



# United Nations Economic Commission for Africa

## **ECA–ECE-ICAP Road Safety Workshop: UN Road Safety Conventions and Approaches to Preventing Drink Driving**

**12-13 November 2014**

### **OUTCOME DOCUMENT**

#### **1. Introduction**

1. Africa is experiencing an unprecedented sustained economic growth. The continent has also embraced economic transformation as its development agenda, with many of its countries already implementing medium to long-term development strategies that seek to elevate them from low to middle income status. Investment in infrastructure, particularly roads, partly account for the recent economic growth of many African countries. Improvement in the coverage and quality of Africa's roads may have the unintended consequence of increasing road crashes. Rapid economic growth is also resulting in an increase in car ownership, which in turn is increasing conflicts on the continent's roads. This in essence, could also exacerbate Africa's bad road safety situation.

2. It is against this background that the United Nations Economic Commission for Africa, Economic Commission for Europe, and the International Centre for Alcohol Policies (ICAP) jointly organise the workshop on UN Road Safety Conventions and Approaches to Preventing Drink-Driving in Addis Ababa, Ethiopia, on 12-13 November 2014. The objectives of the workshop were to provide an overview of the progress made by African countries in implementing the African Road Safety Action Plan (2011-2020); to increase the awareness of government officials about the United Nations road safety legal instruments; and to promote and discuss effective approaches to preventing drink driving.

#### **2. Opening Ceremony**

3. Opening remarks were made by Mr. Stephen Karingi; Director of the Regional Integration and Trade Division of ECA; Mrs. Eva Molnar, Director of the Transport Division of ECE; Mr. Brett Bivans, Senior Vice President, ICAP; Dr. Maurice Niaty-Mouamba, Transport Economist at the African Union Commission; and H.E. Tekletsadik Reba, State Minister of Transport of the Federal Democratic Republic of Ethiopia who also opened the workshop.

#### **3. Participation**

4. More than 40 delegates attended the workshop, including representatives of various Government Ministries, National Road Safety Authorities and Councils, United Nations Regional Commissions, the International Center for Alcohol Policies (ICAP); and Non-Governmental Organisations (Cameroon Road Safety Foundation (CAROSAF)). The delegates came from the following countries, Botswana, Cameroon, Ethiopia, Gambia,

Ghana, Kenya, Lesotho, Malawi, Mozambique, Namibia, Nigeria, Swaziland, Tanzania, Uganda, and Zimbabwe. The African Union Commission (AUC), the Economic Community of West Africa States (ECOWAS), and the Association of Southern African National Road Agencies (ASANRA) were also represented at the workshop. The full list of participants is attached to this document (annex 1).

#### **4. Issues Discussed**

5. The work programme of the workshop is attached to this document (annex 2).

#### **4.1. UN Road Safety International Legal Instruments and Implementation of the African Road Safety Action Plan (2011-2020)**

##### **4.1.2. Challenges**

- i. There are still huge gaps in road connectivity in Africa and there is a need to increase the share of paved roads as well as to ensure that road infrastructure includes the right road signs and markings;
- ii. Participating countries have complex legal and regulatory frameworks for road safety, however international harmonisation at regional and global levels still has to be improved;
- iii. The fast growth of motorisation in African countries raises numerous concerns such as: improving public transport in urban and inter-city context; and improving traffic management institutions and practices;
- iv. The growing use of motorbikes in African countries raises new challenges;
  - v. African countries generally have old vehicle fleets which have to be maintained and renewed;
  - vi. Enforcement capacity has to be improved in general, particularly with regard to drink-driving where lack of equipment is a serious obstacle;
- vii. Lack of funding for road safety activities is a serious challenge for most African countries;
- viii. Limited analytical capacity needs to be addressed, particularly in support of improved data collection; and
- ix. So far, there appears to be limited attention to the special challenges of transport of dangerous goods by road.

### **4.1.3. Recommendations**

#### **4.1.3.1. UN Road Safety International Legal Instruments**

6. The following recommendations were made in relation to UN Road Safety international legal instruments:

##### *ECE in collaboration with ECA*

- i. Provide guidance/information on how to access all relevant documents on UN Road Safety Conventions, including the Conventions on Road Traffic of 1949 and of 1968, Convention on Road Signs and Signals of 1968, and the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR);
- ii. Provide advisory services and capacity building to African countries on the accession and implementation of provisions of UN road safety conventions; and
- iii. Raise the awareness of African countries on the institutional arrangements and benefits of various road safety conventions, such as the ECOSOC Committee of Experts on Dangerous Goods, the ECE Inland Transport Committee (ITC) and its Working Party on Road Safety.

##### *African Countries and Regional Organisations*

- i. African countries and regional associations such as the West African Road Safety Association of ECOWAS could participate in meetings of the ECOSOC Committee of Experts on Dangerous Goods and the ECE Working Party on Road Safety. However, they require funds to enable their participation in such meetings. In this regard, the possibility of establishing Public Private Partnerships to create Trust Funds, as well as other funding options, for the participation of African countries and organisations in these meetings should be explored;
- ii. Some African countries have domestic laws on the transportation of dangerous goods. However, they lack the capacity to enforce these laws. Moreover, many national stakeholders are not fully aware of the laws. These countries therefore require capacity building support from development partners in the implementation of such laws; and
- iii. African transport corridor organisations and their relevant stakeholders should be engaged in efforts to implement road safety laws and regulations and those on the transportation of dangerous goods.

#### **4.1.3.2. Implementation of the African Road Safety Action Plan (2011-2020)**

7. The following recommendations were made in relation to the implementation of the African Road Safety Action Plan:

- i. ECA should facilitate the sharing of experiences among African countries given the demand from member States for regular sharing of experience and guidance in the implementation of the African Action Plan for the Road Safety Decade;

- ii. Rules and regulations on the importation of used vehicles in Africa should be determined by country-specificities;
- iii. ECA should develop a strategy for verifying and ensuring that comprehensive and upgraded information is provided by member States on progress in the implementation of the African Action Plan;
- iv. The ECA survey on the implementation of the African Road Safety Action Plan should also track the implementation of UN Road Safety Conventions; and
- v. Efforts to undertake a mid-term review of the implementation of the African Road Safety Action Plan should be coordinated. In this regard, ECA should consolidate its report on the mid-term review of the Road Safety Decade by incorporating findings of ICAP funded surveys.

#### **4.1.3.3. Other Recommendations**

8. Other recommendations made include the following:

- i. Efforts should be made to mainstream road safety in the Post 2015 Development Agenda as well as discussions on the UN Sustainable Development Goals;
- ii. In light of the growing road safety challenge posed by the growth in the use of motorcycles, African countries are encouraged to participate in a conference on two wheelers that will be organised by ECE in collaboration with other UN regional commissions in 2015; and
- iii. African countries and organisations are encouraged to fully utilise the resources and links in the joint ebook publication from ECE and ICAP to be launched on the occasion of the Seventy-Seventh Session of the ECE Inland Transport Committee to be held in February 2015.

## **4.2. Approaches to Preventing Drink-Driving**

9. Three parallel group discussions were held on the drink-driving dimension of the African Road Safety Action Plan (Pillar 4). The groups identified the challenges and enablers to the implementation of measures aimed at curbing drink-driving in African countries.

### **4.2.1. Challenges**

10. The challenges identified were related to:

- i. **Legislation and penalties:** African countries generally lack appropriate legislation to deal with drink-driving. Existing legislation is generally complicated with loopholes. The diversity of legislation from country to country is confusing for commercial drivers;
- ii. **Enforcement:** Inadequate capacity of traffic police to enforce drink-drive legislation including poor working conditions, insufficient and poor quality breath testing equipment, lack of training, and low levels of knowledge about drinking and driving including laws and penalties, as well as poor maintenance of existing breath testing equipment;

- iii. **Judiciary:** low levels of prosecution rates and inadequate knowledge among the judiciary about the risks of drinking and driving;
- iv. **Road safety management systems:** Road safety management systems differ widely, but are generally still weak and thus ineffective. In some countries, such as Nigeria, Ghana and Kenya, among others, strong systems are now in place;
- v. **Political will:** Political will to tackle road safety is low in most countries;
- vi. **Accountability:** politicians and government departments are not held accountable for achieving results;
- vii. **Data and data systems:** in most countries, data systems are still very weak and little attention is paid to undertaking baseline surveys, evaluations and monitoring key performance indicators. There are exceptions such as Kenya and Nigeria, among others;
- viii. **Social norms:** drinking and driving is tolerated in many countries and still considered to be socially acceptable, notably for political, social and economic leaders;
- ix. **Public knowledge and awareness:** public knowledge and awareness is low regarding national laws and penalties pertaining to drinking and driving;
- x. **Knowledge of international standards and conventions:** Many African governments lack sufficient knowledge and understanding about the UN legal instruments on road traffic and road traffic safety;
- xi. **Partnerships:** while efforts are underway in several countries to broker partnerships on key road safety issues involving government, business and civil society, more needs to be done to build strong and effective coalitions; and
- xii. **Capacity gap:** there are not enough trained road safety professionals in all relevant disciplines (roads, transport, planning, enforcement, health, and education, among others).

#### 4.2.2. Enablers

11. The enablers identified by the discussion groups were as follows:

- i. **Legislation and penalties:** robust legislation and severe penalties applied to all traffic law violators;
- ii. **Enforcement:** strong traffic law enforcement efforts including well-trained and equipped police with good working conditions. Modern breath testing, for instance, that allows results to be printed and provided to drivers immediately as well as sufficient supplies of non-reusable breath testing tubes so that a new tube is available for each driver to be tested;
- iii. **Good governance:** including zero tolerance for corruption and accountability for achieving concrete and measurable road safety results;
- iv. **Results-oriented road safety management:** road safety management systems led by government departments or agencies with the power to act and a mandate for achieving results;
- v. **Strong political will:** reflected in government commitment and politicians championing road safety initiatives;

- vi. ***Social norms***: that reject drinking-driving with the public perceiving drink-driving as dangerous;
- vii. ***A well-informed public***: that is aware of the risks of drinking-driving as well as the existing legislation and penalties;
- viii. ***Active and inclusive Partnerships***: involving government, business and civil society on key road safety issues;
- ix. ***Road safety data***: strong management of data including continual and systematic monitoring of the situation and evaluations of measures;
- x. ***Sharing international and regional good practice***;
- xi. ***Work-related road safety schemes***: for organizations operating vehicle fleets including government incentives for such programmes; and
- xii. ***National Development Plans***: that include road safety.

#### **4.2.3. Recommendations**

12. Member States were recommended to take the following actions by end of 2015:

- i. Increase visible involvement of high level government officials in road safety events and events addressing drink driving;
- ii. Increase visible efforts to strengthen legislation, penalties and judiciary based on international good practice (respect decisions, particularly on blood alcohol limit, made in the Accra Declaration);
- iii. Undertake capacity building for road safety professionals including the traffic police;
- iv. Continue efforts to put in place strong and results-oriented road safety management systems;
- v. Create incentives for fleet operators to improve road safety, including the oil and gas industry, extraction industry, UN programmes as well as all other fleet operators;
- vi. Undertake baseline surveys on key road safety issues including drinking and driving;
- vii. Identify key stakeholders for road safety improvement and initiate or strengthen partnerships;
- viii. Make funds available for the purchase of equipment for the traffic police including modern breath testing equipment, training and maintenance programmes;
- ix. Initiating dialogue within government about becoming a contracting party to the UN legal instruments and conventions on road traffic and road traffic safety;
- x. Share experience on drink-drive prevention in Africa;
- xi. Engage alcohol industry in raising awareness about the risks of drinking and driving, legislation and penalties;
- xii. Make road safety data publicly available, like in Kenya; and
- xiii. Performance evaluation of traffic police and other concerned authorities in relation to crashes on particular stretches of the road.

**ANNEX 1**

**List of Participants**

**ECA-ECE-ICAP Road Safety Workshop at the UNCC**

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**ANNEX 2**

<b>Day One:</b> <b>Wednesday, 12 November 2014</b>		
09:00 – 09:30	<b>Registration</b>	
Time	Topic	Speaker
9:30-10:00	<b>Opening of the Workshop. Welcome</b> <ul style="list-style-type: none"> <li>- ECA representative</li> <li>- UNECE Transport Division</li> <li>- International Center for Alcohol Policies (ICAP)</li> <li>- The African Union Representative</li> <li>- Representative of the Ethiopian government</li> </ul>	Mr. Stephen Karingi, Director, ECA  Mrs. Eva Molnar, Director,ECE  Mr. Brett Bivans, Senior Vice President, ICAP  H.E. Tekletsadik Reba, State Minister of Transport - Federal Democratic Republic of Ethiopia
10:00-10:50	<b>Introduction to the workshop and the UN Decade of Action Plan for Road Safety</b> <ul style="list-style-type: none"> <li>- Introduction to the workshop</li> <li>- The role of UNECE in addressing Global road safety issues</li> <li>- African Action Plan for the Road Safety Decade [UNECA]</li> <li>- Discussion</li> </ul>	Maryvonne Plessis-Fraissard Mrs. Eva Molnar, Director Soteri Gatera Moderated by Maryvonne Plessis-Fraissard
10:50-11:10	<b>Coffee Break</b>	
11:10-13:00	<b>UN road safety instruments and the legal aspect (ECE)</b>  <b>Film</b>	Ms. Rebecca Huang,UNECE Mr. Robert Nowak, UNECE
13:00-14:00	<b>Lunch Break</b>	
14:00 – 14:30	<b>Dangerous Goods</b>	Ms. Alibech Diaz
14:30–15:00	<b>Presentation of results of road safety survey in ECA countries, discussion</b>	AMEND
15:00 -15:45	<b>Country Presentations</b>	Moderated by Soteri Gatera



15:45 – 16:00	<b>Coffee break</b>	-
16:00 – 17:00	<b>Country presentations (continued)</b>	
17:00 – 17:45	<b>Moderated Discussion on progress implementing the African Road Safety Plan</b>	Robert Lisinge
17:45-18:00	<b>Conclusion of the Day – ICAP, ECA, ECE</b>	- Mr. Brett Bivans - Mr. Stephen Karingi - Mrs. Eva Molnar,

<b>Day Two:</b> <b>Thursday, 13 November 2014</b> Moderator: Maryvonne Plessis-Fraissard		
<b>Time</b>	<b>Topic</b>	<b>Speaker</b>
09:00 – 09:10	<b>Introduction to day 2</b>	Maryvonne Plessis-Fraissard
09:10-10:30	<b>The impact of alcohol on road crashes</b> <ul style="list-style-type: none"> <li>- Global Overview and Perspectives. (20 min)</li> <li>- Perspectives from Europe (20 min)</li> <li>- Drink Driving and road crash situation in Africa – what we know (20 min)</li> </ul>	Mr. Brett Bivans, Senior Vice President, ICAP  Mrs. Eva Molnar, Director UNECE Transport Division  Mr. Robert Lisinge, Economic Affairs Officer, ECA
10:30-11:30	<b>Surveys in Tanzania and Cameroon</b> <ul style="list-style-type: none"> <li>- Tanzania</li> <li>- Cameroon</li> </ul>	Ms. Neema Swai, AMEND  Mr. Edwin Minang, Cameroon Road Safety Foundation (CAROSAF)
11:00-11:20	<b>Coffee Break</b>	

11:30-13:00	<p><b>Addressing the Issue of Drink Driving – international good practice</b></p> <p>The use of situation assessments to understand drink driving issues</p> <p>Design and implementation of an effective drink driving programme</p>	<p>Mr. Brett Bivans, ICAP</p> <p>Ms. Maryvonne Plessis-Fraissard, ICAP</p> <p>Ms. Kathleen Elsig, ICAP</p>
13:00-14:00	<b>Lunch Break</b>	
14:00–15:30	<p><b>Three Discussion Groups</b></p> <p>Given the overall commitment of ECA and its member states to carry out the African Action Plan of the Decade of Action for Road Safety, the discussion groups will review and discuss the obstacles and enablers to the execution of the drinking and driving dimension of that Action Plan (Pillar 4).</p> <p>The discussion groups will report on the key actions to which delegations are committing in order to enhance ECA’s statements of achievements at the Decade of Action mid-term review in December 2015</p>	Each group will appoint a facilitator and a reporter
15:30-16:00	<b>Coffee Break</b>	
16:00-17:00	<ul style="list-style-type: none"> <li>- <b>Reporting from each of the three Discussion Groups,</b></li> <li>- <b>Q&amp;A</b></li> </ul> <p>The discussion will result in the identification of up to 10 issues that are a priority to tackling drinking and driving in the region and that will be carried out during the next 12 months.</p>	Moderated by Maryvonne Plessis-Fraissard
17:00-17:30	<b>Conclusion of the Workshop – ICAP, ECA, ECE</b>	<ul style="list-style-type: none"> <li>- Mr. Stephen Karingi</li> <li>- Mr. Brett Bivans</li> <li>- Mrs. Eva Molnar</li> </ul>