Overview of Road Safety in Africa & AfDB’s Support

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I. Road Safety in Africa

II. Progresses & Challenges

III. AfDB’s Road Safety Support
Overview of Road Safety in Africa

Road crash claims the lives of more than 1.2 million people and injuries of more than 50 million others worldwide annually (WHO, 2015)

Reported road crash deaths is about 100,000, but the estimate of WHO is close to 300,000.
Overview of Road Safety in Africa

Road safety by geographical region with reference to road network, and vehicle fleet.
Costs of Road Crash in Africa

☐ Road crash costs each African country 1-5% of their GDP every year:
  ➢ According to the survey in 2011, road crash costs
    ✓ Nigeria ---- US$ 6 billion
    ✓ Morocco ---- US$ 1.6 billion

☐ About 65% of road deaths in Africa are vulnerable road users; and more than 50% are pedestrians and motorcyclists

☐ Road crash generates poverty:
  ➢ >75% of the causalities working age 16-65 years;
  ➢ Males account for more than 70%, putting the burden on women to become care givers of disabled family members and consequently have less opportunities in life

☐ Young men are more vulnerable road users in African; 62% of all deaths aged between 15 and 44 years
Almost all African countries have lead agencies; some have policy and plan of action with targets.

Lead agencies lack legal power; dedicated financing; qualified manpower.

Road safety works are not progressing as expected.

Almost all countries lack reliable road crash database system.

Lead agencies in Africa:
- Coordinating Committee
- National Road Safety Council/Commission within a Ministry
- Inter-ministerial Committee headed by a Prime Minister/President
Mainstreaming RS in roads agencies: Encouragingly increasing, but many agencies lack RS unit.

System to maintain safer road network: Few introduced RSA, but a lot remains to be done - RSI & BST.

Multi-sector RS intervention targeting a high risk corridors: Attempts exist towards that, but requires urgent attention.

Provisions for non-motorized / vulnerable road users: Encouraging considerations started, but not systematic.

Lack of commitment

Technical & financial capacity
Progresses and Challenges

Vehicle Safety

Safety standards for vehicles
Most countries have standards, but not up-to-date & comprehensive

Inspection & Enforcement
Most countries have enacted regular inspections

Vehicle insurance
Most countries have compulsory insurance regulations

Incentive for purchase & use of safer vehicles
Only few countries have policy & incentive for purchase & use of safer vehicles

Weak Enforcement
Good Enforcement (Pvt Sector)
Lack of commitment
## Road Users Safety

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<tr>
<th>Issues</th>
<th>Progresses</th>
<th>Challenges</th>
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<tbody>
<tr>
<td>Awareness campaign</td>
<td>RS campaign in RMCs is encouraging, but it is not targeted</td>
<td>Lacks systematic approach &amp; capacity</td>
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<tr>
<td>RS curriculum for school children</td>
<td>Many countries are offering RS as part of school curriculum, but lacks coverage &amp; effectiveness</td>
<td>Lacks systematic approach &amp; capacity</td>
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<td>Driver training, testing &amp; licensing</td>
<td>Most countries have standards for training &amp; testing</td>
<td>Weak enforcement</td>
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<td>Trucking &amp; passenger transport</td>
<td>Encouraging that some countries have regulation towards the provision of safer transport</td>
<td>Implementation performance is low</td>
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<tr>
<td>Laws &amp; enforcement on major risk factors</td>
<td>Most countries have regulation for speed, seatbelt, drink-driving, helmet use &amp; child restraints</td>
<td>Weak enforcement</td>
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### Post Crash response

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<th>Issues</th>
<th>Progresses</th>
<th>Challenges</th>
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<tbody>
<tr>
<td>Emergency care system</td>
<td>Many countries have emergency regulation</td>
<td>Implementation is very poor</td>
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<tr>
<td>Emergency medical services</td>
<td>In place in some countries to limited coverage &amp; reliability</td>
<td>Lack of capacity</td>
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<tr>
<td>3rd party motor vehicle insurance</td>
<td>In place in most countries</td>
<td>Weak enforcement</td>
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<tr>
<td>Emergency telephone &amp; ambulances</td>
<td>In place in some countries to limited coverage &amp; reliability</td>
<td>Lack of capacity</td>
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<td>Health facilities, trauma care &amp; rehabilitation</td>
<td>There is positive development, but requires more attention</td>
<td>Lack of capacity</td>
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Bank’ Road Safety Interventions

- Safer Roads
- Safety Management
- Safer Road Users
- Safer Vehicles
- Emergency Medical Services

Demands more Commitment
AfDB’s Road Safety Support

Road Safety Assessment
- Regional RS study
- Country RS assessments

Road Infrastructure Safety
- Strengthening RS sensitization
- Introduction of RSA
- Preparation of Manuals
- Capacity Building

Scaling-up road safety in RMCs
- RS intervention on high risk corridors
- Development of National Road Safety Program
- Strengthening & establishing RS in Road Agencies
- Supporting emergency medical centres
A regional road safety study was undertaken to examine the status and progress of road safety and identify gaps and areas of interventions.

The study targeted the five pillars of the UN Decade of Actions for road safety.

It revealed progresses and challenges and pointed areas of interventions.
The road safety manuals help to incorporate the safe system throughout the life-cycle of a road infrastructure: design, construction & operation.
The Way Forward

- Scaling-up road safety supports focusing on interventions that generate and transfer knowledge, strengthen capacity, achieve quick and visible results.
- Disseminate and embed the road safety manuals into the country systems to ensure that the approaches described in them are used widely across Africa and help to bring substantive difference.
- Select regional centres of excellence for road safety, develop curriculum for road safety training, conduct training of trainers, and support the training of African RS specialists.
- Enhance international and regional collaboration to build managerial and technical RS capacity in Africa.