

# Concept Note

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## Third African Road Safety Conference

### Mid-Term Review of the African Road Safety Action Plan

9-10 July 2015

Addis Ababa

#### 1. Introduction

The United Nations General Assembly adopted resolution 64/255 that proclaimed 2011-2020 as the Decade of Action for Road safety in March 2010. However, road safety continues to be a global challenge five years after the Decade was proclaimed. According to the World Health Organisation (WHO) global status report on road safety published in 2013, approximately 1.24 million people die every year on the world's roads, and another 20 to 50 million sustain non-fatal injuries as a result of road traffic crashes. The report estimates road traffic injuries to be the eighth leading cause of death globally, with an impact similar to that caused by many communicable diseases, such as malaria. They are the leading cause of death for young people aged 15–29 years, and as a result take a heavy toll on those entering their most productive years. Economically, road traffic injuries are estimated to cost low- and middle-income countries between 1–2 % of their gross national product, estimated at over US\$ 100 billion a year.

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 (24.1 per 100 000 population), and lowest in Europe (10.3 per 100 000). Half of the world's road traffic deaths occur among motorcyclists (23%), pedestrians (22%) and cyclists (5%) – i.e. “vulnerable road users” – with 31% of deaths among car occupants and the remaining 19% among unspecified road users. Young adults aged between 15 and 44 years account for 59% of global road traffic deaths and more than three-quarters (77%) of all road traffic deaths occur among men.

The United Nations General Assembly adopted the Decade with the view to improving the global road safety situation. 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 and cost-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.

For African countries, the Decade provided an opportunity to fast-track the implementation of the recommendations from several road safety events, notably those of the African Road Safety Conference that was held in Accra, Ghana in February 2007. The conference made several recommendations related to road safety institutions; data; education; management; policy harmonization; partnership and collaboration. The recommendations also covered rural road safety; national road safety targets; as well as actions that were considered as “quick wins”, particularly the enforcement of road safety legislation related to speed control, drink-driving, and use of helmets, among others.

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 Accra recommendations. 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 under each Pillar and the timeline for their implementation.

It is now midway in the implementation of the Action Plan and therefore appropriate to ask the following key questions: To what extent have the activities in the Action Plan been implemented? What results have been achieved? What are the challenges in the implementation of the Action Plan and how can these challenges be overcome? The Third African Road Safety Conference will provide a platform to answer these questions.

The conference will also provide an opportunity to examine recent developments and emerging issues, both within Africa and globally, that have a bearing on road safety on the continent and how these developments and issues could be mainstreamed in the African Road Safety Action Plan. For instance, African Heads of State endorsed the Intergovernmental Agreement on the Trans-African Highways network (TAH) in 2014. The Agreement has an annex on “Road Safety Guidelines for TAH Road Infrastructure and Safety Management”. The African Road Safety Charter has also been developed under the leadership of the African Union Commission (AUC). The Charter was adopted by the 3<sup>rd</sup> Session of the Conference of African Ministers of Transport held in Malabo, Equatorial Guinea in April 2014 and is awaiting review by the African Ministers of Justice and Legal Affairs before it is submitted to the AU Summit for endorsement. There is a need to brainstorm on how to implement the road safety component of the TAH Agreement as well as the Road Safety Charter in a way that is coherent with the African Road Safety Action Plan.

At the global level, two of the proposals for sustainable development goals have targets on road safety. These include the proposed goals to: (i) ensure healthy lives and promote well-being for all ages – with a target to “halve the number of global deaths and injuries from traffic accidents by 2020”; and (ii) make cities and human settlements inclusive, safe, resilient and sustainable – with a target 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”. It is important to assess how these targets fit in the existing road safety framework in Africa and how road safety efforts on the continent may benefit from the inclusion of road safety targets in the Sustainable Development Goals.

Development partners offer opportunities to support African countries in implementing their road safety activities, particularly those that are in line with the African Road Safety Action Plan. For instance, the African Transport Policy Programme (SSATP) is in a position to support African countries that are committed to improving their road safety data systems, which is a prerequisite for

effective road safety management. SSATP is also ready to work with committed Regional Economic Communities (RECs) to set up road safety observatories. The Conference will provide the opportunity to explore these opportunities as well as those offered by other development partners for the implementation of road safety activities in Africa.

The conference is organized by ECA in collaboration with the African Union Commission (AUC), African Transport Policy Programme (SSATP), the Global Road Safety Facility of the World Bank, the African Development Bank, the International Road Federation (IRF) and other partners.

## 2. Objectives

The overall objective of the conference is to ensure the effective participation of Africa at the mid-term review of the Decade to be held in Brasilia in November 2015. The specific objectives are as follows:

1. Determine the extent to which member States have implemented the African Road Safety Action;
2. Identify the challenges to the implementation of the Action Plan as well as the remedial measures, focusing on key strategic issues related to road safety management (with emphasis on data management); infrastructure; roadworthiness of vehicles, road user behaviour, and post-crash management;
3. Adopt recommendations to accelerate the implementation of the Action Plan;
4. Assess how the proposed road safety targets under the Sustainable Development Goals fit in the existing road safety framework in Africa, and how road safety efforts on the continent may benefit from the inclusion of road safety targets in the Sustainable Development Goals;
5. Discuss short to medium term plans by partners to support the implementation of road safety activities in African countries; and
6. Discuss African participation at the global review of the Decade to be held in Brazil in November 2015.

### **3. Outcomes**

In line with the specific objectives of the conference, the expected outcomes are as follows:

1. Better understanding of the extent to which African countries are implementing the African Road Safety Action Plan;
2. Better understanding of the challenges to the implementation of the Action Plan, and the remedial measures to speed up the implementation of the Plan;
3. Adoption of recommendations to accelerate the implementation of the Action Plan;
4. Better understanding of how to integrate road safety targets under the Sustainable Development Goals in existing road safety frameworks in Africa, and how road safety efforts on the continent may benefit from the inclusion of road safety targets in the Sustainable Development Goals;
5. Commitment by African countries to implement road safety activities with support provided by SSATP and other partners;
6. Recommendations on Africa's effective participation at the global review of the Decade to be held in Brazil in November 2015. Emphasis will be placed on the side event to be organized in Brasilia (proposed Ministerial Roundtable).

### **4. Outputs**

The conference will have the outputs:

1. A report on the status of implementation of the African Road Safety Action Plan 2011-2020;
2. An Outcome Document to be adopted by participants, which will include achievements and challenges in the implementation of the Action Plan; as well as recommendations to accelerate the implantation process;
3. A comprehensive report of the proceedings of the conference; and
4. A compilation of presentations made at the conference.

### **5. Format**

The conference will be organized in plenary and parallel sessions and all the presentations and discussions will focus on the 5 Pillars of the Decade namely: Road Safety Management; Safer Roads and Mobility; Safer Vehicles; Safer Road

Users; and Post-crash Response; as well as on crosscutting issues, particularly rural transport safety and evaluation of the decade. The plenary sessions will consist of panel discussions on strategic issues that hinder the implementation of road safety activities in Africa.

## **6. Participation**

The Conference will be attended by representatives of various African Government Ministries, National Road Safety Authorities and Councils, African sub-regional and regional organisations, international organisations, Non-Governmental Organisations (NGOs), academic and research institutions, and the private sector.

## **7. Date and Venue**

The meeting will be held in Addis Ababa, Ethiopia from 9 to 10 July 2015.

## **8. Contact Details**

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## **Draft Agenda**

- Opening
- Report of the mid-term review of the implementation of the African Road Safety Action Plan
- Panel Discussions on:
  - Road Safety Data Management
  - Economics of Road Safety (building the economic case for supporting road safety activities)
  - Safety of road infrastructure (safety ratings; current practices to improve safety of infrastructure design and construction; expenditure on road safety as a share of construction cost – challenges to meeting current targets)
  - Safety of vehicles
  - Road User behaviour (drink-driving, two-wheelers, etc.)
  - Private Sector involvement in road safety
  - Rural Road Safety
  - AU decisions and recommendations of UN Conferences with road safety implications (Intergovernmental Agreement on TAH; African Road Safety Charter; SDGs, Vienna Programme of Action)
  - Partner Support to Road Safety Activities of African Countries
- Parallel Sessions on recommendations to accelerate the implementation of the African Road Safety Action Plan
- Adoption of Outcome Document
- Closing