



Economic Commission
for Africa



Federal Democratic
Republic of Ethiopia

The Second African Road Safety Conference

**November 9-11, 2011
Addis-Ababa**

**Decade of Action for Road Safety: 2011-2020
African Action Plan**



African Road Safety Action Plan 2011-2020

I. Overview

Five pillars: The African Road Safety Action Plan 2011-2020 is organized under the five pillars of the Decade of Action for Road Safety 2011-2020, namely: (i) Road Safety Management which concerns the institutional framework needed to implement road safety activities, and thereby sets the oversight of all other pillars; (ii) Safer roads and mobility that deals with road development, the safety of all road users, especially pedestrians and other vulnerable users; (iii) Safer vehicles which focuses on standards, entry and exit of vehicles into and from countries; (iv) Safer drivers and other road users that addresses driver training, testing and licensing, driving permits and enforcement of the driving code, awareness and education of the public, and the development of a safety culture, and (v) Post-crash response which deals with on site care, transport and trauma care of injured.

Pillar 1: Road Safety Management:

A few countries in Africa have established and substantially implemented modern road safety policies: they have a functioning Lead Agencies; crash information systems producing regular data that is disseminated and used to continuously improve the effectiveness of road safety actions, and; enjoy substantial coordination between relevant public and private institutions from an array of sectors. For the majority of countries however, it will take time to establish institutional frameworks with all the necessary functions, and to develop the appropriate participation of the private sector and civil society. The Decade of Action will provide the opportunity for African countries to intensify or to develop activities towards building their institutional capacity. Countries that have made more progress in putting in place structures and processes to improve road safety can focus on more advanced targets, such as capacity building at local government level, and developing local research and road safety monitoring.

Pillar 2: Safer roads and mobility:

Road safety should be given appropriate consideration in infrastructure development, and appropriate facilities for pedestrians and other vulnerable road users should be introduced or improved. To ensure basic safety conditions of the infrastructure, member countries should carry out safety audits for the most traveled portions of the network throughout planning, designing, construction and operation stages – and conduct corrective upgrade programs - so that mitigation measures become part of day to day network management. Road safety audits need to specify the safety of the infrastructure for each type of road user, including and especially vulnerable users. Road safety audits also ensure capacity development and mainstreaming.

Pillar 3: Safer vehicles:

Low standards for vehicles contribute to a significant number of crashes. The private sector has an important role to play in updating the commercial fleet in African countries. Safety standards need to be reviewed for all motor vehicles as well as related safety equipment such as seat belts, and helmets for motor cycles and bicycles – and law enforcement needs to be strengthened to ensure compliance with international standard/good practices, including regulations related to import of vehicles.

Pillar 4: Safer Road Users:

Standards and rules governing the provision of license to private, commercial and public transport drivers need to be reviewed - including the specific standards for high risk younger drivers. Legislation and institutional framework regarding driving schools, instructor training and testing, driver testing, driving license system, and passenger transport need to be reviewed and modernized.

Law enforcement in accordance with good practices is critical in enhancing safety to ensure adherence to basic safety standards - including speed, safety belts, alcohol, helmet and fatigue management. This requires enhanced capabilities of traffic control agencies. The success of these actions requires full engagement and commitment from participating traffic enforcement agencies. Twinning arrangements among Road safety agencies, for example those organized by the International Road Policing Organisation (RoadPOL), could help in achieving such engagement and commitment. The focus should be placed on appropriate incentives in order to achieve sustainable governance. Partnership with the private sector should be pursued, including users, providers, financiers and insurers of transport services to promote self regulation.

Pillar 5: Post-crash response:

Post crash care diagnostic should evaluate capabilities and practices of emergency services to road crash victims on national roads, including: on-site management; transport of victims to health facilities; emergency and trauma care services for the injured; coordination and financing of stakeholders involved in post crash services. Post crash management is a long term effort. It needs to consider on-site care, transport of the injured to appropriate medical facilities, and the trauma care of the injured. Emergency communication systems, equipment and training for accident on-site care, and an ambulance service along priority roads are the first steps to be taken. The role of private sector is again paramount here.

II. Plan of Action (Log frame)

AFRICAN ACTION PLAN FOR THE ROAD SAFETY DECADE: 2011-2020

Objective: To reduce road traffic crashes by 50% by the year 2020

PILLAR 1: ROAD SAFETY MANAGEMENT

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODYS AND MAIN ACTORS	TIME FRAME
Established/strengthened Lead Agencies	Establish/strengthen national road safety lead agency with legal, financial and human backing. Prepare & approve a Road Safety Policy/Strategy.	Legislation creating Road Safety Agency established Number of countries with approved RS Policy or Strategy. Road Safety Agency operational and functional (Core professional staff recruited; Funding source clearly identified) Number of countries with approved RS Policy or Strategy Number of countries with decentralized road safety units	Member Countries, Research Institutions, road safety associations, RECs, AUC, ECA, AfDB, SSATP & Development Partners	2012-2015
	Set realistic and attainable RS targets	Number of countries with RS targets		2012 -2015
	Advocate RS to become one of the focus areas for development plans.	Number of countries mainstreaming road safety in their development plan or poverty reduction strategy		

	<p>Promote and assist road safety research and studies and use good practices from other countries</p> <p>Create knowledge management portals on road safety issues in Africa</p>	<p>Number of universities and institutions carrying out research on road safety</p> <p>Number of knowledge management portals on road safety issues created in Africa</p>		
	<p>Establish self standing RS Financing</p>	<p>Number of countries that have dedicated funds to implement RS programme</p>		
	<p>Allocate at least 10% of road infrastructure Investment to RS</p> <p>Allocate sufficient financial and human resources to improve RS</p> <p>Allocate 5% of road maintenance resources to road safety</p>	<p>Amount of funding allocated to RS</p> <p>Increase in funds allocated to RS</p> <p>Number of countries that have allocated 5% of road maintenance resources to road safety</p>	<p>Member countries, ECA, WB, AfDB, GRSF</p>	<p>2012-2016</p>
<p>Improved Management of Data</p>	<p>Develop and implement a sustainable and accurate national database on RS crashes</p> <p>Enforce mandatory reporting, standardized data in conformity with international definitions, and provision of sustainable funding;</p>	<p>Computerized and integrated data management system established</p>	<p>Member Countries, RECs, Media</p>	<p>2012 -2014</p>

	Develop a National Crash Analysis and Reporting System	Structured data reporting and collection system in place; Regularly published and circulate	Member Countries, Media, NGOs	
	Harmonize data format in road crash reporting inline with international standards; Harmonize vehicle and driver registration data system. Build capacity for data management on road safety	Harmonized data attributes adopted Number of countries with harmonized road safety data management systems Number of RECs which have provided member countries with directives on Harmonizing vehicle and driver registration data system Number of countries with harmonized vehicle and driver registration data system Number of countries carrying out capacity building on data management on road safety	RECs, SSATP, WHO, Member states, Development Partners, corridor management institutions	2012-2014
	Engage local and regional research centers on road safety data management	Lead academic institution identified to manage database Number of countries with research institutes on road safety data management		
	Establish/strengthen and harmonize injury data system to be recorded by Health Facilities Establish a baseline data on road safety	Injury data readily available – disaggregated data from Health Facilities Number of countries with baseline data		

Develop/Strength Partnership and collaboration	Commit appropriate Road Safety component in all relevant international partner funded interventions.	% of eligible partners supporting programmes; Number of partners supporting national road safety activities increased Membership in partnership arrangements increased Resources from partners increased		
	Transport corridors to put in place appropriate road safety programmes and carry out related activities	Number of corridors with appropriate road safety programmes and activities	AUC/RECs, ECA, GRSP, member states, NGOs, Youth associations, victims, survivors	2012-2015
	Establish national associations of road accident victims and survivors	Number of countries with national associations of road accident victims and survivors		
	Promote Private Sector and Civil Society Organizations involvement in RS development effort/programme	Collaboration with key NGO's and disadvantaged groups increased; Number of RS projects funded by Private sector		

PILLAR 2: SAFER ROADS AND MOBILITY

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY AND MAIN ACTORS	TIME FRAME
Safer Roads Infrastructure for all road users	Establish effective safety engineering units in roads agencies with responsibilities to strengthen safety considerations in roads development;	-% of road projects cost dedicated and spent on road safety infrastructure -No of regular Road Safety Audits undertaken	Member States,	2012-2014
	Ensure sustainability by mainstreaming RS in the protocol of key relevant public entities in charge of the planning, designing and construction and maintenance of the road network,	No of countries with Safety engineering units No of countries with RS audit and inspection guidelines No of countries with road safety Legislation	Member States, AfDB, Development partners, WB, IRF	2012-2014
	Develop & implement Africa wide and Regional RS audits AND INSPECTION guidelines Develop & implement NATIONAL RS audit AND INSPECTION guideline	No. countries with national and regional RS audit and inspection guidelines	UNECA, AUC , Member States	2012-2014
	Carry out road safety inspection/audit of priority corridors	% of priority road corridors (Km) INSPECTED No of new road project audited	Member States, RECs, Development partners	2012-2014 (continuous annually)

	Support to the multi sector pilot RS project targeting a high risk corridor	No of multi-sector RS corridor pilot projects implemented	Member states ,RECs WB AfDB, Private sector	2014-2016
	provide facilities for non-motorised/vulnerable road users in urban and Sub urban areas	No or KMs of the segregated facilities along the roads in urban and sub urban areas ; No or KMs of segregated facilities across the roads – <i>pedestrian</i>	Member States, AfDB, ,Private sector ,RECS ,WB	2014-2016
For all Pillars	Capacity building Training is essential for all road safety professionals and road agency executives	Safety audit an inspection capacity building and other safety related CB/training		

ST= Short Term (2012-2014)

MT= Medium Term (2014-2016)

LT= Long Term (2016 -2020)

PILLAR 3: SAFER VEHICLES

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Road Worthiness of Vehicles (Vehicle Safety)	<p>Make regular inspection of vehicles mandatory and ensure enforcement of inspection;</p> <p>Develop and implement motor vehicle and related equipment safety standards;</p> <p>Implement or strengthen enforcement in accordance with good practices</p>	<p>No of existing vehicle inspection facilities in relation to no. of vehicles in country</p> <p>Ratio of No automated inspection centers IN RELATION TO No of vehicle in country.</p> <p>Frequency of inspection</p> <p>% of vehicles complying with standards</p>	Member States/RECs	2012-2014
	Encourage the use of fiscal advantage and other incentives for motor vehicles that provide high levels of road user protection and discourage import/ export of new or used cars that have reduced safety standards;	<p>Maximum age of imported vehicles (replacement of old fleet) salted away;</p> <p>No of vehicles under maximum age</p> <p>Number of countries with minimum of standards set for imported and modified vehicles.</p> <p>% of public and freight transport vehicles with speed governors</p>	Member states ECA ,AfDB ,AUC, WB, Development Partners	2014-2016
	Setup & implement regulations on transportation of dangerous goods	No of countries with regulations on the transport of dangerous goods	Member States/RECs	2012-2014

PILLAR 4: SAFER ROAD USERS

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Educated General Public (Road Users)	Establish/strengthen school clubs	% of schools with Road Safety Clubs	Member States, NGOs, Private sector, Development partners, civil societies	2012-2014
	Undertake & intensify safety awareness campaign	the frequency and number of Road Safety campaigns established		2012-2014
	Develop national communication framework	No of countries with national communication frame work		
	Include Road Safety in school curricula ; Produce and distribute STANDARDISED road safety educational and awareness materials for schools Support the implementation of road safety education in all primary schools.	No OF CONTRIES WITH INTEGRATED NATIONAL ROAD SAFETY CURICULLA Establish evaluation systems to measure effectiveness of RS programmes.	Member States, NGOs, Private sector, Development partners	2014-2016
	Harmonize Road Safety in school curricula at the Sub-regional level;	% of Curricula for schools harmonized	RECs, AUC, ECA WB, SSATP AfDB	2014-2016
	Strengthen drivers' training, testing and licensing standards and rules	Trained and accredited driving instructors mandatory and available	Member states	2014-2016

	<p>Implement or strengthen enforcement in accordance with good practice;</p> <p>Issue and enforce safety directives for commercial transport services which includes vehicle operation times and drivers working and resting hours.</p>	<p>Mandatory formal training accessed by drivers</p> <p>Existence of regulation on operation times and drivers working and resting hours</p>		
	Establishment of Driver Inspectorate	No of countries with regulated driving school	Member states	2014-2016
Use of Helmets	<p>Develop or amend an appropriate helmet law for MOTORCYCLE RIDERS AND THEIR PASSENGES. and passenger ; Promote public awareness campaign on benefits of helmet;</p> <p>Publicity on legislation and penalties for non-compliance</p>	<p>Legislation established for riders and passengers</p> <p>% of countries with legislation on helmets</p> <p>% of riders complying (cyclists helmets user) increased;</p>	<p>Member states Civil Society, NGOs, media</p> <p>Member states</p>	2012-2014

<p>Seat Belt</p>	<p>Issue and enforcement regulations to wear seat belts;</p> <p>Compulsory wearing of seat belt wearing for front seat occupants and encouragement for back seat occupants;</p> <p>Promote use of child restraints</p> <p>No kids less than 10 years in front seat of vehicle</p> <p>Issue and enforce regulations for all imported vehicles or domestic productions to be equipped with seat belts ;</p> <p>Increase support to the fasten seat belt campaign while driving;</p> <p>Exchange experience with other countries</p>	<p>Number of countries with a comprehensive seat-belt law</p> <p>% of seat belt use in front and back</p> <p>Number of countries with national data on seat-belt wearing rates.</p>	<p>Member countries</p> <p>Member countries NGOs, Development partners, Private sector</p>	<p>2012-2014</p>
<p>Alcohol</p>	<p>Set rules to reduce alcohol AND DRUG related crashes and injuries; and seek compliance with drink-driving laws and evidence-based standards</p> <p>Harmonize the rules at Sub-regional level;</p>	<p>Number of countries with blood alcohol concentration limits less than or equal to 0.05g/dl;</p> <p>No OF countries prohibiting drunk driving</p> <p>No of countries with legislation prohibiting drunk driving</p>	<p>Member States</p>	<p>2012-2014</p>

Mobile Phone Use	Set inspection target to inspect drivers under the influence Of drug and alcohol;	Number of countries with national data on the proportion of alcohol-related fatal crashes	Member States	2012-2014
Speeding	Regulation against use of mobile phone	Number of countries with Regulation controlling driving under influence of drug and alcohol	RECs	
	Regulation prohibiting driving under the drug and alcohol	No of countries Clear speed limit regulated	Media	
	Campaign against speeding			
	Clear speed limit regulated			

PILLAR 5: POST-CRASH RESPONSE

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Emergency Care	Increase coverage of emergency assistance systems for road traffic victims to cover all urban areas and regional corridors;	Number of dedicated emergency rescue units in ratio of population	Member countries NGOs, Development partners, Private sector	2012-2015
	Implement 3 rd party motor vehicle insurance law to ensure EMS and rehabilitation of vehicle crash victims.			
	Establish emergency medical services coordinating centers at strategic locations ;	No of coordinating medical services established;	Member countries NGOs, Development partners, Private sector	2012 -2015
	Acquire fully equipped ambulances and medical supplies for each	No of equipped ambulances;		

	dispatch center			
	Implement universal three digit emergency telephone communication system	% of countries with emergency call services % calls attended to by Ambulance Service	Member countries, NGOs, Development partners, Private sector	2012 -2015
	Train "first responders" (traffic controllers, fire fighters & commercial public transport drivers) in injury emergency response service	% victims receiving medical care within 1hr of accident	Member countries, NGOs, Private sector	2012 -2015
	Popularize and implement WHO's Guideline for trauma quality improvement programs	% of upgraded emergency care facilities	Member countries WHO ECA WB AfDB	2012 -2015
	Acquire fully equipped ambulances with medical supplies and crash extraction and rescue equipment	% of standardized ambulance	Member countries Development partners, WHO	2012 -2015
	Develop long term hospital trauma care and rehabilitation capacity	% of skilled emergency personnel in ratio of population	Member countries Development partners, WHO, NGOs	2012 - 2015
	Train technicians in rescue operations and in handling crash extraction tools	% of technicians trained		
	Support health facilities along main highways with Emergency Medical System supplies and facilities.	Coverage of community first aid units along corridors	RECs, Member countries, Development partners	2012 - 2015

CROSS-CUTTING ISSUES

EXPECTED ACCOMPLISHMENT	ACTIVITIES	MONITORING INDICATORS	RESPONSIBLE BODY and MAIN ACTORS	TIME FRAME
Rural Transport Safety	Carry out & implement road safety audits on rural roads; Ensure that safety features are incorporated at the planning and construction stages.	% of countries with Regulation on minimum standard of safety on rural roads % of countries with regulation of mixed transportation	Member States, Development partners, NGOs, Rural transport institutions	2012 - 2015
	Sensitization of rural population on road safety; Train first responders (communities along priority rural corridors in injury response service) Train communities to undertake regular rudimentary data collection	% reduction of rural road users involved in fatalities % reduction in animal strikes % of victims receiving care from surrounding communities within the golden hour % of accident reported by communities along priority rural corridors % of countries with community data collection systems Number of countries with community-based rural organizations actively involved in road safety issues		
	Build capacity of “bush mechanics” to better service rural vehicles especially those used for transporting people; Ensure that rural public transport vehicles are equipped with safety features (e.g. roll bars)	Number of countries with capacity building programs in place Number of up-skilled “bush mechanics” in relation to vehicle population in member countries Number of countries with and enforcing regulations relating to safety features on public transport vehicles		

Evaluation of the Decade	Carry out mid-term review	No of countries with mid-term report	Countries, RECs AUC, ECA, AfDB,	2015
	Carry final report	No of countries with final report	Countries, RECs AUC, ECA, AfDB	2020