), Mozambique (56.5 per cent), Botswana (48.4 per cent), Malawi (45.1 per cent), Namibia (42.6 per cent), Ethiopia (35.5 per cent), and Burundi (33.9 per cent).

Figure 9: Overall Performance by Country (2015)

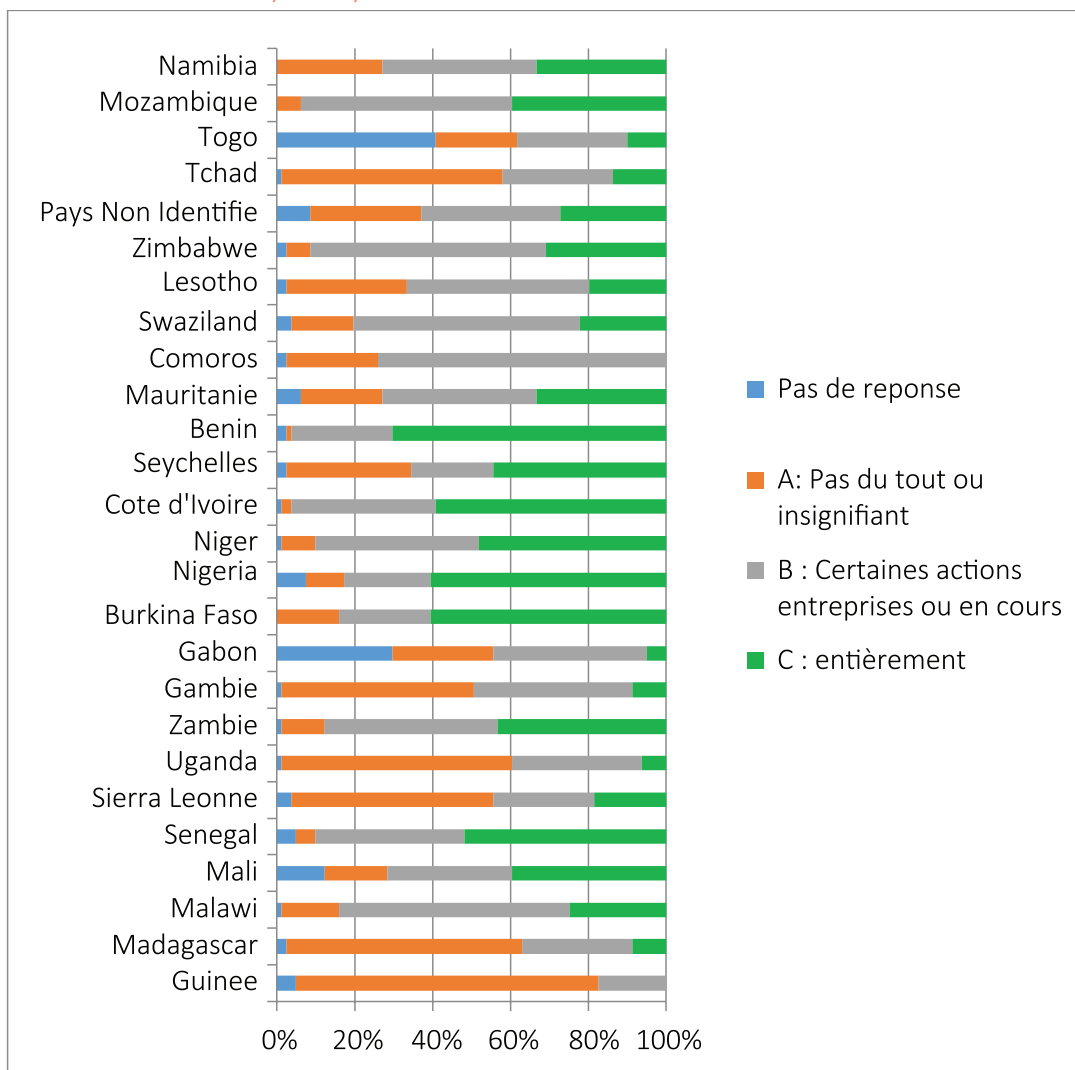


It is important to note that in 2018, Namibia broke away from countries that had not taken meaningful action in the implementation of the activities of the Plan of Action by signing and ratifying the African Road Safety Charter. It is to date the only State that has ratified the African Road Safety Charter that requires fourteen ratifications before it enters into force. Twelve countries have signed the Charter.

In 2018, as shown in figure 10, a number of countries had fully implemented most of the activities of the Action Plan including Benin (80 per cent), Burkina Faso (69 per cent), Côte d'Ivoire (72 per cent), Nigeria (73 per cent) and Senegal (52 per cent). Some countries had fully implemented just under half of the activities of the Action Plan including Niger (48 per cent), Seychelles (43 per cent), Zambia (42 per cent) and Mozambique (39 per cent).

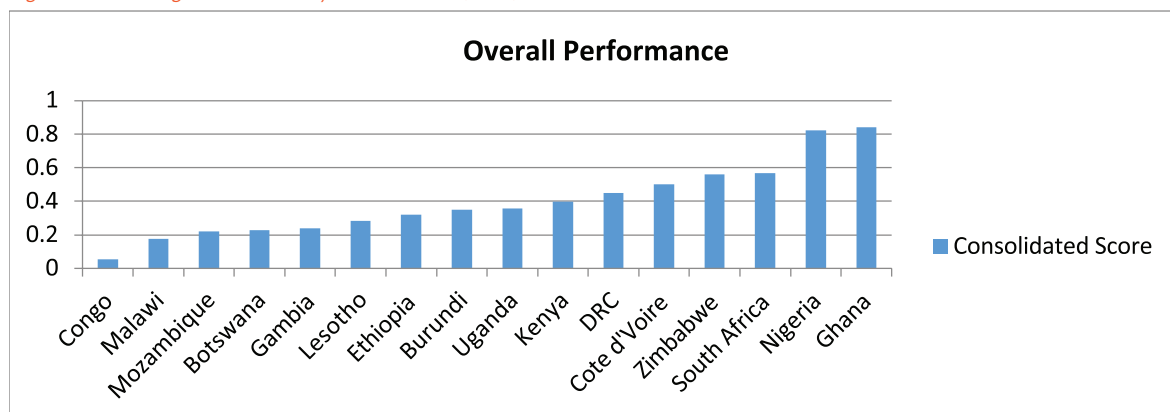
Numerous activities are under way in Comoros (72 per cent), Zimbabwe (62 per cent), Malawi (60 per cent), Swaziland (58 per cent), Lesotho (44 per cent), Zambia (42 per cent), Gabon (40 per cent), Gambia (40 per cent) and Senegal (40 per cent). Some countries have taken insignificant actions to implement the Road Safety Action Plan including Guinea (78 per cent), Madagascar (58 per cent), Uganda (59 per cent), Sierra Leone (56 per cent), Gambia (48 per cent) and Chad (57 per cent).

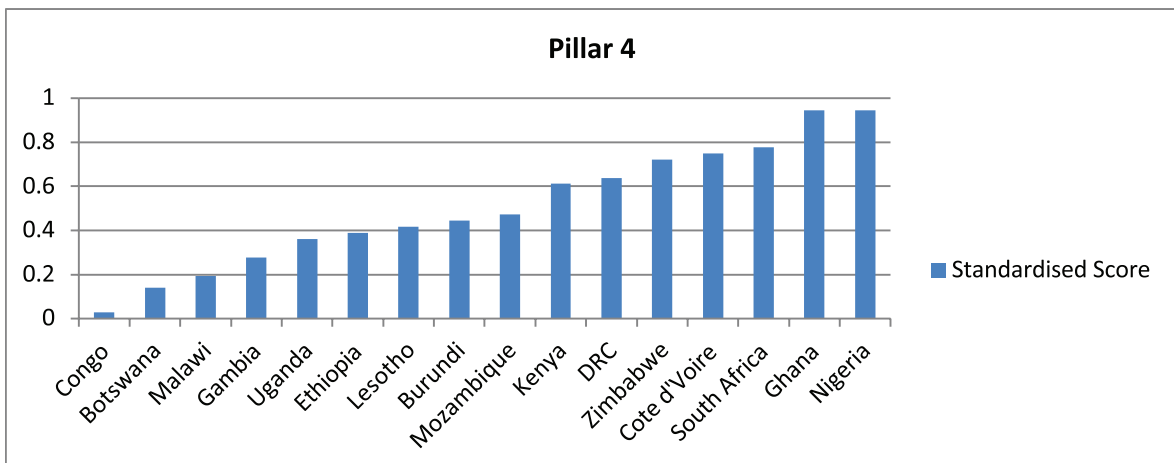
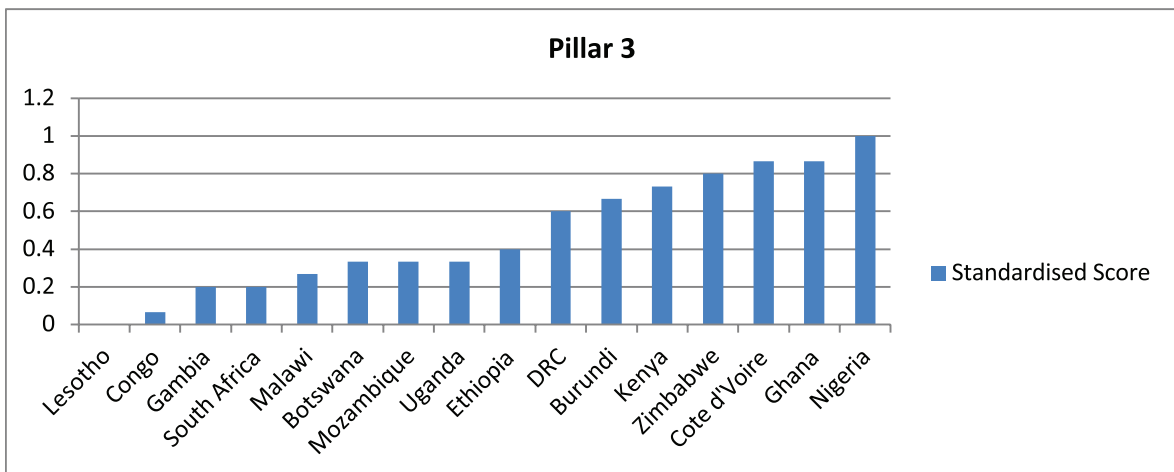
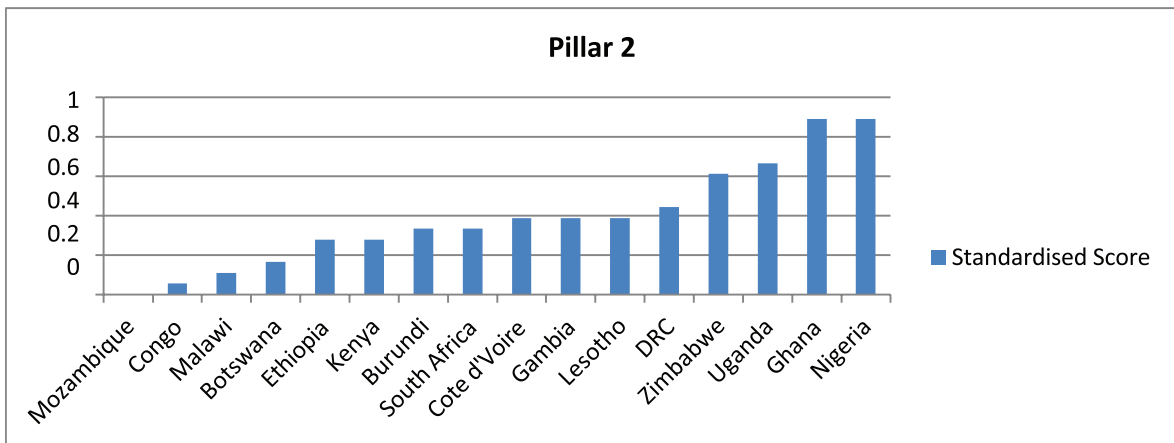
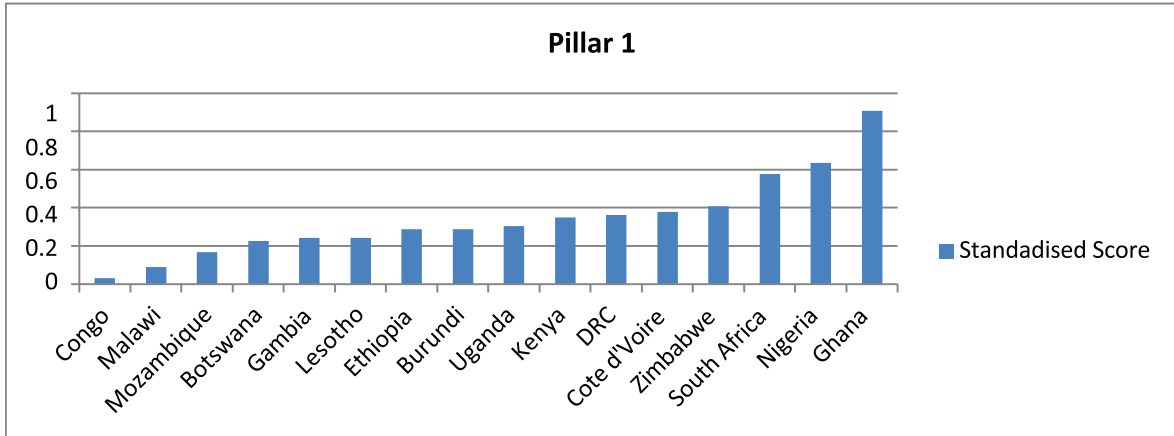
Figure 10: Overall Performance by Country (2018)

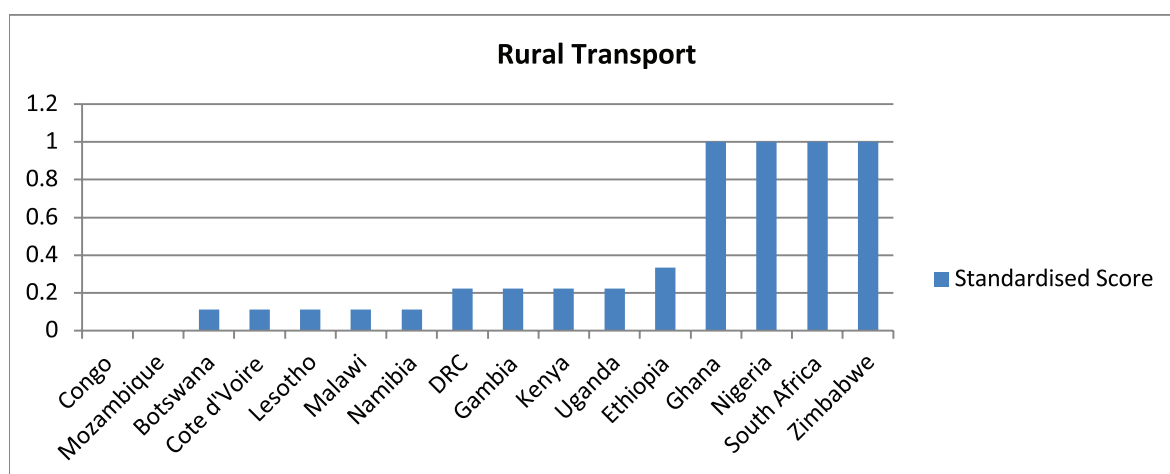
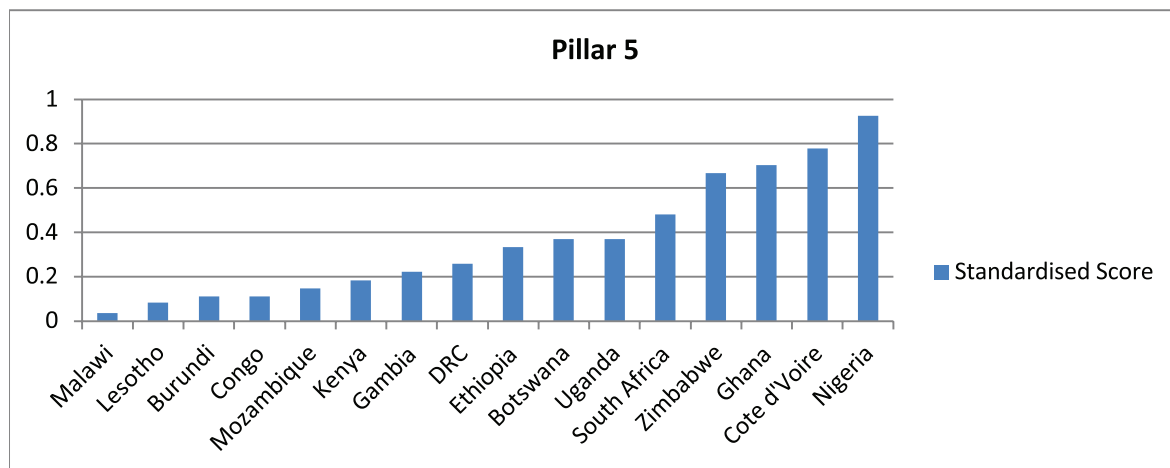


The overall ranking of countries in 2015, using the scoring system mentioned in Section 3.1, is shown in figure 11. The top five countries were: Ghana, Nigeria, South Africa, Zimbabwe and Cote d'Ivoire. Figure 9 also shows the ranking of countries in the different pillars, with Nigeria and Ghana being consistently among the top 2 countries and South Africa being among the top 5 in all the pillars, with the exception of pillar 3.

Figure 11: Ranking of countries by Performance (2015)



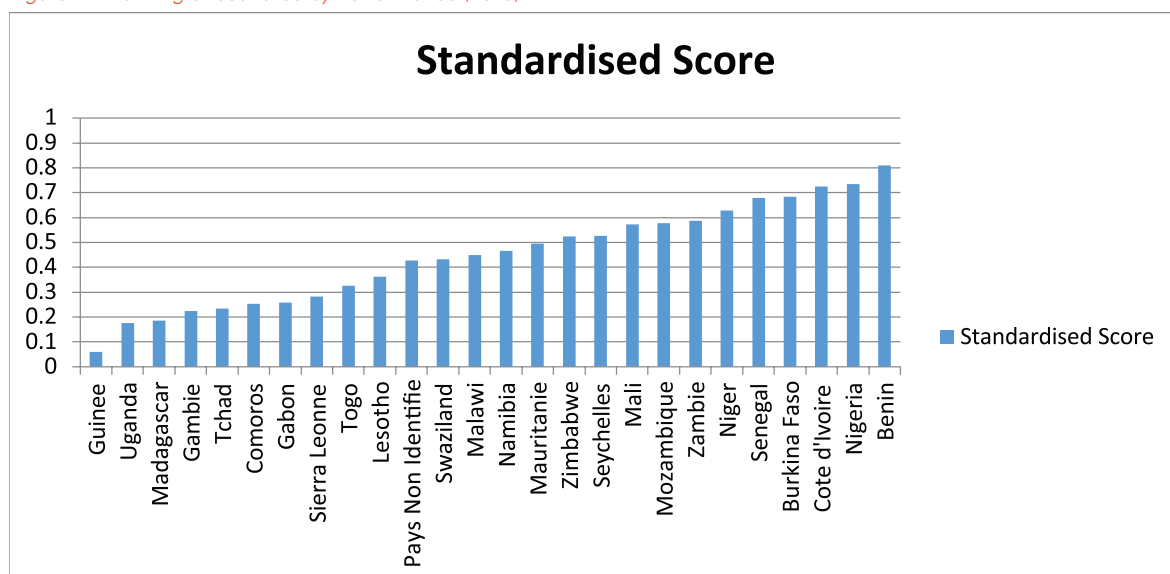




In the 2018 review, as shown in figure 12, the top five countries in terms of performance in the implementation of the road safety action plan are Benin (81 per cent), Nigeria (72 per cent), Côte d'Ivoire (71 per cent), Burkina Faso (68 per cent) and Senegal (67 per cent).

Nigeria and Côte d'Ivoire rank in the top five in both 2015 and 2018. Niger ranks in the top five in 2018. However, it should be recognized that it was in 2014 that Niger adopted its Road Traffic Act with the creation of the Nigerien Road Safety Council, which entered its operational phase in 2017 and adopted its national road safety strategy.

Figure 12: Ranking of countries by Performance (2018)



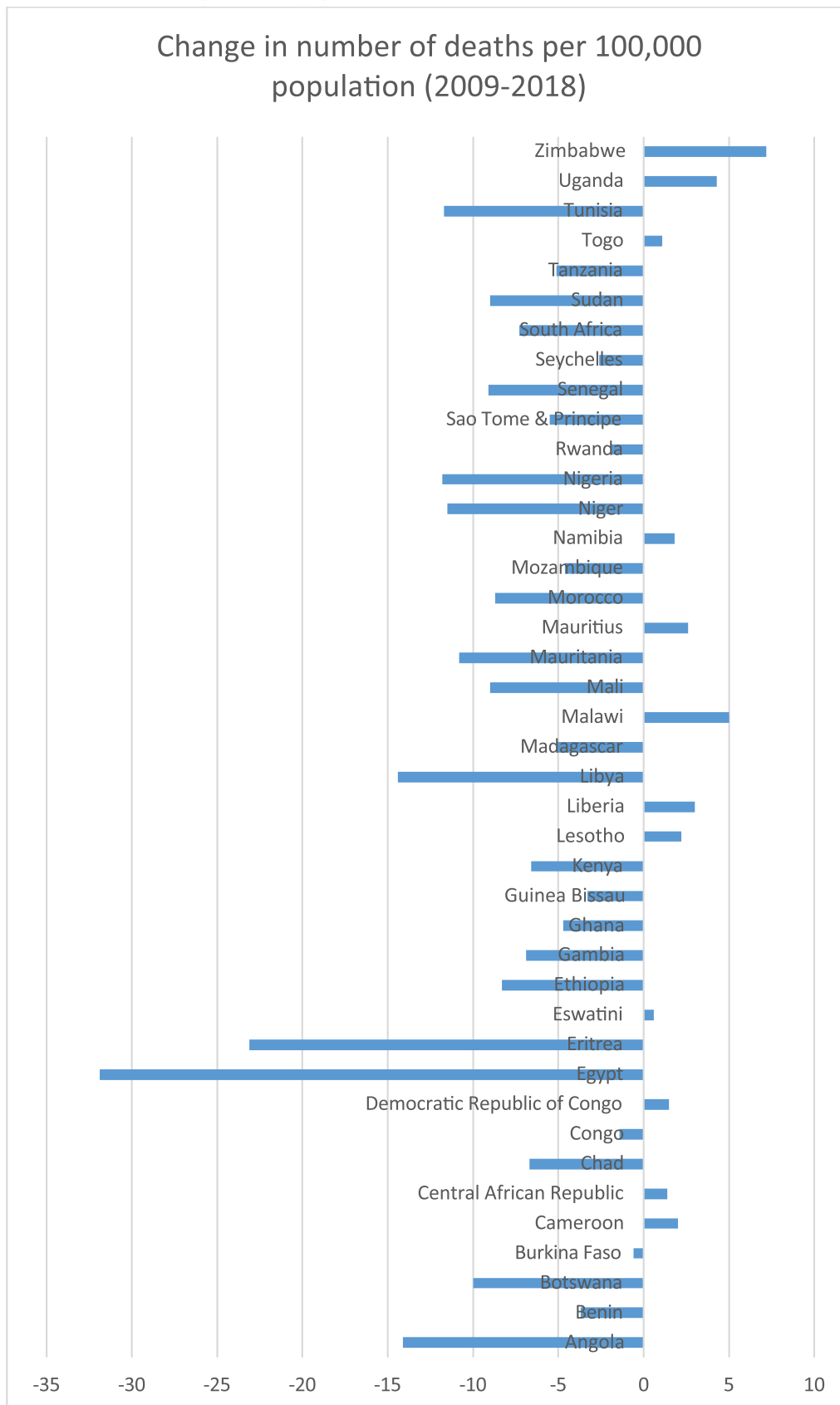
Burkina Faso did not respond to the questionnaire in 2015. It took part in the 2018 survey and ranks fourth in terms of performance in the implementation of the Road Safety Action Plan. In 2008, Burkina Faso adopted a national road safety policy document, created a road safety steering body called the National Road Safety Office (ONASER) and the National Road Safety Council. In February 2009, the national road safety policy document was adopted by the government, then the 2011-2020 national road safety action plan was validated by the General Assembly of the National Road Safety Council in July 2011.

Figure 13 indicates that the road safety measures implemented across Africa have contributed in reducing road fatalities in countries such as Nigeria, South Africa, Senegal, Niger, and Ghana among many others. Countries such as Zimbabwe, Uganda, Namibia and Malawi that rank below the top ten countries witnessed an increase in road fatalities between 2009 and 2018.

Officials photo of the 3rd Global Ministerial Road Safety meeting in Stockholm in February 2020



Figure 13: Trend in Rate of Death per 100,000 population in African Countries



4.2. Pillar 1: Road Safety Management

Pillar 1 on Road Safety Management has 3 expected accomplishments: (i) established/strengthened Lead Agencies – with 10 activities; (ii) improved management of data – with 9 activities; and (iii) developed/strengthened partnerships and collaboration – with 4 activities. Most of the activities were envisaged to be fully implemented by 2014, while a few activities were envisaged to be fully implemented by 2015 or 2016.

The activities under each expected accomplishment are as follows:

Established/Strengthened Lead Agencies

1. Establish Lead Agency;
2. Prepare/Approve Road Safety Strategy;
3. Set Road Safety targets;
4. Advocacy for Road Safety in development plans;
5. Road Safety research/studies and use of best practices;
6. Knowledge management portals on Road Safety;
7. Self-standing Road Safety financing;
8. Allocate 10% of road investment to Road Safety;
9. Allocate sufficient financial/human resources to Road Safety; and
10. Allocate 5% of road maintenance resources to Road Safety.

Improved Management of Data

1. National Road Safety database;
2. Mandatory reporting, standardised data, sustainable funding;
3. National Crash Analysis and Reporting System;
4. Harmonise data format, and international standards in reporting;
5. Harmonise vehicle/driver registration data system;
6. Build capacity for Road Safety data management;
7. Engage local research centres on Road Safety data management;
8. Establish/strengthen/harmonise injury data system for health facilities; and
9. Establish baseline data on Road Safety.

Develop/Strengthen Partnership and Collaboration

10. Include Road Safety component in relevant international partner funded interventions;
11. Introduce Road Safety programmes in transport corridors;
12. Establish national association of accident victims and survivors; and
13. Promote Private Sector and CSO involvement in Road Safety.

4.2.1. Status of Implementation of Pillar 1

The status of implementation of activities in Pillar 1 in 2015 is presented in Figure 14. Four countries out of 23 (18 per cent) - Niger, Ghana, Nigeria and South Africa - had fully implemented more activities than those that were in progress or for which insignificant action had been taken; 9 countries (39 per cent) were in the process of implementing more activities than those that had been completed or for which insignificant action had been taken; and 9 countries (39 per cent) had a larger share of activities for which they had taken insignificant action than those that were fully implemented or were in progress (table 4).

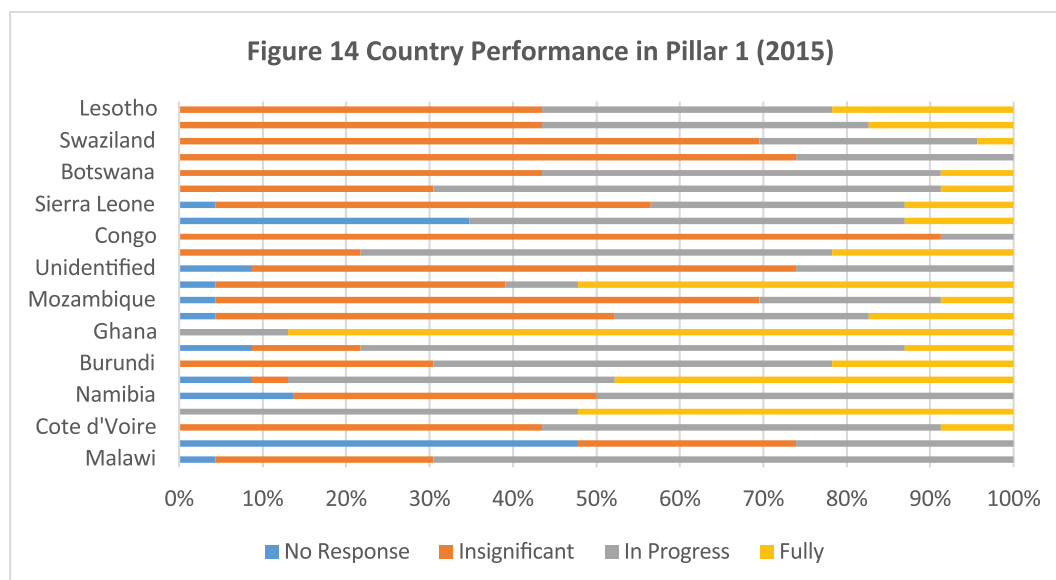
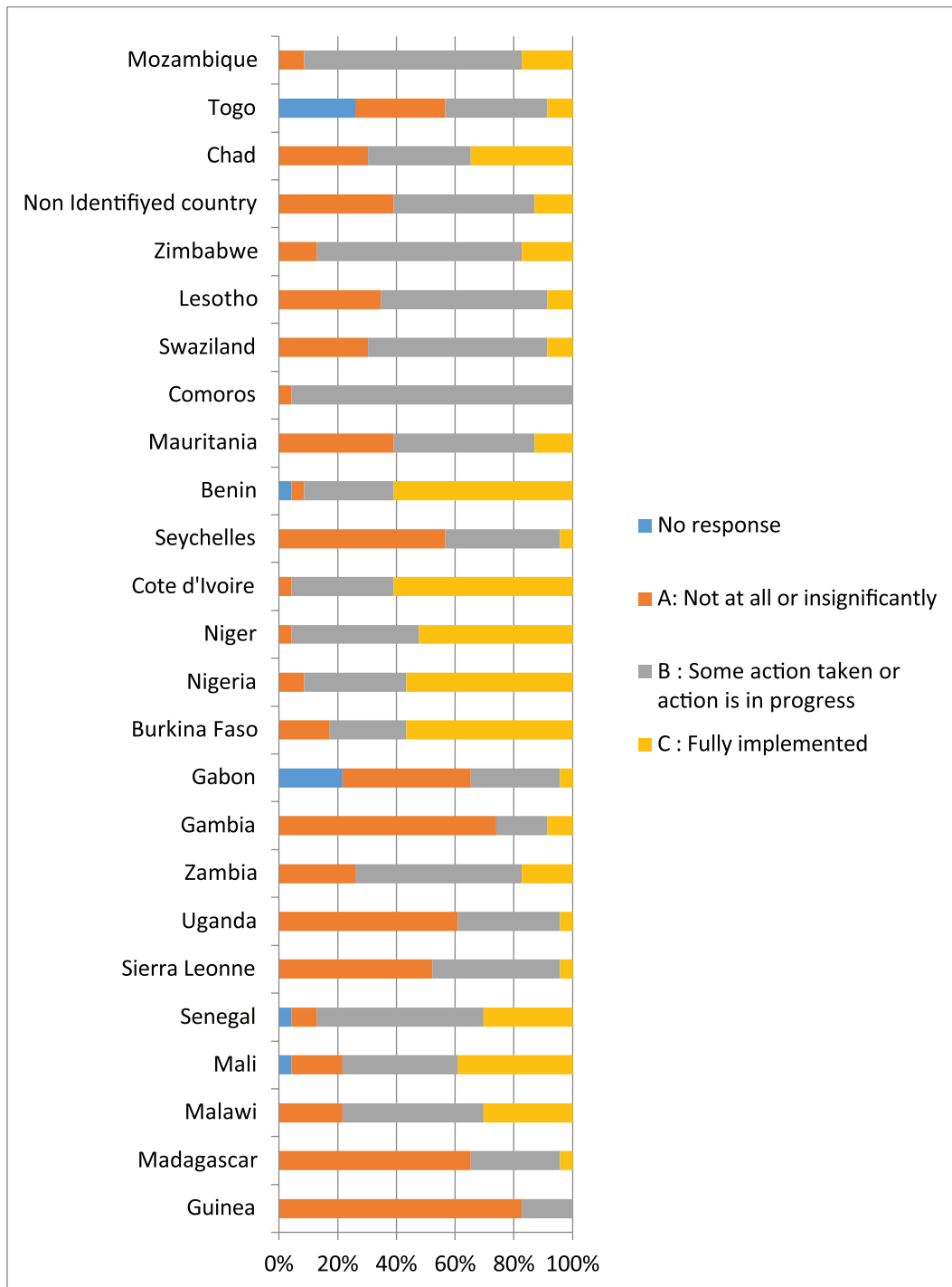


Table 4: Country Performance in Pillar 1

Insignificant	In Progress	Fully
Ethiopia	Malawi	Niger
Mozambique	Cote d'Ivoire	Nigeria
Congo	Namibia	Ghana
Sierra Leone	Burundi	South Africa
Gambia	Kenya	
Swaziland	DRC	
Zimbabwe	Uganda	
Lesotho	Botswana	
Unidentified	Sudan	

In 2018, the proportion of insignificant actions to implement Pillar 1 activities increased significantly in all the countries surveyed. These insignificant actions affect more than half of the activities in countries like Guinea (83 per cent), The Gambia (77 per cent), Madagascar (65 per cent), Uganda (60 per cent), Seychelles (58 per cent) and the Sierra Leone (56 per cent). However, 24 out of 26 countries (92.30 per cent) that took part in the survey had fully implemented one or more activities under the Pillar. Only Comoros and Guinea had not fully implemented any Pillar 1 activity.

Figure 10: Country Performance in Pillar 1 (2018)

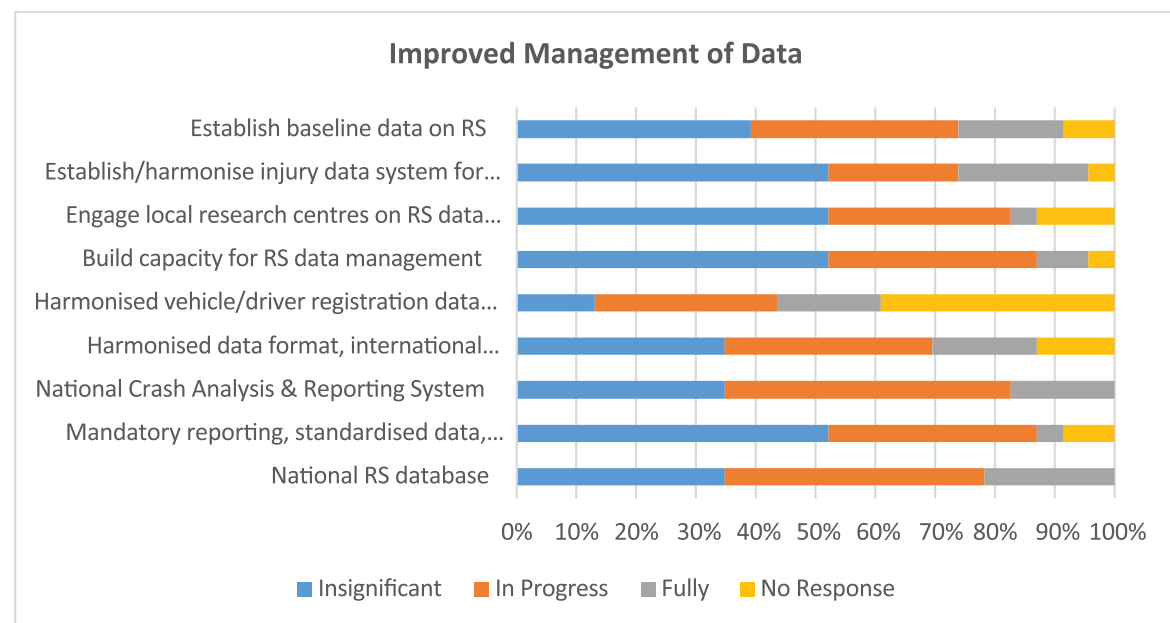
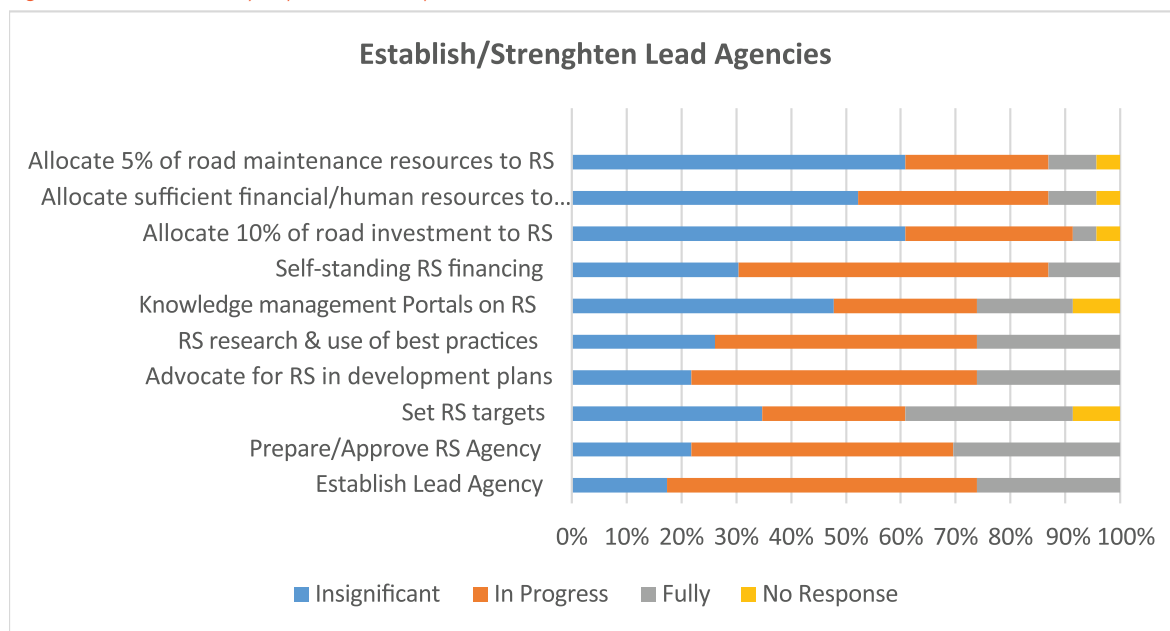


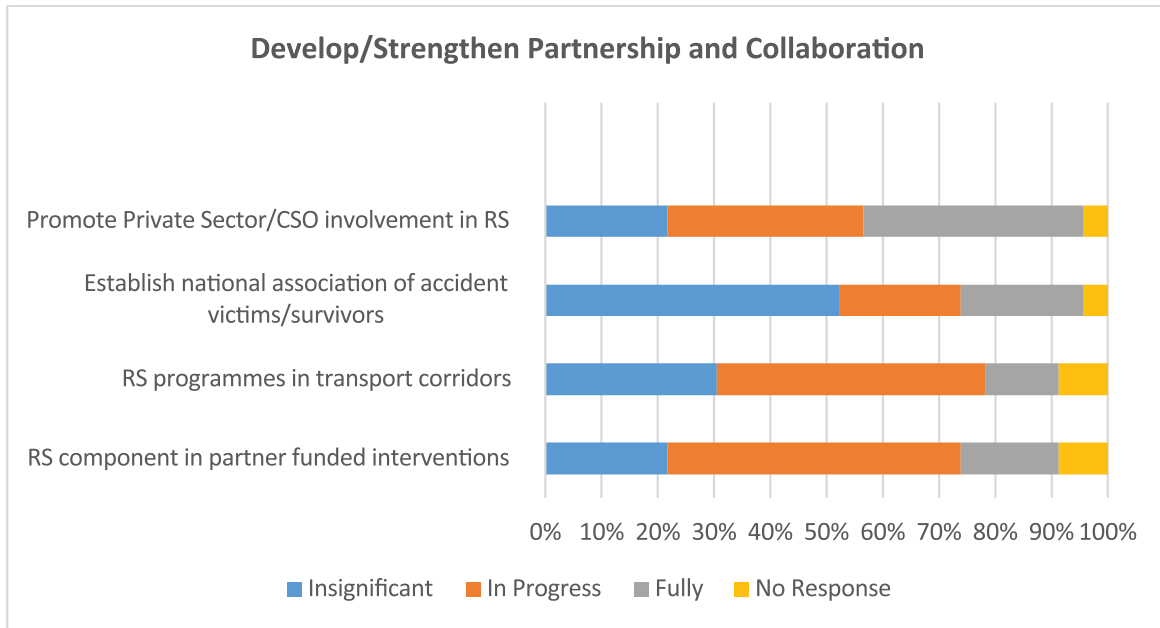
The performance of countries across the different expected accomplishments, namely: established/strengthened Lead Agencies; improved management of data; and developed/strengthened partnership and collaboration in 2015 is shown in figure 11. Allocating 5 per cent of road maintenance resources to road safety; allocating sufficient financial/human resources to road safety; and allocating 10 per cent of road investment to road safety stood out as activities for which a large proportion of countries – above 50 per cent - had taken insignificant action. Data management appeared to be a major challenge in African countries. In that regard, 40 per cent or more of the countries had not taken any significant action on the following activities: establish baseline data on road safety; establish/strengthen/harmonise injury data system for health facilities; engage local research centres on road safety data management; build capacity for road safety data management; and mandatory reporting, use of standardised data, and sustainable funding for road safety data management. While some countries were implementing a number of activities related to road safety data management, less than 25 per cent of them had fully

implemented any of those activities.

More than 30 per cent of the countries had not taken significant action to harmonise data format and use international standards in reporting; introduce national crash analysis and reporting systems; and develop national road safety database. Regarding the strengthening of road safety partnerships and collaboration, most countries seemed to have engaged the private sector and Civil Society Organisations in road safety activities. Many of them were also incorporating road safety components in relevant international partner funded interventions, and implementing road safety programmes in transport corridors. However, many countries, more than 50 per cent, had not made serious efforts to establish national associations of accident victims and survivors.

Figure 14: Performance by Expected Accomplishments of Pillar 1





In sum, as shown in in table 5, the majority of countries had not taken significant action in 11 out of 23 activities in the Pillar (48 per cent); were in the process of implementing 9 (39 per cent) of the activities; and had fully implemented 1 (5 per cent) activity.

Table 5: Summary of Performance in Pillar 1

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		
Hamonise data format, international standards in reporting*		

Note: The majority of countries did not respond to the question on the extent to which they have harmonised vehicle and driver registration data systems

*The same number of countries reported that insignificant action had been undertaken to implement the activity as those who reported that action was in progress.

The in-depth interviews of senior officials of selected countries as well as presentations and discussions at meetings organized by ECA not only confirmed but also provided insights into some of the above findings. For instance, many countries, including Malawi, Zambia and Cameroon have Road Safety Acts and/or Highway Codes. While road safety strategies have been adopted in many of these countries, they are not systematically implemented, mostly due to lack of committed funds. Similarly, the road safety targets adopted in many countries are not systematically pursued. Monitoring and evaluation frameworks to track progress towards the targets are generally missing. Many countries are in the process of updating their road safety strategies, taking into consideration the African Road Safety Action Plan.

Road Funds, support from development partners, and private sector resources are common funding mechanisms in Africa. Overall, funding for road safety activities is a serious challenge and there is an over-dependence on donor support for the implementation of these activities – although Road Funds are being used increasingly. This challenge is compounded by inadequate technical capacity. Most African countries lack a critical mass of dedicated road safety professionals, including those working with Lead Agencies.

African countries are taking steps to enhance collaboration among national road safety stakeholders. For instance, a Memorandum of Understanding has been signed between key government Ministries and agencies in Zambia. Road Safety Councils/Committees also exist in Burundi, Burkina Faso, Lesotho and Cameroon where it is headed by the Office of the Prime Minister.

The case studies and expert discussions confirm that lack of adequate and reliable data is a serious problem. Generally, the Police collect data manually, using forms, and input the data into a central system. This procedure is flawed as many crashes, especially in rural areas, are not recorded and data is also lost in the process. In addition, there is a coordination problem as the Police generally reports to the Ministry of Interior while Road Safety Agencies report to the Ministry of Transport. Moreover, there is a perception that Road Safety is not a priority of the Police, given that it is mostly engaged with other issues such as dealing with crime. This explains the delays in inputting data into the system.

During the mid-term review in 2015, some countries, such as Malawi, were in the process of introducing web-based computerized road safety data management systems. They were also modernizing and harmonizing their vehicle and drivers' information systems, which are expected to be linked to the road crash data system.

In 2018, some countries still had not created their road safety agencies, including Mauritania, Togo, Senegal, Guinea Bissau, Guinea, Madagascar. Not all countries had developed or adopted a national road safety policy, action plan or road safety strategy. A country like Madagascar developed a road safety action plan in 2003 well before the proclamation of the Decade.

Some countries developed national road safety strategies that are not implemented due to lack of financial and human resources and political will. It would be desirable to know whether these national road safety strategies are formally adopted by governments in order to measure the full interest of these States in road safety. Côte d'Ivoire is the first country in French-speaking West Africa to create a main agency (Lead Agency) responsible for road safety.

4.2.2. Good Practices in Road Safety Management

This section, which is not exhaustive, provides a snapshot of good practices in road safety management identified during the 2015 review.

Well established Lead Road Safety Agency: A number of countries have established strong agencies to lead their road safety activities. In Nigeria, for instance, the Lead Road Safety Agency – the Federal Road Safety Corp (FRSC) – is attached to the Presidency of the country, autonomous, enjoys strong political support, and is backed by legislation. The Ghanaian Road Safety Commission and the Kenyan National Transport and Safety Authority are also strong Lead Agencies on the continent. Other Lead Agencies in Africa include the Directorate of Road Traffic and Safety (Road Traffic and Safety Services) in Malawi; the Road Transport and Safety Agency in Zambia, and the Road Traffic Management Cooperation in South Africa.

Road Safety Strategy: Several countries have developed road safety strategies or action plans, including Malawi, Senegal, Burundi, Ghana, Burkina Faso, Cameroon, Botswana, Namibia (where national road safety documents were reviewed after the UN high-level Road Safety Conference in Moscow in 2009, indicating how national policies are influenced by global processes), and Ethiopia, among others.

Coordination among National Road Safety Actors: There are many road safety actors within a country. This calls for strong coordination to avoid duplication of effort and waste of scarce financial resources. Several countries have taken steps to coordinate the activities of various road safety stakeholders. For instance, Memorandums of Understanding (MoUs) have been signed by road safety actors – mainly Government Ministries and Authorities – in a number of countries, including Zambia, Namibia, and Benin. Several other countries have established road safety Councils/Committees that bring together key road safety actors to coordinate their activities. Countries with such Councils or Committees include Lesotho, Cote d’Ivoire, Burundi (meets every three months), Burkina Faso (which also has a Federation of Road Safety Associations), Guinea (chaired by the Prime Minister and the Ministry of Transport being the Secretariat), Ethiopia, Namibia (created in 1996), Ghana (established in 1999), Mozambique, and Gambia.

Political Champions: In Togo, the President of the Republic declared 2013 as the Year of Road Safety. During the 2015 review of the Action Plan, it was reported that the President of Ghana and high-level officials in the country also championed road safety not only in the country but also in the West African sub-region.

Road Safety Funding: In Namibia, a government subsidy for road safety was secured for a period of 5 years; resources from Road Funds are allocated to road safety in Ghana, Guinea (2 per cent of the fund), Ethiopia, and Cameroon where the share of Road Fund allocated to road safety increased from 1.5 per cent in 2012-2013 to 4 per cent in 2015. In South Africa, road safety activities are mostly funded by the government. The country has a Road Accident Fund with resources generated mostly from fuel levies. Other agencies in South Africa that are involved in road safety generate resources from various sources. For instance, the National Road Agency of South Africa generates revenue from toll gates while the Road Traffic Management gets a portion of its funding from vehicle registration and licensing. Road safety activities are also funded through Public Private Partnerships.

4.2.3. Challenges of Road Safety Management in Africa

Common challenges to road safety management identified during this study revolve around sustainable funding, capacity of organisations, empowerment of Lead Agencies, overarching legal framework, data management, and political champions.

Sustainable Funding: This is a major constraint to the effective functioning of most road safety organisations and initiatives in Africa. Many Road Safety Committees on the continent are not funded through national budget. This corroborates with data in the WHO (2013) global status report on road safety which shows that up to 11 out of 47 Lead Agencies in African countries are not funded through national budget.

Inadequate Capacity of Road Safety Agencies/Organisations: Most Road Safety organisations in Africa are grossly under-staff and lack the critical mass of personnel to make a meaningful impact. Some African countries also lack the capacity to enforce existing laws. For example, such countries have legislation on drink-driving which cannot be enforced because they lack breath testing equipment.

Lead Agency not fully empowered/Weak national level collaboration: Some Lead Agencies in Africa are still not fully empowered while different actors in some countries are unwilling to collaborate or cooperate with each other or to coordinate their activities. This problem is more severe when different institutions have clashing mandates. Memorandums of Understanding between national institutions are meant to address this challenge.

Lack of overarching legal framework to guide road safety: Some African countries lack comprehensive legal frameworks on road safety – their existing road safety laws are not comprehensive. For instance, a country may have legislation on seatbelts and on the use of mobile phone while driving, but lack legislation on child restraint. These countries generally need to overhaul their Traffic Acts and some of them are in the process of doing so.

Ineffective Data Management: Managing road safety data is a major challenge in most African countries. Many road safety experts on the continent express the view that the Police does not consider road safety as its core function. This affects the effectiveness and accuracy of data collection and entering, which are often the responsibility of the Police. It also leads to delays or irregular reporting of road crashes.

Lack of Political Champions: Lack of high-level commitment to improve road safety seems to be a common characteristic of many African countries. Political leaders in some countries also appear to avoid unpopular decisions at the expense of the safety of road users. For instance, the growing number of motorcycles in many African cities is a problem, which is highly political. Most of the riders are not

licensed, do not wear helmet and many of them are involved in fatal crashes. Yet the sector is not properly regulated in many countries on the continent.

4.3. Pillar 2: Safer Roads and Mobility

Pillar 2 of the African Road Safety Action Plan deals with infrastructure and has 2 expected accomplishments: (i) safer road infrastructure for all road users – with 7 activities; and (ii) capacity building and training, which cuts across all the pillars – with 1 activity. All the activities were envisaged to be fully implemented by 2014, except for the support to multi-sector pilot road safety projects targeting high risk corridors; and the provision of facilities for non-motorised/vulnerable road users in urban and sub-urban areas that are envisaged to be fully implemented by 2016. The expected accomplishments and their corresponding activities are as follows.

Safer Road Infrastructure for all road users

1. Effective safety engineering units in Road Agencies;
2. Mainstream Road Safety in public entities involved in design, planning, construction, and maintenance of roads and related infrastructure;
3. Develop and implement Africa-wide and regional Road Safety audits and inspection guidelines;
4. Develop and implement national Road Safety audit and inspection guidelines;
5. Carry out Road Safety inspection/audit of priority corridors;
6. Support to multi-sector pilot Road Safety projects targeting high risk corridors; and
7. Provide facilities for non-motorised/vulnerable road users.

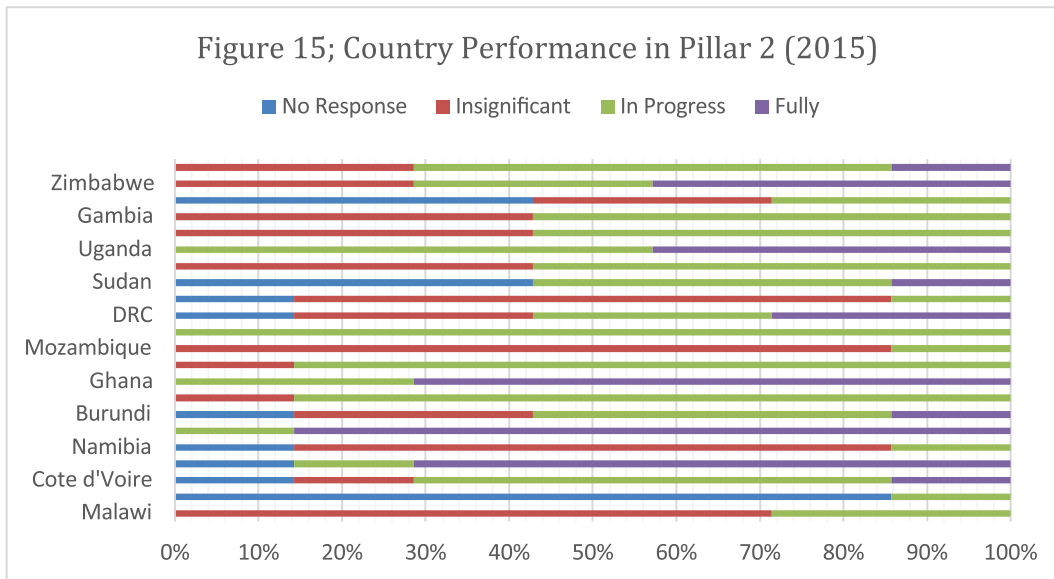
Capacity building

1. Training for Road Safety professionals and Road Agency Executives.

The performance of countries in implementing the different activities in Pillar 2, based on the 2015 survey, is shown in table 6 and figure 15. Niger, Nigeria, Ghana and Zimbabwe had fully implemented more activities in the Pillar than those whose implementation were in progress or for which insignificant action had been taken. The implementation of most of the activities in the Pillar was ongoing in the majority of countries while only 4 countries, Malawi, Namibia, Mozambique and the Republic of Congo reported insignificant action in the majority of activities.

Table 6: Country Performance in Pillar 2

Insignificant	In Progress	Fully	No Response	No Response & In Progress
Malawi	Cote d'Ivoire	Niger	Zambia	DRC
Namibia	Kenya	Nigeria	Sudan	
Mozambique	Ethiopia	Ghana	Swaziland	
Congo	South Africa	Zimbabwe		
	Sudan			
	Sierra Leone			
	Uganda			
	Botswana			
	Gambia			
	Lesotho			

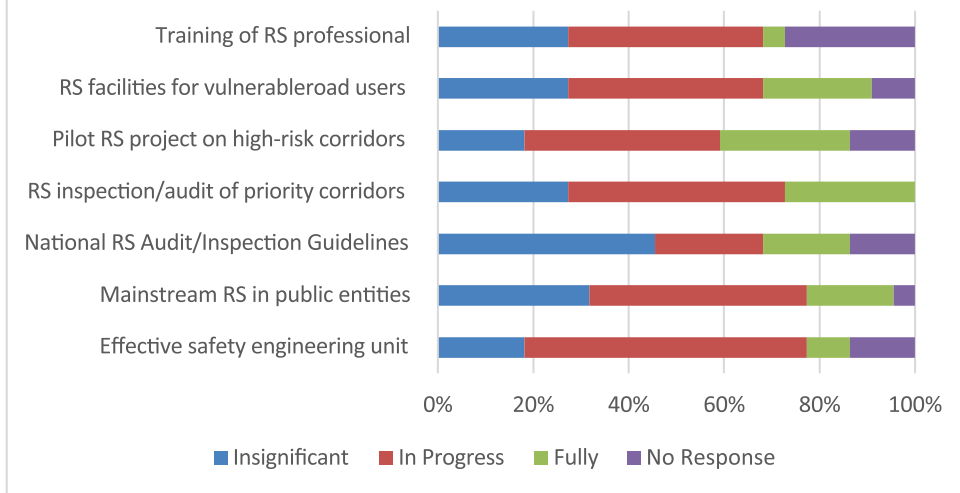


Focusing the analysis on specific activities, and examining how different countries perform in their implementation, table 7 and figure 16 show that the implementation of all the activities in Pillar 2 was in progress in most countries in 2015, except for the development and implementation of national Road Safety audit and inspection guidelines where the majority of countries had taken insignificant action.

Table 7: Summary of Performance in Pillar 2

Insignificant	In Progress	
Develop and implement national Road Safety audit and inspection guidelines	Effective safety engineering units in Road Agencies	
	Mainstream Road Safety in public entities involved in design, planning, construction, and maintenance of roads and related infrastructure	
	Carry out Road Safety inspection/audit of priority corridors	
	Support to multi-sector pilot Road Safety projects targeting high risk corridors	
	Provide facilities for non-motorised/vulnerable road users.	
	Training for Road Safety professionals and Road Agency Executives	

Figure 16: Performance of Pillar 2 by Activity (2015)



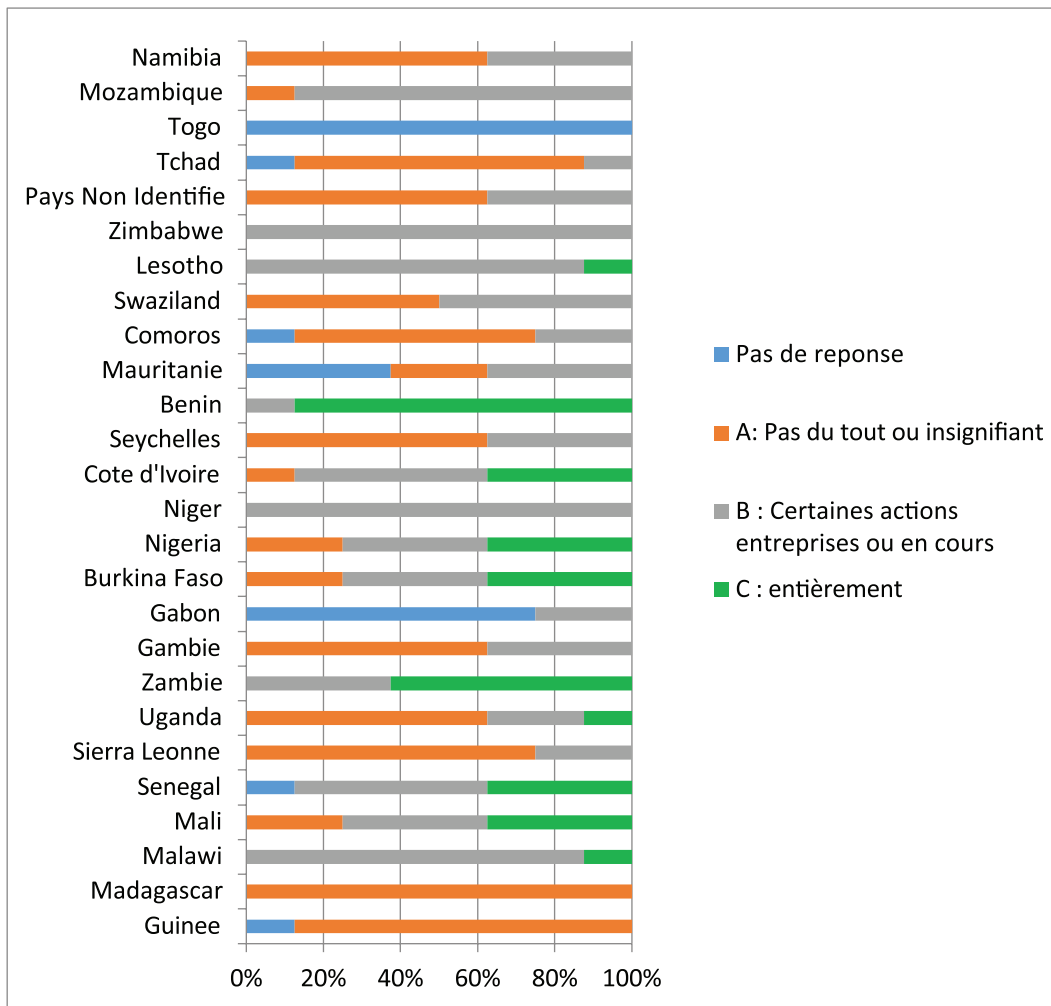
In 2018, a few countries had fully implemented a large share of activities under this pillar, such as Benin (86 per cent) and Zambia (63 per cent). Countries such as Côte d'Ivoire, Nigeria, Burkina Faso, Senegal and Mali had implemented about 38 per cent of the Pillar's activities (Figure 17). In Niger and Zimbabwe, all Pillar 2 activities are underway. The share of activities underway is high in Malawi (89 per cent), Mozambique (88 per cent), Lesotho (87 per cent) and Swaziland (50 per cent).

Several countries have taken insignificant action to implement most of the activities of this pillar. For instance, Madagascar has not taken any action for all activities in the Pillar (100 per cent). In Guinea, Chad and Sierra Leone, the proportion of activities that have not received significant action is 88 per cent, 75 per cent and 73 per cent respectively. In countries like Uganda, The Gambia, and Seychelles, 63 per cent of activities are affected by insignificant action.

Group photo of the 3rd African Road Safety Conference



Figure 17; Country Performance in Pillar 2 (2018)



Summary

- Malawi, Namibia, Mozambique, Congo, Guinea, Chad, Sierra Leone, Uganda, Gambia, and Seychelles have taken insignificant action to implement most activities in Pillar 2;
- Developing Road Safety audit and inspection guidelines is a common challenge - most countries have not taken significant action in that regard.

Evidence from in-depth interviews with senior officials as well as meetings of road safety experts suggest that most African countries have difficulties in determining the percentage of road construction funds allocated to road safety. This indicates the need for precision in defining what constitutes funds used for road safety.

There is also evidence that some countries undertake road safety audits for new roads and inspections for existing roads. These audits are mandatory in some countries, such as Nigeria. Some countries also have guidelines for audits and inspection, while others are in the process of developing road safety standards.

4.4. Pillar 3: Safer Vehicles

Pillar 3 deals with the use of safer vehicles and has one expected accomplishment, namely: the road worthiness of vehicles in Africa – with 5 activities. Member States, RECs, ECA, AfDB, AUC, and the World Bank are specifically mentioned in the Action Plan as the main actors responsible for implementing the activities. The activities were envisaged to be fully implemented by 2016.

All the activities in the Pillar are as follows:



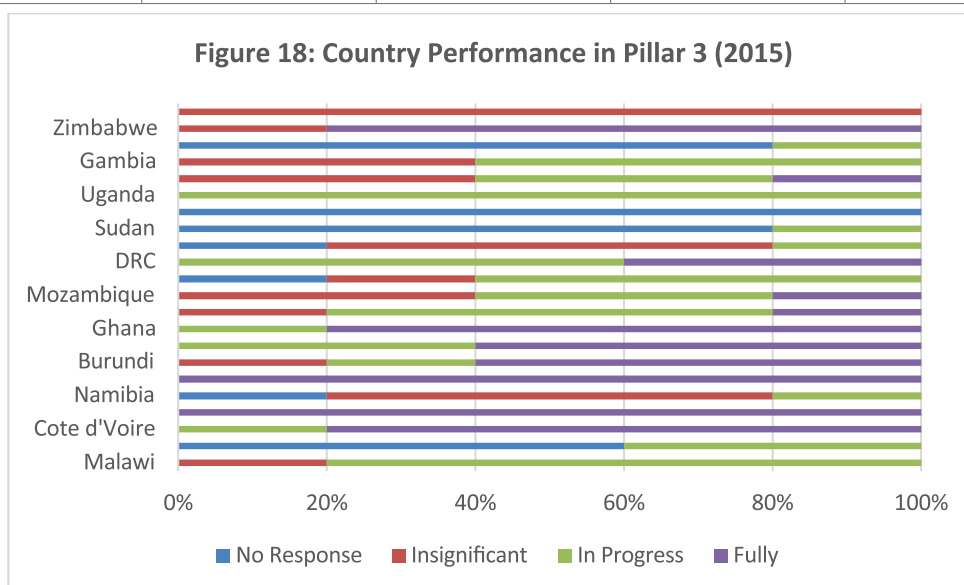
Road Worthiness of Vehicles (vehicle safety)

1. Mandatory and enforced regular inspection of vehicles;
2. Motor vehicle and related equipment standards;
3. Strengthened enforcement of standards;
4. Incentives for importation of safer vehicles; and
5. Setup and implement regulations on transportation of dangerous goods.

The performance of countries in implementing the different activities in Pillar 3, as of 2015, is shown in table 8 and figure 18. Namibia, Congo and Lesotho had taken insignificant action in implementing most of these activities while most of the activities were either in progress or had been fully implemented in several countries. Many countries, including Zambia, Sudan, Sierra Leone and Swaziland did not provide information on the status of implementation of most activities in the Pillar

Table 8: Country Performance in Pillar 3

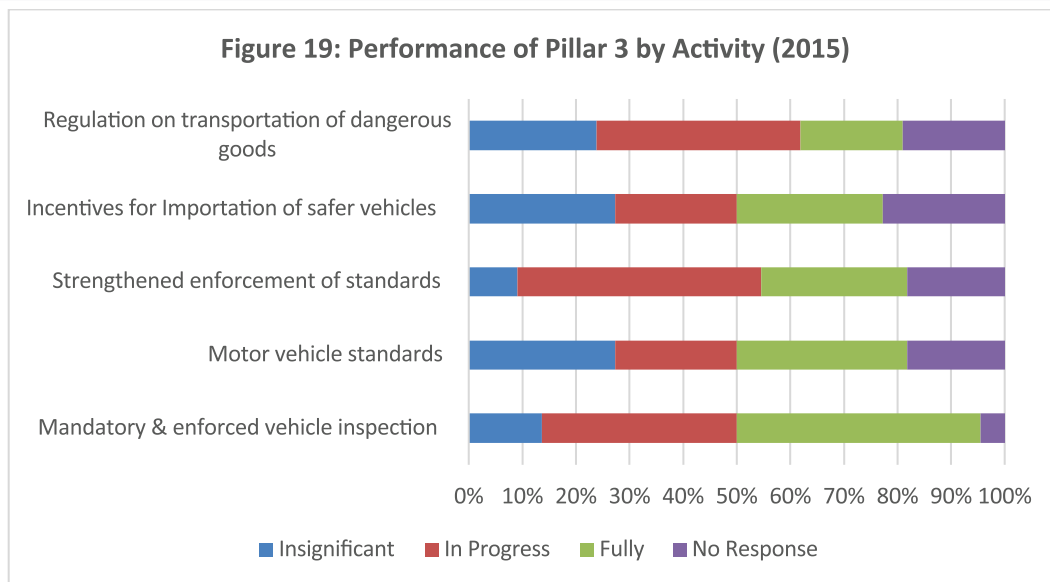
Insignificant	In Progress	Fully	Insignificant & In Progress	No Response
Namibia	Malawi	Cote d'Ivoire	Mozambique	Zambia
Congo	Ethiopia	Niger	Botswana	Sudan
Lesotho	South Africa	Nigeria		Sierra Leone
	DRC	Burundi		Swaziland
	Uganda	Kenya		
	Gambia	Ghana		
		Zimbabwe		



When the analysis is undertaken for specific activities, table 9 and figure 19 show that most of these activities were either fully implemented or in progress, except for the introduction of incentives for the importation of new vehicles where many countries had taken insignificant action.

Table 9: Summary Performance in Pillar 3

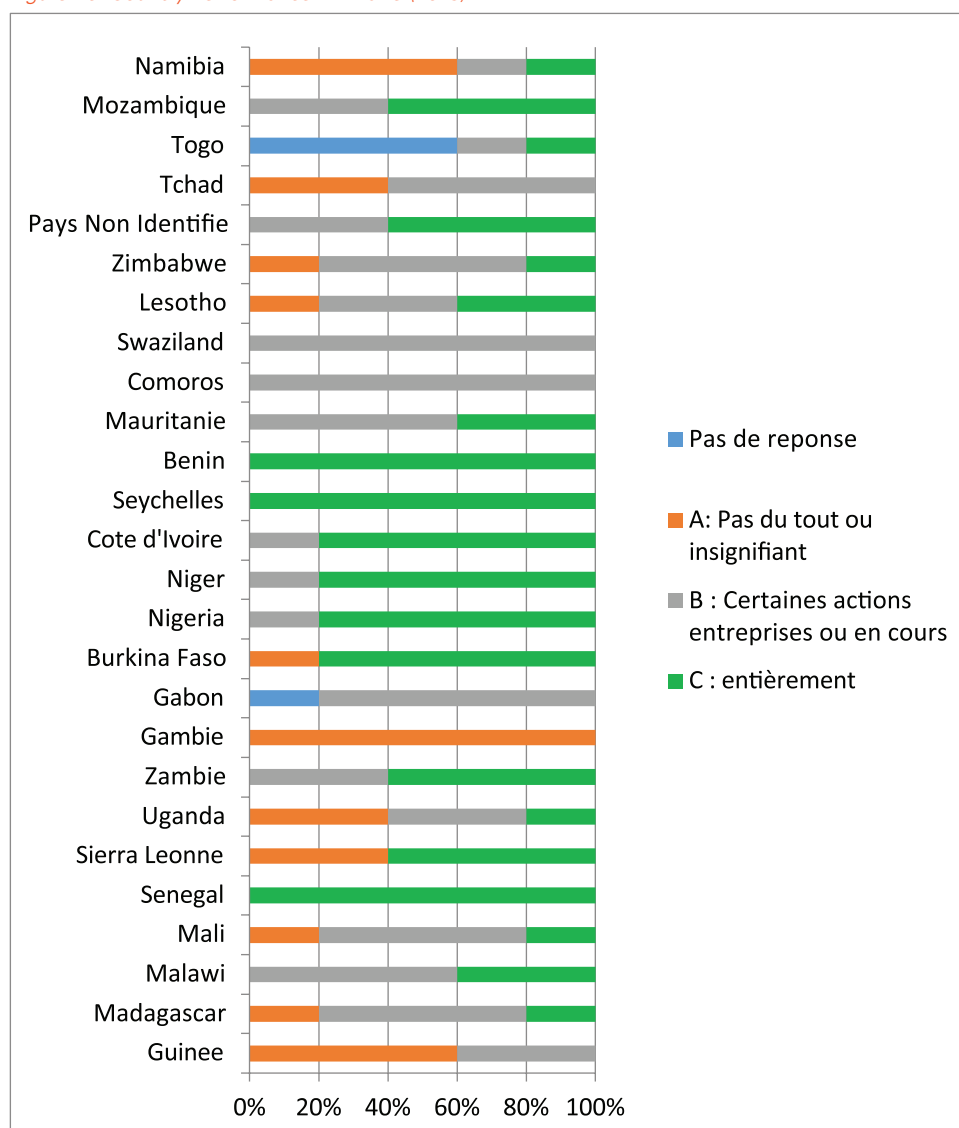
Insignificant	In Progress	Fully	Insignificant & Fully
	Strengthened enforcement of standards	Mandatory and enforced regular inspection of vehicles	Incentives for importation of safer vehicles
	Setup/implement regulations on transportation of dangerous goods	Motor vehicle & related equipment standards	



The 2018 review shows that Senegal, Seychelles and Benin have fully implemented the activities of this pillar (figure 20).

Going forward, it would be useful to distinguish the States in which the technical vehicle inspection is done using modern equipment from those where it is still done visually. Automated technical control is not a new development in the countries of Francophone West Africa. It started in Cote d'Ivoire in 1970, Benin in 1985, Burkina Faso in 1986, Mali in 1996, Togo in 2009 and Niger in 2010. In countries like Senegal and Mauritania, technical control of vehicles is visual, which affects the credibility of the exercise as technical failures of vehicles are often undetected.

Figure 20: Country Performance in Pillar 3 (2018)



Summary

- Namibia, Congo and Lesotho have taken insignificant action to implement most activities in Pillar 3; and
- Introducing incentives for importation of safer vehicles is a challenge for many countries, although some countries have introduced such incentives.

Evidence from in-depth interviews with senior officials as well as meetings of road safety experts suggest that vehicle inspection stations exist in African countries but the national coverage is generally insufficient. Rural areas, in particular, are not sufficiently covered. This results in low levels of compliance in mandatory vehicle inspections. The private sector is increasingly involved in vehicle inspections through ownership of inspection stations. Many countries, such as Ghana, South Africa and Cameroon, have introduced policies to involve the private in vehicle inspection. There is evidence of lack of trust in the reliability of inspections in some countries which often leads to contestation of results by vehicle owners. Generally, the frequency of inspections differs for private and public service vehicles – being higher for public service than private vehicles. Commercial vehicles are tested after every six months in several African countries.

In terms of the age of vehicles, Africa’s vehicle fleet is generally old. In order to renew their vehicle fleets, some countries impose age limits on imported vehicles. Tax policies are also used in some countries to discourage the importation of old vehicles. Vehicles that fail tests elsewhere are not allowed to enter Nigeria, for instance. Vehicles are also tested before being imported to Swaziland. Some Regional Economic Communities have developed vehicle inspection standards for their member States. For example, the Southern African Development Community (SADC) standards are used in Zambia.

4.5. Pillar 4: Safer Road Users

Pillar 4 deals with the safety of road users and has 6 expected accomplishments related to: (i) educated general public (road users) – with 11 activities; (ii) use of helmets – with 3 activities; (iii) use of seatbelt – with 7 activities; (iv) drink-driving and driving under the influence of other drugs – with 4 activities; (v) use of mobile phone while driving – with 1 activity; and (vi) speeding – with 1 activity. Member States; RECs; AUC; development partners, particularly the World Bank and SSATP; private sector; CSOs, NGOs; and the media are the main actors and institutions mentioned in the Action Plan as responsible for implementing the activities. The expected accomplishment and their corresponding activities are as follows (only the underlined activities are used in the statistical analysis):

Educated General Public (Road Users)

1. Established/strengthened school Road Safety clubs;
2. Undertake/intensify safety awareness campaign;
3. Develop national road safety communication framework;
4. Include Road Safety in school curricula;
5. Develop Road Safety educational and awareness material for schools;
6. Implementation of Road Safety education in all primary schools;
7. Harmonise Road Safety in school curricula at sub-regional level;
8. Strengthen drivers' training and testing - licensing standards/rules;
9. Implement/strengthen enforcement of standards/rules
10. Safety directives for commercial transport services - operation times/driver working and resting hours; and
11. Establish Driver Inspectorate.

Use of Helmets

1. Develop/amend appropriate helmet law for motor cycle drivers/passengers;
2. Promote public awareness campaign on benefits of helmet; and
3. Publicity on legislation and penalties for non-compliance.

Seat Belts

1. Regulation on use of seat belts;
2. Compulsory wearing of seat belt for front seat occupants/encouragement for back seat occupants;
3. Promote use of child restraints;
4. Prohibit kids who are less than 10 years old from sitting in the front seats of vehicle;
5. Regulations for vehicles, imported and domestically produced, to be equipped with seat belts;
6. Increased support to “fasten seat belt while driving” campaign; and
7. Exchange experience with other countries.

Use of Alcohol, Mobile Phone, and Speeding

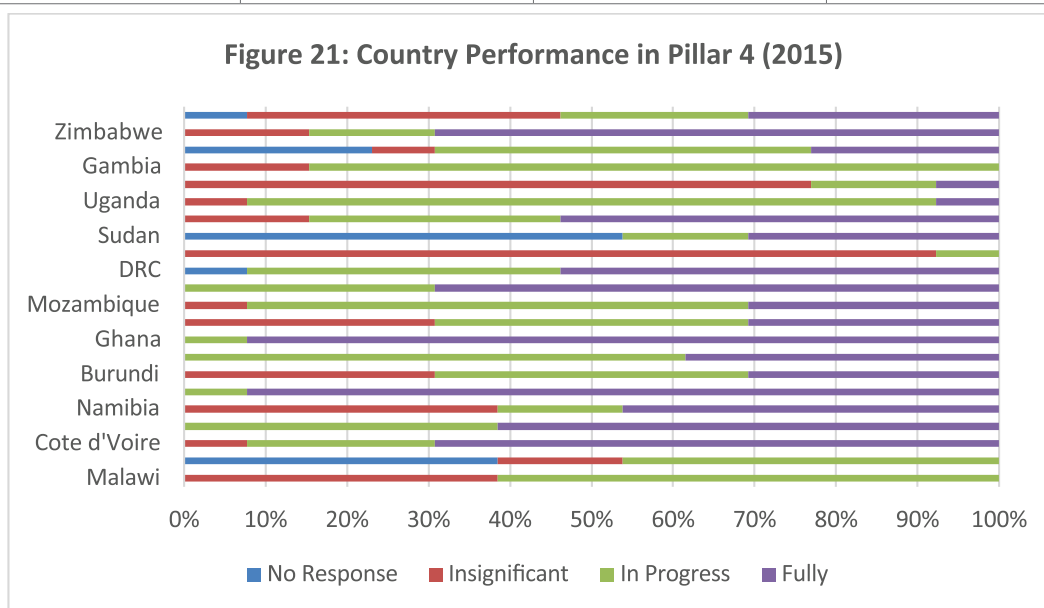
1. Set rules on use of alcohol and other drugs; seek compliance with drink-driving laws and evidence-based standards;
2. Harmonise rules at the sub-regional level;
3. Set target to inspect drivers under the influence of drug and alcohol;
4. Regulation against use of mobile phones while driving;
5. Regulation prohibiting driving under the influence of drug and alcohol;

- 6. Campaign against speeding; and
- 7. Clear speed limit regulation.

The performance of countries in implementing the different activities of Pillar 4, as of 2015, is shown in table 10 and figure 21. Congo, Botswana and Lesotho had taken insignificant action in implementing most of these activities while most of the activities were either in progress or had been fully implemented in several countries. Sudan did not provide information on the status of implementation of most activities in the Pillar.

Table 10: Country Performance in Pillar 4

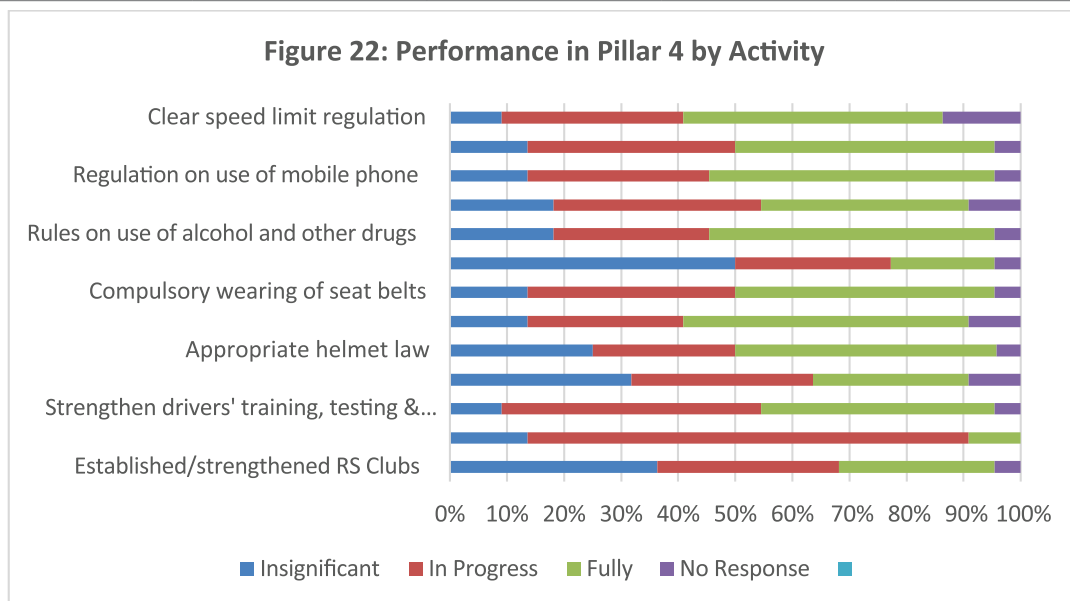
Insignificant	In Progress	Fully	No Response
Congo	Malawi	Cote d'Ivoire	Sudan
Botswana	Zambia	Niger	
Lesotho	Burundi	Namibia	
	Kenya	Nigeria	
	Ethiopia	Ghana	
	Mozambique	South Africa	
	Uganda	DRC	
	Gambia	Sierra Leone	
	Swaziland	Zimbabwe	



When the analysis is focused on specific activities, and the performance of different countries in their implementation is examined, table 11 and figure 22 show that several of the activities had been fully implemented in many countries. However, the establishment or strengthening of Road Safety Clubs in Schools and promoting the use of child restraints constituted a challenge in the majority of countries. Many countries were in the process of including Road Safety in school curricula; strengthening drivers' training, testing and licensing rules; and setting targets to inspect drivers under the influence of drug and alcohol. Most countries had either developed safety directives for commercial transport services - notably in relation to drivers' working and resting hours - or were in the process of doing so.

Table 11: Summary of Performance in Pillar 4

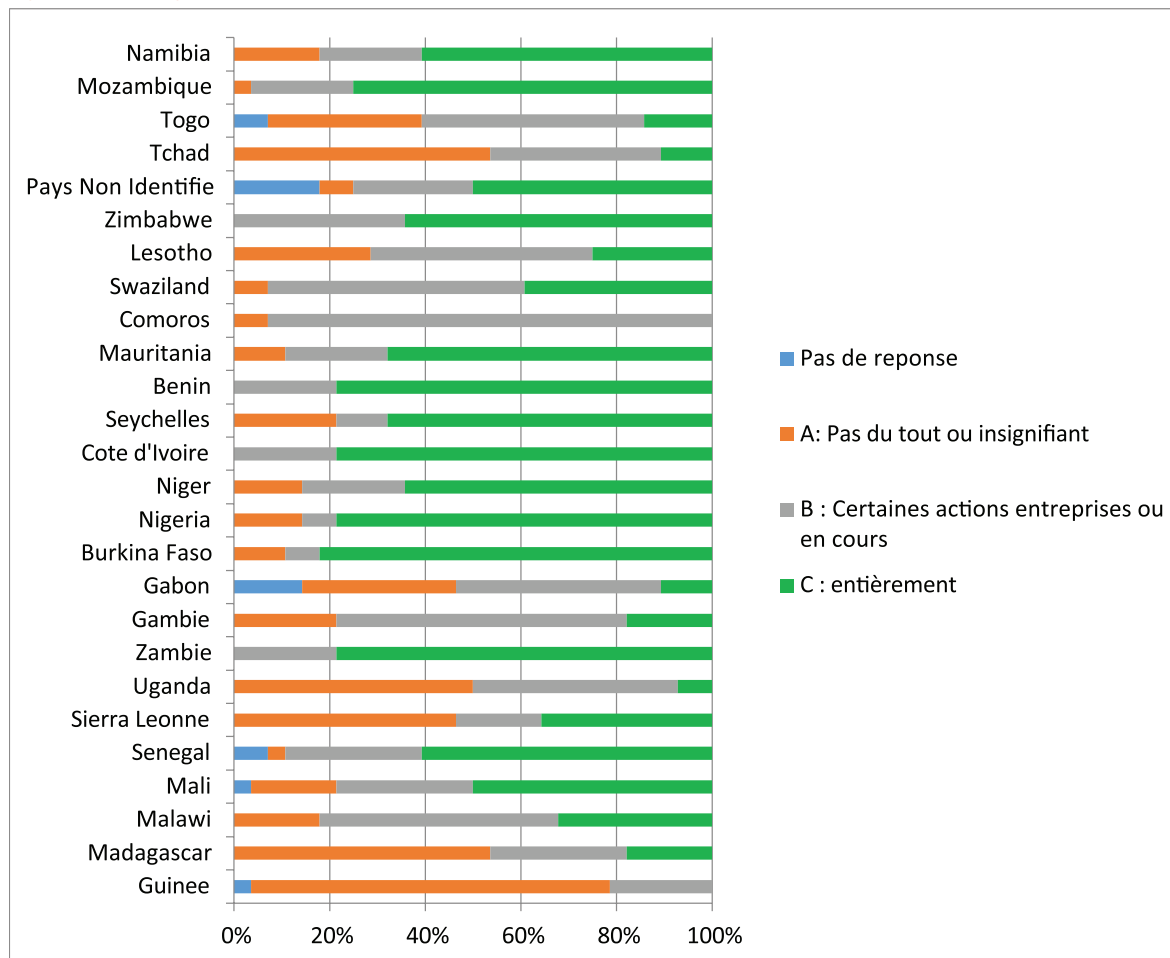
Insignificant	In Progress	Fully	Insignificant & In Progress	In Progress & Fully
Established/strengthened school RS clubs	Include RS in school curricula	Develop/amend appropriate helmet law for motor cycle drivers/passengers	Safety directives for commercial service/operation times/driver working & resting hours	Set target to inspect drivers under the influence of drug and alcohol
Promote use of child restraints	Strengthen drivers' training, testing and licensing standards/rules	Regulation on use of seat belts		
		Compulsory wearing of seat belt for front seat occupants/encouragement for back seat occupants		
		Set rules on use of alcohol and other drugs; seek compliance with drink-driving laws and evidence-based standards		
		Regulation against use of mobile phones while driving		
		Campaign against speeding		
		Clear speed limit regulation		



The 2018 review shows that Guinea, Madagascar, Sierra Leone, Uganda and Chad have taken insignificant actions in the implementation of more than 40 per cent of the activities in Pillar 4 (figure 23). On the other hand, several countries have fully implemented up to 60 per cent or more of activities of the pillar

including Senegal, Mauritania, Zambia, Seychelles, Burkina Faso, Nigeria, Niger, Cote d'Ivoire, Seychelles, Benin, Mauritania, Zimbabwe, Mozambique and Namibia.

Figure 23: Country Performance in Pillar 4 (2018)



Road users, including drivers, constitute an important component of the transport system. The knowledge and ability of drivers depend, among other things, on the quality of their training. Driving is taught in driving schools by instructors, but the level of initial and continuous training of instructors in many African countries is questionable. It is alleged that there are cases where instructors in some of these countries do not receive any initial training.

The examiners, on their part, are public servants whose mission is to assess the knowledge and skills of candidates for obtaining a driving license. In principle, they must hold all categories of driving licenses, but in practice in some countries there are examiners who do not have a driving license.

Regulations on the use of seatbelts and helmets for two-wheelers, speed limits and driving under the influence of alcohol are unevenly applied in African countries. Surprisingly, wearing a seatbelt, which is mandatory in several countries, is rarely enforced.

Summary

- Congo, Botswana and Lesotho have taken insignificant action to implement most activities in Pillar 4; and
- Establishing or strengthening of Road Safety Clubs in Schools and promoting the use of child restraints constitute a challenge in the majority of countries.

Evidence from in-depth interviews with senior officials as well as meetings of road safety experts suggest that road safety curriculum has been introduced in schools in many countries. Road safety clubs also exist in some schools. Several countries are taking steps to regulate the curriculum of Driving Schools with the view to improving and harmonizing training standards. For instance, syllabus and training manuals are regulated in Ghana. Opening of new Driving Schools was suspended in Cameroon for several months and the standards of existing ones reviewed. Generally, state-of-the-art facilities to test driving skills are being

introduced in Africa.

In terms of curtailing drink-driving, blood alcohol limits exist but vary across African countries, suggesting the need for harmonization. Some countries have made commendable efforts to address drink-driving, including the introduction of zero-tolerance policies. Such policies, which ensure that all drivers who are involved in drink-driving are punished – irrespective of their social and political status, is reported to have had a good effect in Kenya. The introduction of fast-track courts for drunk-driving offenses in Zambia is also reported to have had a positive impact.

4.6. Pillar 5: Post-Crash Response

Pillar 5 deals with post-crash response and has one expected accomplishment, namely: improved emergency care – with 11 activities. Member States, ECA, AfDB, WHO, development partners, and NGOs, are the main actors and institutions mentioned in the Action Plan as responsible for implementing the activities. All the activities were envisaged to be fully implemented by 2015. The activities of the Pillar are as follows:

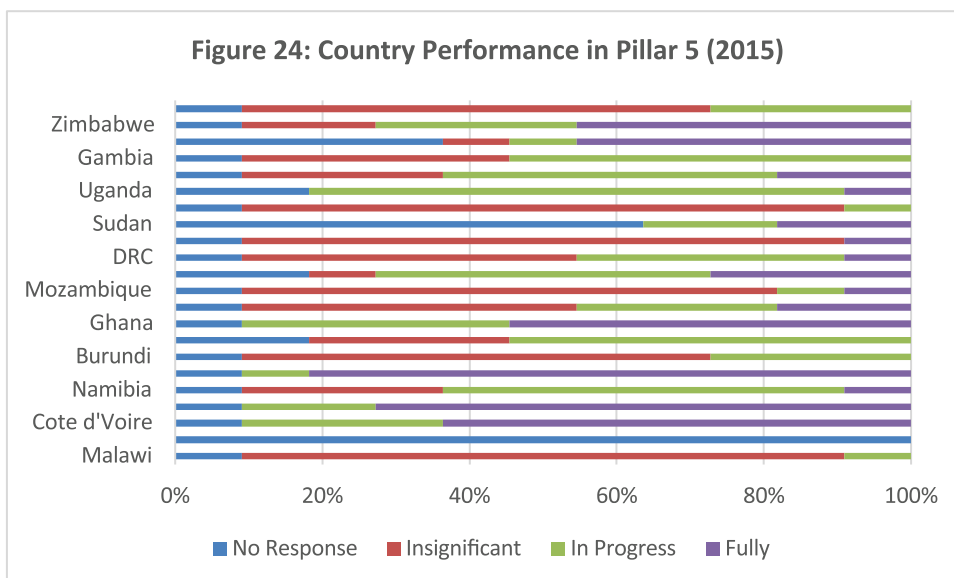
Emergency Care

1. Coverage of emergency assistance for all urban areas and regional corridors;
2. 3rd Party Motor Insurance law to ensure rehabilitation of crash victims;
3. Emergency medical services coordinating centres at strategic locations;
4. Fully equipped ambulances and medical supplies for each dispatch centre;
5. Universal 3-digit emergency telephone communication system;
6. Train “first responders” in injury emergency response service;
7. Popularise/implement WHO’s guidelines for trauma quality improvement programmes;
8. Fully equipped ambulances with medical supplies, and crash extraction and rescue equipment;
9. Long term hospital trauma care and rehabilitation capacity;
10. Train technicians in rescue operations and handling of crash extraction tools; and
11. Health facilities along main highways with emergency medical system supplies and facilities.

The performance of countries in implementing the different activities of Pillar 5 in 2015 is shown in table 12 and figure 24. A larger proportion of countries had taken insignificant action to implement the activities of this Pillar compared to those where implementation of most of the activities was either ongoing or completed.

Table 12: Country Performance in Pillar 5

Insignificant	In Progress	Fully	No Response
Malawi	Namibia	Cote d'Ivoire	Zambia
Burundi	Kenya	Niger	Sudan
Ethiopia	South Africa	Nigeria	
Mozambique	Uganda	Ghana	
DRC	Botswana	Swaziland	
Congo	Gambia	Zimbabwe	
Sierra Leone			
Lesotho			

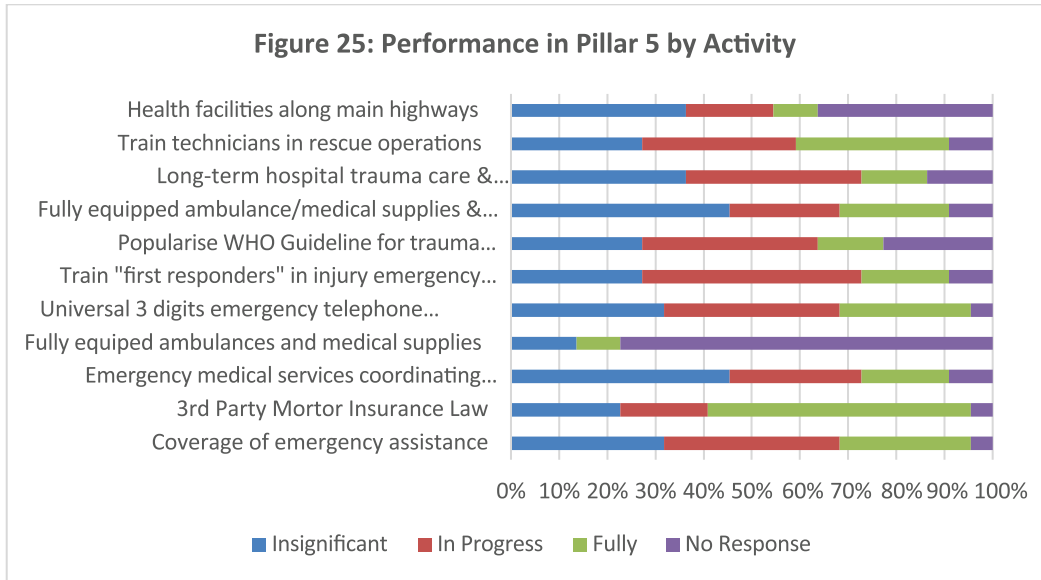


Focusing the analysis on specific activities, and examining how different countries perform in their implementation, table 13 and figure 25 show that most countries faced challenges in introducing emergency medical services coordinating centres at strategic locations; as well as in providing fully equipped ambulances with medical supplies, and crash extraction and rescue equipment. Other challenges faced by many African countries included the development of capacity for long term hospital trauma care and rehabilitation; and the introduction of health facilities along main highways.

Table 13: Summary Performance in Pillar 5

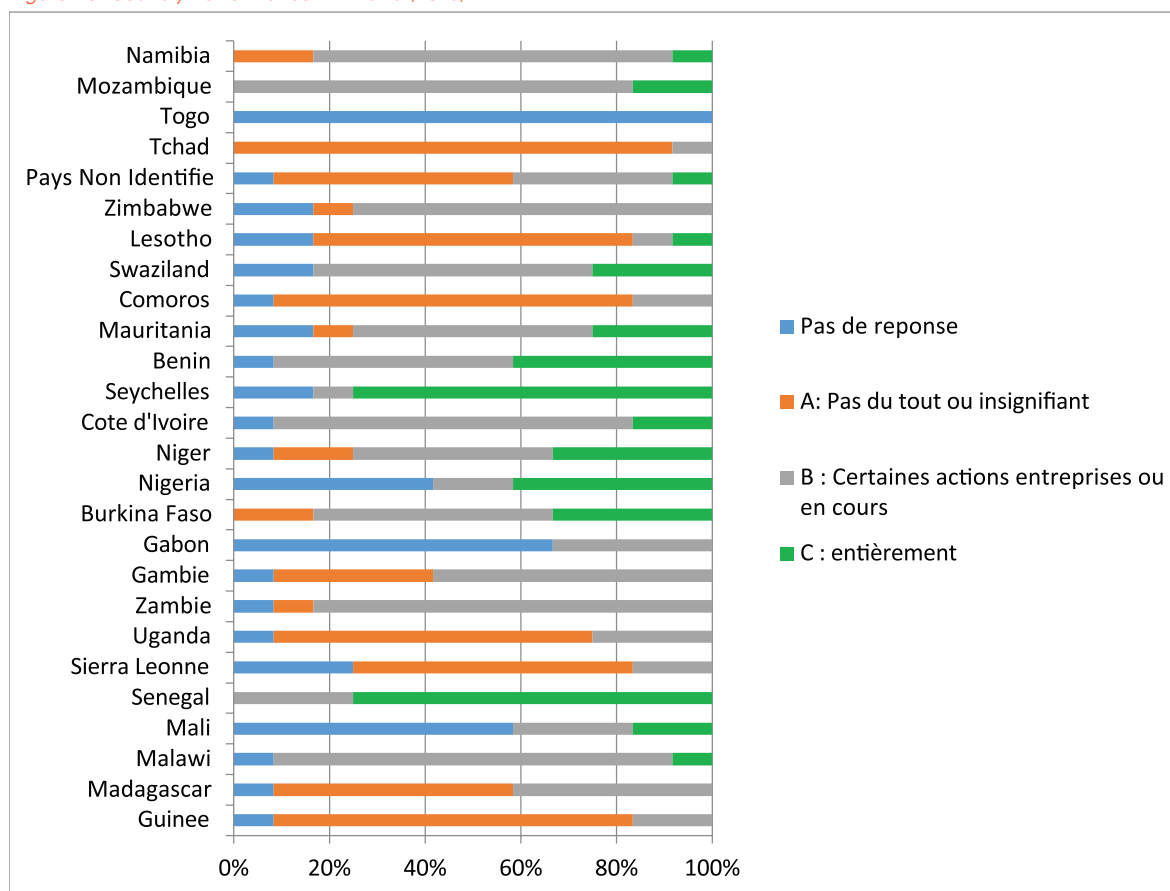
Insignificant	In Progress	Fully	Insignificant & In Progress	In Progress & Fully	No Response	Insignificant & No Response
Emergency medical services coordinating centres at strategic locations	Coverage of emergency assistance for all urban areas and regional corridors	3rd Party Motor Insurance Law to ensure rehabilitation of crash victims	Long term hospital trauma care and rehabilitation capacity	Train technicians in rescue operations & handling crash extraction tools	Fully equipped ambulances and medical supplies for each dispatch centre	Health facilities along main highways with Emergency Medical System supplies and facilities
Fully equipped ambulances with medical supplies & crash extraction and rescue equipment	Universal 3 digits emergency telephone communication system					
	Train "first responders" in injury emergency response service					

	Popularise/ implement WHO's Guideline for trauma quality improvement programmes					
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The 2018 review shows that many countries on the continent have not progressed in implementing the activities of this pillar, which underscores the inadequacy of their health infrastructure. Among the countries that have taken insignificant actions to implement the activities of the pillar are Guinea, Madagascar, Sierra Leone, Uganda, Comoros, Lesotho, and Chad. Seychelles and Senegal have fully implemented more than 70 per cent of the activities of the pillar as shown in the figure 26.

Figure 26: Country Performance in Pillar 5 (2015)



Summary

- Guinea, Madagascar, Sierra Leone, Uganda, Comoros, Lesotho, and Chad (in 2018); and Malawi, Burundi, Ethiopia, Mozambique, DRC, Congo, Sierra Leone and Lesotho (based on 2015 review) have taken insignificant action to implement most activities in Pillar 5;
- Introducing emergency medical services coordinating centres at strategic locations; providing fully equipped ambulances with medical supplies, and crash extraction and rescue equipment; developing capacity for long term hospital trauma care and rehabilitation; and introducing health facilities along main highways are all challenges faced by several African countries.

Evidence from in-depth interviews with senior officials as well as meetings of road safety experts confirm that the quality of emergency care varies across African countries – being relatively good in South Africa where public and private services are provided. Information from these sources also confirm that many African countries need to improve their post-crash response, notably the provision of roadside clinics; trauma care units and crash centres in hospitals; ambulance services; and facilities for emergency calls, such as hotlines to report crashes and SOS telephone lines along roads. Third Party Insurance schemes are mandatory in most African countries; First Aid is part of driver training, although this is not necessarily enforced; and Road Accident Funds exist in some countries, such as South Africa, to assist crash victims.

4.7. Crosscutting Issues

This section of the Action Plan has 2 expected accomplishments: (i) rural transport safety – with 3 activities; and (ii) evaluation of the Decade - with 2 activities. Member States, RECs, AUC, ECA, AfDB, development partners, NGOs, and rural transport institutions are the main actors and institutions mentioned in the Action Plan as responsible for implementing the activities. The rural transport safety activities were envisaged to be fully implemented by 2015. Country mid-term reviews were envisaged to be undertaken in 2015 while the final reviews should be undertaken in 2020. The activities in the crosscutting Pillar are as follows:

Rural Transport Safety

1. Road Safety audits on rural roads;
2. Incorporate safety features in planning and construction stages of roads; and
3. Sensitisation of rural population on Road Safety.

Evaluation of the Decade

1. Carry out mid-term review; and
2. Carry out final review.

The performance of countries in implementing the different activities of the crosscutting Pillar in 2015 is shown in table 14 and figure 27. Many countries, including Cote d'Ivoire, Namibia, Mozambique, Congo, Botswana, Lesotho and Malawi had taken insignificant action to implement the recommended rural road safety activities.

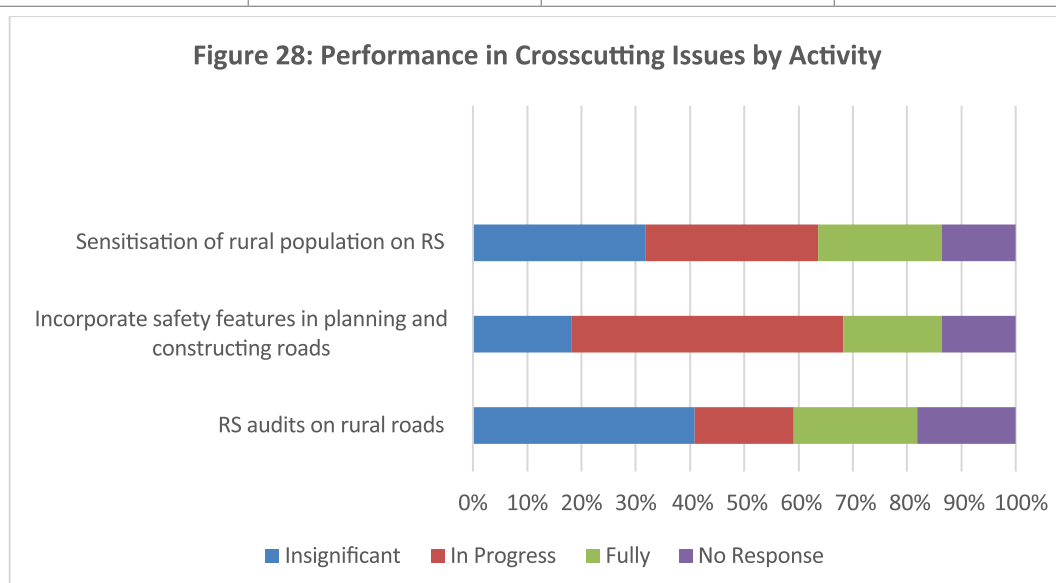
Table 14: Country Performance in Crosscutting Issues

Insignificant	In Progress	Fully	No Response
Cote d'Ivoire	Kenya	Niger	Zambia
Namibia	Ethiopia	Nigeria	Burundi
Mozambique	DRC	Ghana	Sudan
Congo	Sierra Leone	South Africa	
Botswana	Uganda	Zimbabwe	
Lesotho	Gambia		
Malawi	Swaziland		

Focusing the analysis on specific activities, and examining how different countries perform in their implementation, table 15 and figure 28 show that undertaking road safety audits in rural areas was a challenge for most countries and they had undertaken insignificant action in that regard. Sensitising the rural population on road safety also seemed to be a major challenge in most countries.

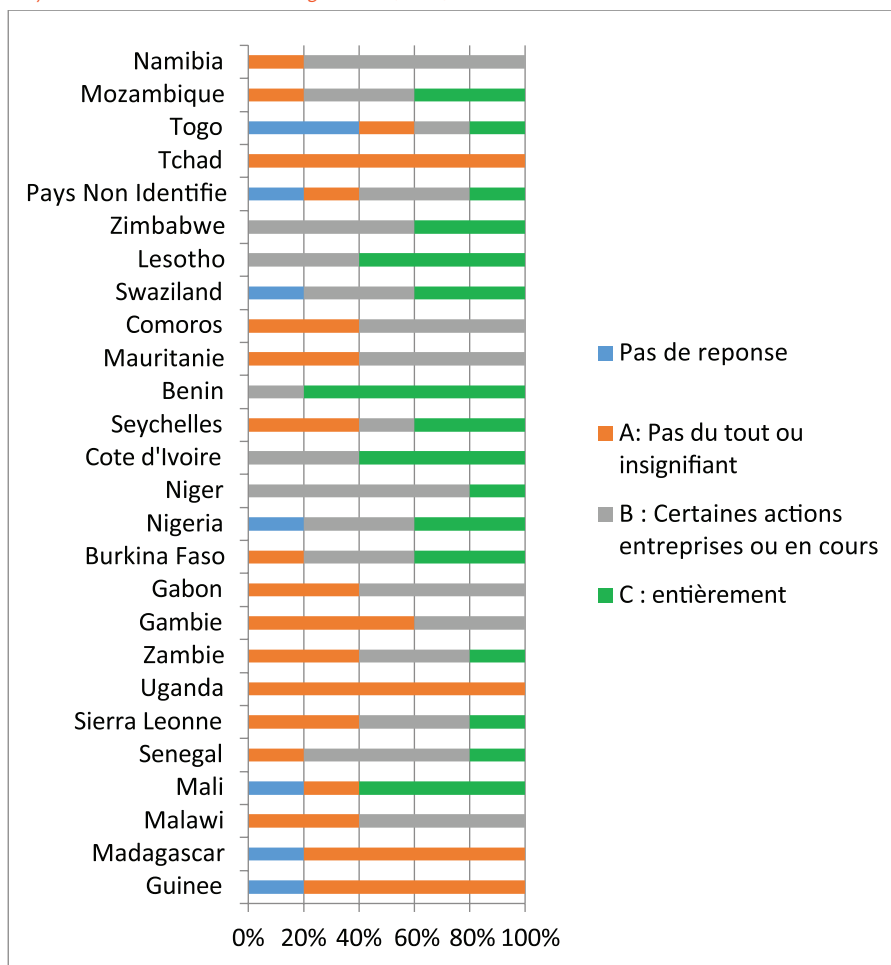
Table 15: Summary Performance in Crosscutting Issues

Insignificant	In Progress	Fully	Insignificant & In Progress
Road safety audits on rural roads	Incorporate safety features in planning and construction stages of roads		Sensitisation of rural population on road safety



In 2018, several countries had still not taken significant road safety actions in rural areas, notably Chad, Gambia, Uganda, Madagascar and Guinea. On the other hand, countries that have made significant effort to implement rural safety actions include Lesotho, Benin, Cote d'Ivoire and Mali (figure 29).

Figure 29: Country Performance in Crosscutting Issues (2015)








Summary

- Cote d'Ivoire, Namibia, Mozambique, Congo, Botswana, Lesotho and Malawi (based on the 2015 review); and Chad, Gambia, Uganda, Madagascar and Guinea Chad (based on 2018 review) have taken insignificant action to implement most activities to improve rural road safety; and
- Undertaking road safety audits in rural areas and sensitising the rural population on road safety are major challenge in most countries.

5. Conclusions and Recommendations

Progress has been made in the implementation of the African Road Safety Action Plan, although to a varying degree across countries and pillars. Several good practices to improve the safety of roads on the continent have been identified. There is therefore scope for sharing of experiences among African countries. Overall, Ghana, Nigeria, South Africa, Benin, Burkina Faso and Cote d'Ivoire are among the top performers in the implementation of the Action Plan.

Several countries have not been able to take significant action, or to take any action at all, in many activities across the pillars of the Action Plan. While sustaining the implementation of ongoing activities, African countries and their development partners should place particular attention to the following areas where the continent is lagging behind:

The Five Pillars of Decade of Action				
Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
				
Road Safety Management	Safer Road and Mobility	Safer Vehicles	Safer Road Users	Post-Crash Responses

Pillar 1: Road Safety Management

- Set Road Safety targets;
- Create knowledge management portals on road safety;
- Allocate 10% of road investment to road safety;
- Allocate sufficient financial/human resources to road safety;
- Allocate 5% of road maintenance resources to road safety;
- Mandatory reporting, standardised data, sustainable funding;
- Build capacity for road safety data management;
- Undertake road safety research/studies & use best practices;
- Establish/strengthen/harmonise injury data system for health facilities;
- Establish baseline data on road safety;
- Establish national association of accident victims and survivors; and
- Harmonise data format, and use international standards in reporting

Pillar 2: Safer Roads and Mobility

- Developing Road Safety audit and inspection guidelines.

Pillar 3: Safer Vehicles

- Introducing incentives for importation of safer vehicles.

Pillar 4: Safer Road Users

- Establishing or strengthening of Road Safety Clubs in Schools; and
- Promoting the use of child restraints.

Pillar 5: Post-Crash Response

- Introducing emergency medical services coordinating centres at strategic locations;
- Providing fully equipped ambulances with medical supplies, and crash extraction and rescue equipment;
- Developing capacity for long term hospital trauma care and rehabilitation; and
- Introducing health facilities along main highways.

Crosscutting Issues

- Undertaking road safety audits in rural areas; and
- Sensitising the rural population on road safety.

Way Forward: Towards a Post-2020 African Road Safety Strategy

The post-2020 African Road Safety Strategy will provide broad guidelines to address challenges that have persistently hampered the improvement of road safety on the continent. The strategy will be evidence-based and rooted in the findings of the current study. It will also draw from road safety performance reviews undertaken jointly by ECA and the Secretariat of the UN Secretary-General's Special Envoy on Road Safety in a number of African countries including Uganda, Cameroon, Ethiopia and Zimbabwe; and the work of the Road Safety Cluster established under the Africa-EU Task Force on Transport and Connectivity. In addition, it will be informed by emerging global consensus on effective approaches in road safety management and practice. The strategy will be aligned to African Union's Agenda 2063 and the road safety related goals and targets of the UN Sustainable Development Goals. Furthermore, it will take into consideration the UN Global Road Safety Performance Targets, as well as the recommendations of the Academic Expert Group for the Third Global Ministerial Conference on Road Safety to be held in Stockholm in 2020 (AEG) regarding a second Decade of Action for Global Road Safety.

Unfinished Business

Performance in the implementation of the African Road Safety Action Plan has varied across countries and pillars. While some activities have been fully implemented, others are in progress or have not received any significant action. Road safety actions in Africa in the next decade will therefore be guided by the principles of continuity, sustainability and innovation. Countries on the continent have to ensure that measures that they have taken are effective in curbing road deaths and that their road safety legislations are comprehensive, covering all risk factors, and enforced. They also have to continue implementing activities that are in progress, drawing from best practices on the continent and beyond. Above all, they need to focus on activities of the 2011-2020 Action plan that received insignificant action during the decade. In this regard, concerted efforts are required to put in place sustainable funding mechanisms for road safety; ensure that fully empowered lead road safety agencies become operational; national road safety strategies are developed with clearly articulated targets; and the effectiveness of road safety data management is improved. To that end, countries are expected to increasingly use state-of-the-art data management tools.

Legal instruments on Road Safety at the continental and global levels such as the African Road Safety Charter, the Intergovernmental Agreement on the Norms and Standards of the Trans-African Highways (TAH) and United Nations Road Safety Conventions could facilitate cross-border mobility. They could also help avoid duplication of effort and policy conflicts that arise when each country or region tries to develop its own instrument. Despite these benefits, African countries have performed poorly in signing and ratifying regional and international instruments. For instance, only Namibia has ratified the African Road Safety Charter that requires fifteen ratifications before it enters into force and only twelve countries had signed it as of August 2019. In the next decade, a diligent and steadfast effort has to be made to raise

awareness of these instruments in African countries with the view to ensuring that they are ratified. It is important for the African Road Safety Charter and the Intergovernmental Agreement on TAH to enter into force as soon as possible as this will help ensure that the full benefits of the African Continental Free Trade Area (AfCFTA) are reaped. The AfCFTA, which entered into force in July 2019, is expected to result in increased mobility across borders as it will enhance intra-African trade.

In the next decade, it is envisaged that the African Road Safety Observatory will become fully operational. Risk assessments of road infrastructure through audits, inspections and safety ratings as well as vehicle inspections are expected to become mandatory in all countries on the continent. There should be a drive for the enforcement of vehicle standards and safety ratings for new and used vehicles and for a robust regulation on the sale of used vehicles. Overall, the effectiveness of the regulatory environment for road safety in Africa requires improvement. To that end, countries on the continent are encouraged not only to enact laws across the vast array of risk factors in Africa but also take steps to ensure that such laws are enforced. Africa is lagging behind other regions of the world in post-crash interventions. The need to close this gap in the next decade cannot be overemphasized.

Crosscutting and Emerging Issues

Going forward, African countries need to devote attention to several crosscutting issues, some of which are emerging issues, that are critical to improving the Road Safety situation on the continent. For instance, it is imperative that they continue to improve public awareness of the scale of the road safety challenge as well as its economic, social and environmental impacts. Appointing Road Safety Champions at the national and regional levels will be useful in that regard. It is equally important that no stone is left unturned in efforts to strengthen the capacity of road safety stakeholders at the national and regional levels. To that end, Regional Centres of Excellence for Road Safety are envisaged to be established.

It is generally acknowledged that Governments alone cannot solve all road safety problems in Africa. This underscores the necessity for private sector engagement which could be through financial contribution or provision of technical expertise, in the context of corporate social responsibility or from a business perspective. The European model of a Road Safety Charter that brings together public and private entities in a platform where road safety commitments targeted at their members, employees and the rest of civil society are made could be explored in Africa. This enables the creation of a community in which members can share their expertise and actions, as well as inspire and learn from each other.

Digitalisation offers new opportunities for Road Safety in Africa. There has been a rapid spread of access to the internet on the continent which offers opportunities for Information Technology (IT) services expansion in the area of road safety. It is envisaged that countries will increasingly use new technology and decision-support systems in managing road safety on the continent. This is critical as lack of comprehensive, accurate and updated data constitutes a major hurdle to evidence-base decision making on road safety in Africa. IT systems could help overcome this hurdle.

Road safety issues in urban and rural areas as well as along major transport corridors have their specificities and therefore require targeted treatments. Regarding urban areas, African countries are expected to comply with the Road Safety related aspects of the Sustainable Development Goals (SDGs), particularly target 11.2 of Goal 11 “to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”. In relation to rural areas, sensitisation of the public in general and the rural population in particular on road safety has to be intensified and road safety audits and inspections undertaken. Concerning regional corridors, countries are encouraged to apply road safety provisions of the Intergovernmental Agreement on TAH, already mentioned.

Monitoring and evaluation are key components in the implementation of a road safety action plan. African countries and organisations therefore need to put in place robust monitoring and evaluation mechanisms at the national and regional levels to take stock of progress in action plans and ensure that challenges are identified on time and corrective measures are taken. Countries are encouraged to undertake road safety performance reviews and the UN Global Framework Plan of Action for Road Safety will be a useful tool for that exercise.

The African post-2020 Road Safety strategy and the action plan that will emanate from it will provide a timeline for action and encourage political and resource commitments at the national, regional and global levels. African countries are also expected to use the strategy to accelerate the adoption of effective road

safety programmes. Donors, on their part, are expected to use it as a stimulus to integrating road safety into their assistance programmes.

Implementation of the post-2020 Road Safety Strategy at the national level will be, first and foremost, the responsibility of African countries. Regional organisations such as AUC, RECs, ECA, AfDB and SSATP are expected to continue to provide critical support to member States such as the development and harmonization of policies including through policy dialogues, technical assistance, and advisory services. African countries and regional organisations are encouraged to deepen their engagement with universities and research institutions on the continent on road safety issues in the next decade.

Development partners such as the European Union, have indicated their interest to continue collaborating with African countries and organisations with the view to improving road safety on the continent. For instance, the Africa-EU Task Force on Transport and Connectivity, mentioned earlier, has recommended priority actions for cooperation between Africa and EU. These actions are in line with those of the Roadmap for accelerating the implementation of the 2011-2020 African Road Safety Action Plan that was adopted in 2015 at the mid-term review meeting of the action plan.

The proposed strategic direction for road safety in Africa post-2020 is captured in the logical framework presented in annex 1.



Bureau of the Chairperson
African Union Headquarters
P.O. Box 3243, Roosevelt Street
W21K19, Addis Ababa, Ethiopia
www.au.int
Tel: +251 (0) 11 551 77 00
Fax: +251 (0) 11 551 78 44