

Africa-Europe Transport & Connectivity Task Force on Road Safety



Ensuring Road Safety in Transport and Connectivity

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Africa and Europe are highly connected through cultural exchanges, commerce and tourism.

The major link through which the connectivity between Africa and the European Union is cemented is transportation.

TRANSPORT MODES (AFRICA-EUROPE)

Access between Africa and the EU is facilitated by the following modes of transportation:



1

Air

Through flights from nether parts of Africa especially Sub-Sahara Africa

2

Sea

Through ships, ferries and boats across the Mediterranean Sea

3

Road

Usually accomplished by driving through the Middle East to Europe via Turkey.

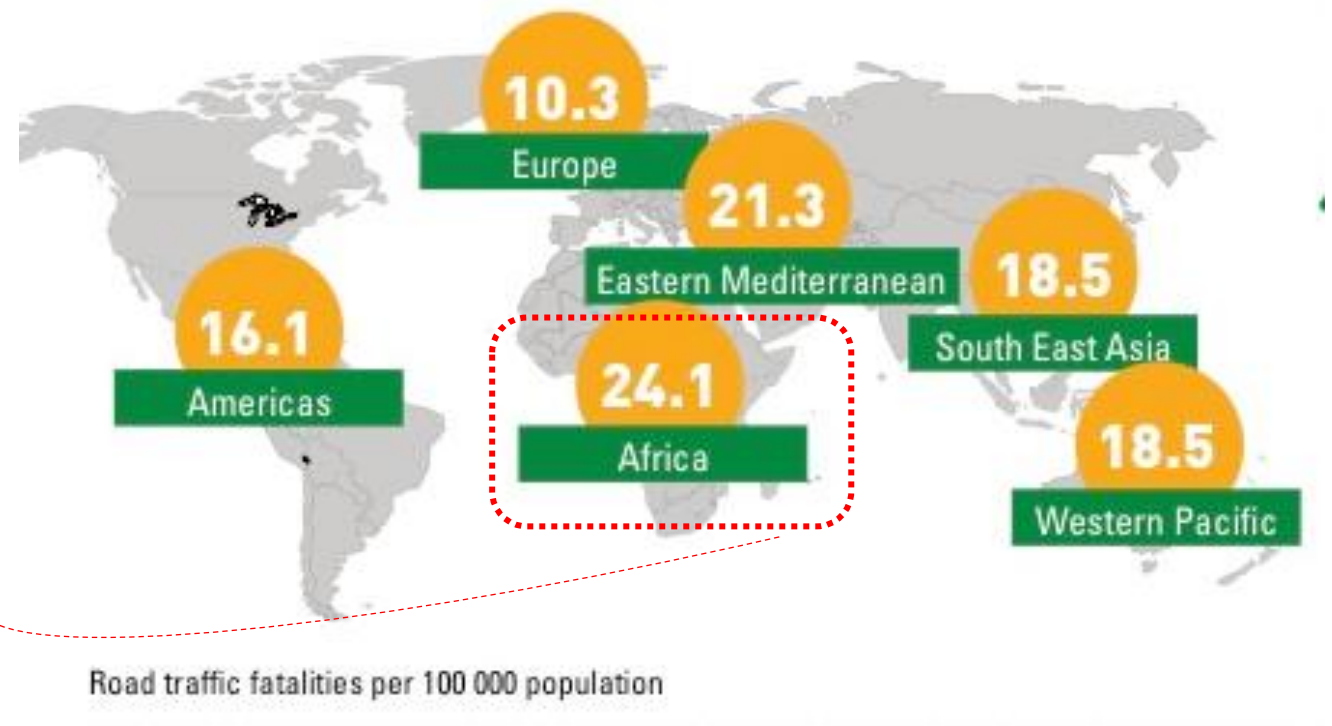
ROAD TRANSPORT AS A DOMINANT MODE IN AFRICA

Road Transport accounts for a large proportion of the different modes of transportation in Africa, hence, Road Safety is viewed very important and a vital requisite for the economic and human prosperity on the continent.



ROAD SAFETY ON THE CONTINENT

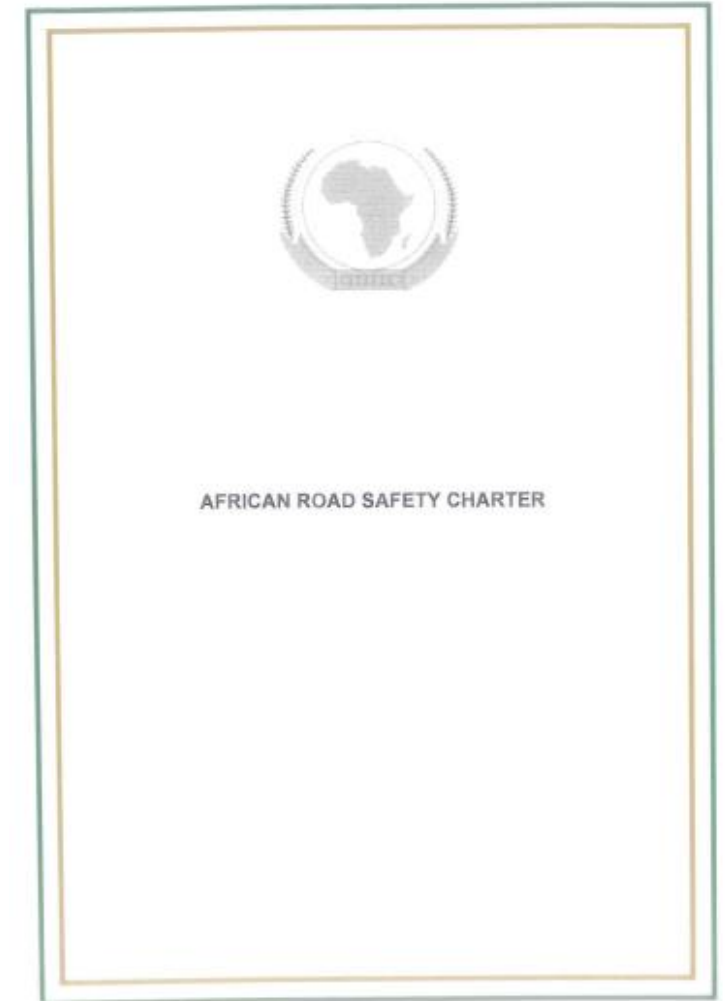
Africa's road safety condition has called for action because it is pictured as a place on earth with the highest road traffic deaths per 100,000 human population



Source: Global Status Report on Road Safety, 2015

Harmonious efforts on addressing the road safety problem on the continent has been articulated in the **African Road Safety Charter** which was endorsed by the African Union.

The Charter is designed to help African countries achieve concrete road safety goals including concepts based on the Pillars of Road Safety



African Road Safety Charter – Main Objectives

Africa Road Safety Charter serves as a policy framework and an advocacy tool for Road Safety improvement on the Continent aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.

Objectives:

- a) Facilitate the formulation of comprehensive Road Safety policies at country level;
- b) Speed-up implementation of national, regional and continental Road Safety programs;

African Road Safety Charter – Main Objectives -2



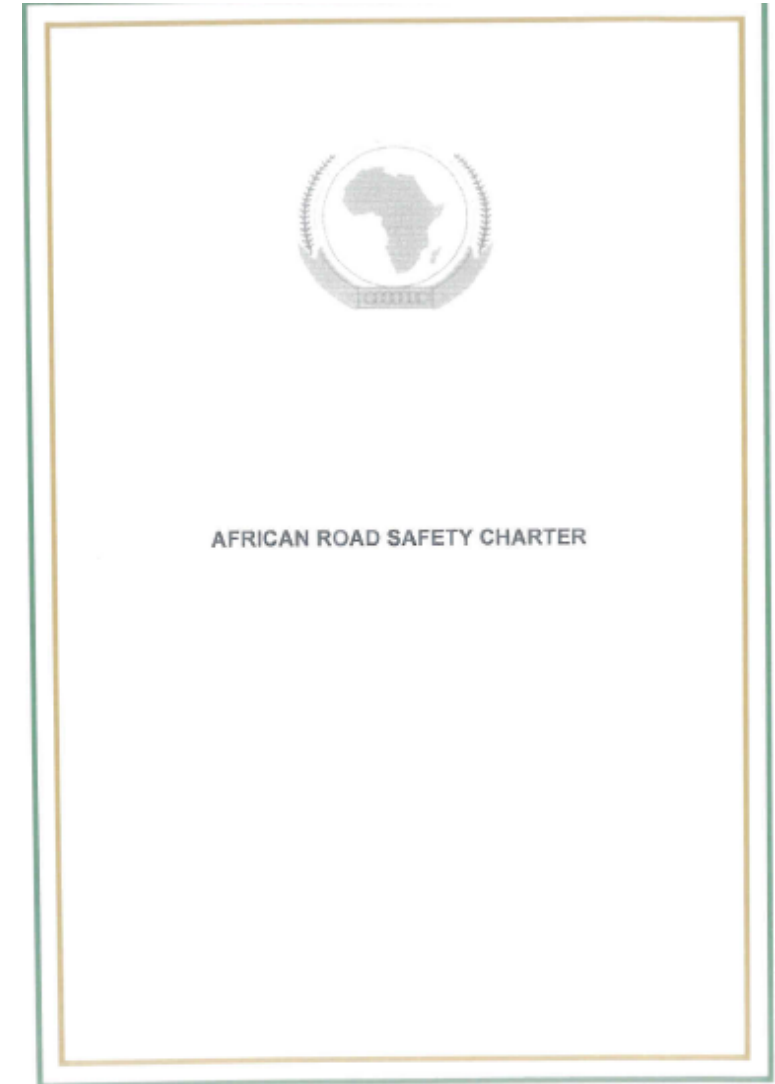
- c) Contribute to the coordination of Road Safety in the Continent;
- d) Promote better coordination of interventions by Development Partners in the Road Safety area;
- e) Enhance Private sector, Civil Society Organizations, Non-Governmental Organizations participation in Road Safety issues;
- f) Promote the harmonization of the collection, treatment and dissemination of Road Safety data.

African Road Safety Charter – Areas of coverage

The African Road Safety Charter outlined three (3) main areas for road safety intervention by member nations who are signatories to the Charter:

- **Road Safety Management**
- **Safer Road User and Mobility**
- **Financing, Monitoring and Evaluation**

Implementation of the provisions show improvements at some national levels (e.g Nigeria)



The implementation of the Charter and other efforts on road safety improvement in Africa are geared towards making the transportation system more efficient and effective.

The over reliance on a particular mode (Road Transport) is also being addressed through numerous inter-modal infrastructural projects across Africa.

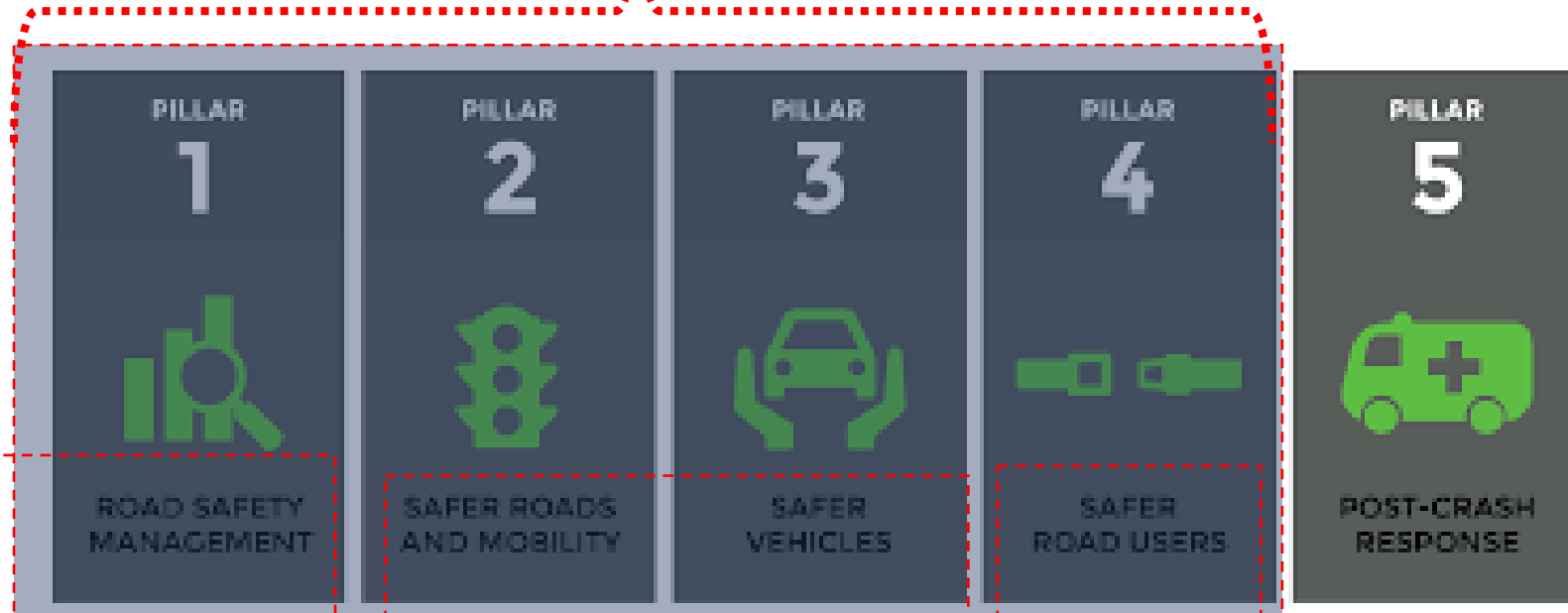
LEVERAGING ON TRANSPORT AND CONNECTIVITY TO IMPROVE ROAD SAFETY ON THE CONTINENT

In recognizing that road safety is a key element for a successful transport and connectivity project implementation, feasible concrete plans must be put in place on the identified basic focus areas.



LEVERAGING ON TRANSPORT AND CONNECTIVITY TO IMPROVE ROAD SAFETY ON THE CONTINENT -2

Coincidentally, these **focus areas** are in line with the pillars of the decade of action ¹excluding 'post crash care'.



Data collection is handled under road safety management

Pillar 2&3 addresses Infrastructure and vehicle safety issues.

Pillar 4 focuses on safe road user issues

KEY PRIORITIES ON THE FOCUS AREAS

a Infrastructure and vehicle Safety

The safety considerations during road designs and construction should not be compromised. The quality of vehicles manufactured and imported to Africa from Europe or assembled in Africa should have the same safety designs and provisions.



b Safe Behaviour on the Roads

In a critique of the three road safety elements (Driver, Road and Vehicle), Driver's attitude and behaviours behind the wheels are a major concern.

Concerted efforts should be devoted to establishing an effective awareness mechanism for all road users.



c Data Collection

The creation and establishment of a functional road safety observatory at both national and regional levels with seamless integration for data exchange and knowledge sharing will be vital for achieving the vision of the Task Force on connectivity and Transportation.



MAKING THE TASK FORCE WORK

It is imperative to bring on-board all players in the Task Force to the same page at every level of implementation of the project.

An effective Monitoring and Evaluation system should be put in place to track progress.



Proper assessment of the road safety status of individual countries on the continent and the structures put in place (such as **Lead Agency, funding, Enforcement**) should be conducted.

This is to ensure that expected outcome will not be generic.



CONCLUSION

The desire to deepen the cooperation between Europe and Africa through a number of task forces of which transport and connectivity is a part underscores the importance of road safety in achieving the goal.

The approach through the identified **focus areas** namely **infrastructure and vehicle safety, road user behaviour** and **data collection** should be followed holistically taking into account the various peculiarities that would enable easy accomplishment.

Thank you

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