




United Nations  
Economic Commission for Africa

STRATEGIC DIRECTIONS FOR  
THE POST 2011-2020 DECADE  
OF ACTION FOR

# *ROAD SAFETY*

**& AFRICAN ROAD SAFETY ACTION  
PLAN FOR THE DECADE 2021-2030**

October 2020



To order copies of *Strategic directions for the Post 2011-2020 Decade of Action for Road Safety & African Road Safety Action Plan for the Decade 2021-2030*, please contact:

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## ► INTRODUCTION

**The Decade of Action for Road Safety 2011-2020 was characterized by concerted efforts at the global and African continental levels to curb road traffic injuries and deaths. At the global level, the United Nations (UN) General Assembly adopted resolution 64/255 that proclaimed 2011-2020 as the First Decade of Action for Road Safety in March 2010.**

In April 2018, The United Nations Road Safety Trust Fund (UNRSTF) was established with the aim to contribute to two major outcomes, namely assisting UN member States to substantially curb the number of fatalities and injuries from road traffic crashes; and reduce economic losses resulting from these crashes. Building on best practices and expertise developed through the Decade of Action for Road Safety, the Trust Fund seeks to support concrete actions helping to achieve the road safety-related targets (target 3.6 and target 11.2) of the Sustainable Development Goals (SDGs). By being included in the SDGs explicitly, Road Safety is now recognized as a development issue.

For African countries, the Decade provided an opportunity to fast-track the implementation of their road safety activities. The Second African Road Safety Conference, held in Addis Ababa in November 2011, adopted the African Road Safety Action Plan for the Decade.

The Action Plan is aligned with the five pillars of the Decade. The Action Plan has an additional Pillar on cross-cutting issues that addresses rural road safety. The outcome of the Second African Road Safety Conference was submitted to the Second Session of the Conference of African Ministers of Transport that was held in November 2011 in Luanda, Angola. The Ministerial Conference adopted the Luanda Declaration which, among others, endorsed the conclusions of the Second African Road Safety Conference, notably the African Road Safety Action Plan for the Decade 2011-2020 which was also endorsed by the summit of Heads of State and Government of the African Union in Addis Ababa, Ethiopia in 2012. In addition, it requested the African Union Commission to formulate the African Road Safety Charter and submit it for adoption by member States of the African Union; and to organize periodic conferences during the Decade to evaluate progress achieved, update the African Action Plan and report to the Conference of Ministers of Transport of the African Union. The draft African Road Safety Charter was adopted at the Third Session of the Conference of African Ministers of Transport that was held in April 2014 in Malabo, Equatorial Guinea and subsequently cleared by African Ministers of Justice and Legal Affairs in 2015 and endorsed by AU Summit in 2016.

The Intergovernmental Agreement on the norms and standards of the Trans-African Highways (TAH), initiated by African Ministers of Transport in 2011 in Lusaka and endorsed by Heads of State in 2014 in Malabo, also has 2 annexes on Road Safety.

Despite the above efforts at the global and African continental levels, road safety remains a major challenge, particularly in Africa where the risk of death from road traffic injury is as high as 26.6 per 100,000 population compared to 17.0 in South-East Asia and 9.3 per 100,000 population in Europe. In Uganda, road crash fatalities rose by 25.9% from 2,597 to 3,503 between 2007 and 2016; 10 people are killed per day in road traffic crashes, the highest level in East Africa; and 24 people are killed per 100 road crashes in the country. In Cameroon, 16,583 road crashes and 1,500 deaths are recorded on average each year; and the risk of road death per 100,000 population is estimated by WHO at 27.6.

It was therefore appropriate to develop a successor initiative to the 2011-2020 Action Plan. That is why the Ministers' Meeting of the Second Ordinary Session of the AU Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIET) held in Cairo, Egypt, from 16th to 17th April 2019 recommend-

ed "AUC with the support of UNECA, to take the necessary actions to submit to the bureau of the STC, a draft Decision for the Summit, reflecting the African Member States Common Position as well as the concrete measures for the post-decade and engage the relevant discussions at the international level". The post-decade strategy sought to enable targeted actions towards achieving road safety-related targets of the SDGs; coherence in efforts to improve road safety across the continent; comparison of performance across countries; and mobilization of resources to improve road safety.

Pursuant to the said STC recommendations, the AUC had initiated a concept and a roadmap to improve road safety in Africa post-2020, and mobilized African stakeholders to that end.

In that regard AUC and UNECA jointly organized the 4th African Road Safety Conference in Addis-Ababa from 30th September – 2nd October 2019. The meeting that was attended by experts from AU member States, RECs and specialised agencies, articulated the Strategic Directions for road safety in Africa post-2021; endorsed the report of a comprehensive review of the implementation of the African Road Safety Action Plan for the Decade 2011-2020; and a draft action plan for the 2021-2030 Decade.

# ROAD SAFETY

## EUROPE

Risk of death from road traffic injury

9.3

per 100,000 population

## SOUTH-EAST ASIA

Risk of death from road traffic injury

17

per 100,000 population

## AFRICA

Risk of death from road traffic injury

26.6

per 100,000 population

### Uganda 2007-2016

INCREASE

%

25.9

10

people are killed per day in road traffic crashes, the highest level in East Africa

FROM

3,503

2,597

24

people are killed per 100 road crashes in the country



### Cameroon 2007-2016

16,583  
ROAD CRASHES



EACH YEAR



1,500 DEATHS

27.6

%

RISK OF ROAD DEATH PER 100,000 POPULATION



| Estimation by WHO



**JMPD**  
TRAFFIC CONTROL

**OUT** SURANCE  
08 600 60 000



## VISION FOR THE POST-2021 DECADE OF ACTION FOR ROAD SAFETY

The main goal is to reduce road traffic deaths and injuries by at least 50 per cent from 2021 to 2030 in line with the objective of the Second UN Decade of Action for Road Safety.

## A POST-2020 AFRICAN ROAD SAFETY STRATEGY

The post-2020 African Road Safety Strategy provides broad guidelines to address challenges that have persistently hampered the improvement of road safety on the continent. The strategy is evidence-based and rooted in the findings of the studies on the implementation of the 2011-2020 African Road Safety Action Plan undertaken by ECA and AUC in 2015 and 2018. It also draws from road safety performance reviews undertaken by the UN Special Envoy for Road Safety and ECA in Uganda, Cameroon, Ethiopia and Zimbabwe; and the work of the Road Safety Cluster established under the Africa-EU Task Force on Transport and



Connectivity<sup>1</sup>. In addition, it was informed by emerging global consensus on effective approaches in road safety management and practice.

The strategy is aligned to African Union's Agenda 2063 and the road safety related goals and targets of the UN Sustainable Development Goals. Furthermore, it takes into consideration the Voluntary UN Global Road Safety Performance Targets, as well as the recommendations of the Academic Expert Group for the Third Global Ministerial Conference on Road Safety held in Stockholm in 2020 (AEG).

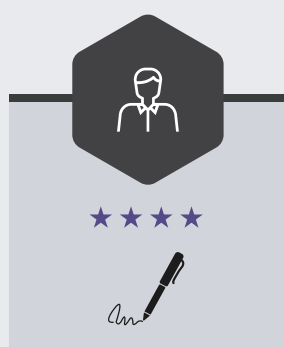
<sup>1</sup> The purpose of the Transport Task Force (TTF) is to guide the EU and AU in prioritising actions for cooperation. With this aim, this Task Force provides a platform of partnership for the private sector, donors, international organisations, financial institutions and civil society based on a shared understanding of how an Africa-Europe strengthened Transport Connectivity network can achieve cross-border integration, accelerate sustainable development and bring benefits to all citizens

# UNFINISHED BUSINESS

Performance in the implementation of the African Road Safety Action Plan 2011-2020 varied across countries and pillars. While some activities were fully implemented, others were in progress or had not received any significant action at the end of the decade. Road safety actions in Africa in the next decade (2021-2030) will therefore be guided by the principles of continuity, sustainability and innovation. Countries on the continent have to ensure that measures that they have taken are effective in curbing road deaths and that their road safety legislations are comprehensive, covering all risk factors, and enforced. They also have to continue implementing activities that were in progress at the end of 2020, drawing from best practices on the continent and beyond. Above all, they need to focus on activities of the 2011-2020 Action plan that received insignificant action during the decade. In that regard, concerted efforts are required to put in place sustainable funding mechanisms for road safety; ensure that fully empowered lead road safety agencies become operational; national road safety strategies are developed with

clearly articulated targets; and the effectiveness of road safety data management is improved. To that end, countries are expected to increasingly use state-of-the-art data management tools. Overall, the Safe System approach will guide post-2020 road safety efforts in Africa.

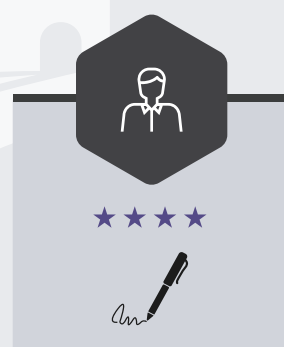
Legal instruments on Road Safety at the continental and global levels such as the African Road Safety Charter, the Intergovernmental Agreement on the Norms and Standards of the Trans-African Highways (TAH) and United Nations Road Safety Conventions could facilitate cross-border mobility. They could also help avoid duplication of effort and policy conflicts that arise when each country or region tries to develop its own instrument. Despite these benefits, African countries have performed poorly in signing and ratifying regional and international instruments. For instance, only Namibia had ratified the African Road Safety Charter that requires fifteen ratifications before it enters into force and only twelve countries had signed it as of August 2019.




**NAMIBIA**

African Road Safety Charter

**12**  
Countries



August 2019



In the post-2020 decade, a diligent and steadfast effort has to be made to raise awareness of these instruments in African countries with the view to ensuring that they are ratified. It is important for the African Road Safety Charter and the Intergovernmental Agreement on TAH to enter into force as soon as possible as this will help ensure that the full benefits of the African Continental Free Trade Area (AfCFTA) are reaped. The AfCFTA, which entered into force in July 2019, is expected to result in increased mobility across borders as it will enhance intra-African trade.

In the 2021-2030 decade, it is envisaged that the African Road Safety Observatory will become fully operational. Risk assessments of road infrastructure through au-

ditions, inspections and safety ratings as well as vehicle inspections are expected to become mandatory in all countries on the continent. There should be a drive for the enforcement of vehicle standards and safety ratings for new and used vehicles and for a robust regulation on the sale of used vehicles. Overall, the effectiveness of the regulatory environment for road safety in Africa requires improvement. To that end, countries on the continent are encouraged not only to enact laws across the vast array of risk factors in Africa but also take steps to ensure that such laws are enforced. Africa is lagging behind other regions of the world in post-crash interventions. The need to close this gap in the 2021-2030 decade cannot be overemphasized.

## CROSSCUTTING & EMERGING ISSUES


Going forward, African countries need to devote attention to several crosscutting issues, some of which are emerging issues, that are critical to improving the road safety situation on the continent. For instance, it is imperative that they continue to improve public awareness of the scale of the road safety challenge as well as its economic, social and environmental impacts. Appointing Road Safety Champions at the national and regional levels will be useful in that regard. It is equally important that no stone is left unturned in efforts to strengthen the capacity of road safety stakeholders at the national and regional levels and in the public and private sectors as well as civil society. To that end, regional Centres of Excellence for road safety are envisaged to be established.

It is generally acknowledged that Governments alone cannot solve all road safety problems in Africa. This underscores the necessity for private sector engagement which could be through financial contribution or provision of technical expertise, in the context of corporate social responsibility or from a business perspective. It is important to explore the creation of platforms that bring together public and private entities and where road safety commitments targeted at their members, employees and the rest of civil society are made. This enables the creation of a community in which members can share their expertise and actions, as well as inspire and learn from each other. Using existing networks of civil societies in road safety can enhance accountability, help governments become more effective and also help in sharing good practices. In this regard, efforts will be made to strengthen African NGOs and experts networks on road safety.

Insurance companies as well as car importers and manufacturers across Africa are engaged in road safety issues. Efforts will be made to develop mechanism to enhance their involvement in road safety advocacy and funding.

Digitalisation offers new opportunities for road safety in Africa. There has been a rapid spread of access to the internet on the continent which offers opportunities for Information Technology (IT) services expansion in the area of road safety. It is envisaged that countries will increasingly use new technology and decision-support systems in managing road safety on the continent. This is critical as lack of comprehensive, accurate and updated data constitutes a major hurdle to evidence-based decision making on road safety in Africa. IT systems could help overcome this hurdle.





Road safety issues in urban and rural areas as well as along major transport corridors have their specificities and therefore require targeted treatments. Regarding urban areas, African countries are expected to comply with the road safety related aspects of the Sustainable Development Goals (SDGs), particularly target 11.2 of Goal 11 “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”. In relation to rural areas, sensitisation of the public in general and the rural population in particular on road safety has to be intensified and road safety audits and inspections undertaken. Concerning regional corridors, countries are encouraged to apply road safety provisions of the Intergovernmental Agreement on TAH, already mentioned.

Monitoring and evaluation are key components in the implementation of a road safety action plan. African countries and organisations therefore need to put in place robust monitoring and evaluation mechanisms at the national and regional levels to take stock of progress in action plans and ensure that challenges are identified on time and corrective measures are taken. Countries are encouraged to undertake road safety performance reviews and the UN Global Framework Plan of Action for Road Safety will be a useful tool for that exercise. Progress in the implementation of the post-2020 Action Plan will be assessed on a more regular basis than the 2011-2020 Action Plan and more

attention will be given to the effectiveness of the Plan in terms of the impact of interventions. In that regard, performance evaluations will not be based solely on self-assessments by member states and will include the use of results-based indicators that measure the outcomes of measures implemented. It is important that road safety measures are evidenced-based and target vulnerable road users or those who are most at risk. This is critical given the limited resources available for road safety and therefore the need to prioritise interventions. In this regard, activities that target the safety of youth and pedestrians will be prioritised.



The African post-2020 road safety strategy and the action plan that emanates from it provide a timeline for action and encourage political and resource commitments at the national, regional and global levels. African countries are expected to use the strategy to accelerate the adoption of effective road safety programmes. Donors, on their part, are expected to use it as a stimulus to integrating road safety into their assistance programmes.

Implementation of the post-2020 road safety strategy at the national level is, first and foremost, the responsibility of African countries. Regional organisations such as AUC, RECs, ECA, AfDB and SSATP are expected to continue to provide critical support to member States such as the development and harmonization of policies including through policy dialogues, technical assistance, and advisory

services. African countries and regional organisations are encouraged to deepen their engagement with universities and research institutions on the continent on road safety issues.

Development partners such as the European Union (EU), have indicated their interest to continue collaborating with African countries and organisations with the view to improving road safety on the continent. For instance, the AU-EU Task Force on Transport and Connectivity, mentioned earlier, recommended priority actions for cooperation between Africa and EU. These actions are in line with those of the Roadmap for accelerating the implementation of the 2011-2020 African Road Safety Action Plan that was adopted in 2015 at the mid-term review meeting of the action plan.

# CHALLENGES TO THE IMPLEMENTATION OF THE 2011-2020 ACTION PLAN

The fourth African Road Safety Conference organised by the African Union Commission and the United Nations Economic Commission for Africa (ECA) in Addis Ababa on 30 September and 1 October 2019 identified several challenges to the implementation of the 2011-2020 African Road Safety Action Plan. These include inadequate political leadership; lack of accountability for road safety; lack of regular monitoring and evaluation of the implementation of the Action Plan using measurable result-based indicators; limited involvement of the private sector and civil society, limited capacity of governments and the civil society to implement the Action Plan; broad scope and depth of the Action Plan; inadequate coordination between actors at the continental, regional and national levels as well as within the different levels; inadequate funding from domestic sources; and inadequate support from development partners.

The conference emphasized that the above challenges have to be addressed in order to improve the performance of African countries in the implementation of the post-2020 Action Plan compared to the 2011-2020 Action Plan.



## WAY FORWARD

Sustainable road safety will contribute to the achievement of the aspirations of AU's Agenda 2063 and the road safety-related targets of the UN Sustainable Development Goals. In order to deliver sustainable road safety, the AU, RECs, member States, private sector, civil society and donors have to commit themselves to taking action to curb road deaths and share responsibilities in that regard. The strategic directions for the Decade 2021-2030 will help African Ministers involved in Road safety to adopt and improve the detailed action plan drafted by the AU Member States with the AUC.

The Strategic Directions were presented to the Bureau of the AU Specialised Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIIET) for its consideration and adoption, pursuing the recommendation of the STC-TTIIET during its 2nd Ordinary Session;. Adoption of the report on the status of implementation of the African Road Safety Action Plan 2011-2020 and the post-2020 Strategic Directions for road safety by the Bureau was essential for the AU Summit to adopt the Action plan for the 2021-2030 Decade.

### The following recommendations were submitted to the Bureau:

- > Organisation of a roundtable discussion for African Ministers responsible Road Safety at the Global Ministerial Conference on Road Safety in February 2020 in Stockholm, Sweden. The roundtable provided a platform to launch the report on the performance of African countries in implementing the African Road Safety Action Plan 2011-2020. It also provided a platform to adopt the Action Plan for the post-2020 Decade, based on the Strategic Directions and commitments of African countries at the global level.
- > AUC should submit a draft decision to the AU Summit, adopting the African Road Safety Action Plan 2021-2030.
- > AUC should organize a side event on road safety during the upcoming Summit of Heads of States and government of the AU.



# African Post-2020 Road Safety Strategy: Updated Logical Framework

## (Actions in blue are lifted from the Global Plan)

Pillars (Intervention Areas)	Expected Accomplishments	Global Road Safety Performance Targets	Actions/Recommendations	Actors
<p><b>Road Safety Management</b></p>	<p>i. Sustainable Funding</p> <p>ii. Fully empowered Lead Road Safety Agencies (Strong collaboration among national actors):</p> <p>iii. National Road Safety Strategy developed</p> <p>iv. Effective Data Management</p>	<p>Target 1: By 2020, all countries establish a comprehensive multi-sectoral national road safety action plan with time-bound targets</p> <p>Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments</p>	<ul style="list-style-type: none"> <li>Allocate 10% of Road infrastructure funding to Road Safety.</li> <li>Set specific budget for Road Safety</li> <li>Create a fund for Road Safety</li> <li>Provide a clear framework for Public private partnerships</li> <li>Facilitate financing of road safety by technical and financial partners</li> <li>Allocate sufficient financial/human resources to road safety;</li> <li>Allocate 5% of road maintenance resources to road safety;</li> </ul> <ul style="list-style-type: none"> <li>Establish or strengthen national Lead Road Safety Agencies</li> </ul> <ul style="list-style-type: none"> <li>Develop national Road Safety Strategies</li> <li>Set Road Safety targets and key performance indicators</li> <li>**Business and enterprises to provide annual public sustainability reports including road safety disclosures</li> <li>**Governments and private sectors should prioritise road safety following the Safe System approach in procurement of fleet vehicles and transport services, road safety investments, and operation of public transit and commercial vehicle</li> </ul> <ul style="list-style-type: none"> <li>Adopt minimum reporting requirement</li> <li>Adopt and implement a common strategy to establish centralized databases on Road Safety</li> <li>Encourage the transmission of data by forces of public order (Police), hospitals and other sources to Lead Road Safety Agencies</li> <li>Build national capacity to manage road safety data</li> <li>Take advantage of regional good practices in the development and use of databases</li> <li>Join IRTAD</li> <li>Use of state-of-the-art data management tools and techniques</li> <li>Create knowledge management portals on road safety</li> <li>Enforce mandatory reporting, use of standardised data, sustainable funding;</li> <li>Undertake road safety research/studies</li> <li>Establish/strengthen/harmonise injury data system for health facilities;</li> <li>Establish baseline data on road safety;</li> <li>Harmonise data format, international standards in reporting</li> <li>Creation African Road Safety Observatory</li> </ul>	<p>Member States, private sector</p> <p>Member States, AUC, ECA, EU*, SSATP, the World Bank, donors</p> <p>Member States, SSATP, AUC, AfDB, WHO, ECA, RECs, IRTAD, EU*, universities/research institutions</p>

Pillars (Intervention Areas)	Expected Accomplishments	Global Road Safety Performance Targets	Actions/Recommendations	Actors
	<p>v. Ratification and implementation of legal instruments</p> <p>vi. Multimodal transport and land-use planning</p>		<ul style="list-style-type: none"> <li>• Ratification and implementation of the African Road Safety Charter;</li> <li>• Ratification of the Intergovernmental Agreement on Norms and Standards of the Trans-African Highways (TAH), with emphasis on the annex on Road Safety;</li> <li>• Ratification and implementation of UN Conventions on Road Safety</li> <li>• Implement policies that promote compact urban design.</li> <li>• Implement policies that lower speeds, and prioritize the needs of pedestrians, cyclists, and public transport users.</li> <li>• Promote transit-oriented development to concentrate urban and commercial developments around mass transit nodes.</li> <li>• Strategically locate – where feasible – public, subsidized, and workforce housing to provide convenient access to high-capacity transit services.</li> <li>• Discourage the use of private vehicles in high density urban areas by putting restrictions on motor vehicle users, vehicles, and road infrastructure, and provide alternatives that are accessible, safe, and easy to use, such as walking, cycling, buses and trams.</li> <li>• Provide intermodal connectivity between transit and bike share schemes at major transit stops and create transport connections for bicycle and pedestrian travel that reduce total travel time.</li> <li>• Construct (or reconstruct existing) transport networks to ensure that non-motorized modes of travel are as safe as motorized ones, and most importantly serve the travel needs of all ages and abilities.</li> </ul> <p>Promote positive marketing and use of incentives such as employer cost-sharing of public transport subscriptions</p>	<p>AUC, ECA, RECs, UN Special Envoy for Road Safety, ECE, TAH Working Group</p> <p>Member States, AUC, ECA, UN-Habitat</p>
<p><b>Safe Road Infrastructure</b></p>	<p>i. Mandatory risk assessment of road infrastructure (safety ratings);</p>	<p>Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three-star rating or better</p> <p>Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety</p>	<ul style="list-style-type: none"> <li>• Develop Road Safety audit and inspection guidelines.</li> <li>• Safety rating on new and rehabilitated roads</li> <li>• Building capacity for use of infrastructure road safety assessment tools and techniques at the local level</li> <li>• **Shift travel towards cleaner, safer and affordable modes</li> <li>• **Eliminate risks along routes frequently travelled by children to school and for other purposes</li> <li>• **Allocate sufficient resources to upgrade existing road infrastructure to incorporate Safe System principles as soon as feasible</li> <li>• Develop functional classifications and desired safety performance standards for each road user group at the geographic land-use and road corridor level</li> <li>• Review and update legislation and local design standards that consider road function and the needs of all road users, and for specific zones</li> <li>• Specify a technical standard and star rating target for all designs linked to each road user, and the desired safety performance standard at that location</li> <li>• Implement infrastructure treatments that ensure logical and intuitive compliance with the desired speed environment (e.g. 30 km/h urban centres; ≤ 80 km/h undivided rural roads; 100 km/h expressways)</li> <li>• Undertake road safety audits on all sections of new roads (pre-feasibility through to detailed design) and complete assessments using independent and accredited experts to ensure a minimum standard of three stars or better for all road users</li> <li>• Undertake crash-risk mapping (where crash data are reliable) and proactive safety assessments and inspections on the target network with a focus on relevant road user needs as appropriate</li> <li>• Set a performance target for each road user based on the inspection results with clear measurable metrics at the road-attribute level (e.g. sidewalk provision)</li> </ul>	<p>Member States, AfDB, World Bank, EIB, AUC, EU*, ECA</p>

Pillars (Intervention Areas)	Expected Accomplishments	Global Road Safety Performance Targets	Actions/Recommendations	Actors
<b>Vehicle Safety</b>	<p>i. Mandatory Technical Control of vehicles (Vehicle Inspections)</p> <p>ii. Require high-quality harmonized safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets</p> <p>Ensure that high-quality, harmonized safety standards are kept throughout the full lifecycle of the vehicle</p>	<p>Target 5: By 2030, 100% of new and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent requirements</p>	<ul style="list-style-type: none"> <li>Introduce incentives for importation of safer vehicles.</li> <li>Vehicle standards and safety ratings for new and used vehicles</li> <li>Establish a reliable system for regular technical controls and inspections</li> <li>***Vehicles produced for every market should be equipped with recommended levels of safety performance, and incentives should be provided for use of vehicles with enhanced safety performance</li> </ul> <p>Require:</p> <ul style="list-style-type: none"> <li>Standards on front and side impact to ensure that occupants are protected in a front and side-impact crash;</li> <li>Safety belts and safety belt anchorage for all seats to ensure that safety belts are fitted in vehicles when they are manufactured and assembled;</li> <li>ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse;</li> <li>Electronic stability control to prevent skidding and loss of control in cases of oversteering or understeering;</li> <li>Advanced emergency braking to reduce collisions;</li> <li>Pedestrian protection standards to reduce the severity of impact with a motor vehicle;</li> <li>Motorcycle helmets certified according to international harmonized standards;</li> <li>Anti-lock braking system and daytime running lights for motorcycles;</li> <li>Intelligent speed assistance systems to help drivers keep to speed limits;</li> <li>eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by an in-vehicle sensor.</li> <li>Mandatory certification and registration systems for new and used vehicles based on established safety requirements and combined with routine inspections;</li> <li>Regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles; and</li> <li>Building demand for safer vehicles by encouraging independent new car assessment programs.</li> </ul>	<p>Member States, AUC, GNCAP, CITA, EGEA, EU*, ECA, UNEP</p>

Pillars (Intervention Areas)	Expected Accomplishments	Global Road Safety Performance Targets	Actions/Recommendations	Actors
<p><b>Safe Road Users</b></p>	<p>i. Effective Road Safety Regulatory Environment</p> <p>ii. Empowered road users</p>	<p>Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction of speed-related injuries and fatalities</p> <p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%</p> <p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%</p> <p>Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances</p> <p>Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving</p> <p>Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area</p> <p>**Mandate a maximum road travel speed limit of 30kph in cities unless strong evidence exists that higher speeds are safe</p> <p>**Governments and fleet owners should practice a zero-tolerance approach to speeding, using a full range of vehicle, infrastructure and enforcement interventions</p>	<ul style="list-style-type: none"> <li>Comprehensiveness of legislation on risk factors and enforcement of existing laws</li> <li>Driver training and driving licences, special focus on professional drivers</li> <li>Stronger and more consistent enforcement by traffic police</li> <li>Promote the use of child restraints.</li> <li>**Vehicles produced for every market should be equipped with recommended levels of safety performance, and incentives should be provided for use of vehicles with enhanced safety performance</li> </ul> <ul style="list-style-type: none"> <li>Establish or strengthen Road Safety Clubs in Schools</li> <li>Empower road users, establish road safety as a right, including for vulnerable road users</li> </ul> <p>Enact and enforce road safety legislation:</p> <ul style="list-style-type: none"> <li>Set maximum speed limits considering the type and function of roads.</li> </ul> <p>Establish blood alcohol concentration (BAC) limits to prevent impaired driving (drink- and drug-driving) with specific provisions for novice and professional drivers.</p> <ul style="list-style-type: none"> <li>Mandate the use of protective equipment (safety belts, child restraints and helmets).</li> <li>Restrict the use of handheld electronic devices while driving.</li> <li>Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities.</li> </ul> <p>Establish traffic rules and licensing requirements:</p> <ul style="list-style-type: none"> <li>Set out and regularly update traffic rules and codes of conduct for road users.</li> <li>Provide information and education on traffic rules.</li> <li>Set minimum age and vision requirements for drivers.</li> <li>Implement competency-based testing for driver licensing and adoption of graduated driver licensing for novice drivers.</li> <li>Set limits for maximum driving time and minimum rest periods for professional drivers.</li> <li>Make liability insurance mandatory for operators of motorized vehicles.</li> </ul> <p>Ensure road infrastructure takes account of the needs of all road users and is designed to facilitate safe behaviours, including:</p> <ul style="list-style-type: none"> <li>clear road signage and road markings that are intuitive;</li> <li>use of roundabouts and traffic calming designs such as speed humps;</li> <li>physical separation of road users including use of protected bicycle lanes and pedestrian only zones.</li> </ul> <p>Make use of vehicle safety features and technologies to support safe behaviours, including:</p> <ul style="list-style-type: none"> <li>automatic safety belts and seat-belt alerts;</li> <li>intelligent speed assistance;</li> <li>technologies to disable texting and or other forms of distraction while driving.</li> </ul>	<p>Member States, SSATP, AUC, Member States, Civil Society, TISPOL, African national Police Forces, Road Safety Corps, WHO, FIA.</p> <p>Member States, Civil Society</p>

Pillars (Intervention Areas)	Expected Accomplishments	Global Road Safety Performance Targets	Actions/Recommendations	Actors
<p><b>Post-Crash Response</b></p>	<p>i. Improved post-crash care</p>	<p>Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care</p>	<ul style="list-style-type: none"> <li>• Introduce emergency medical services coordinating centres at strategic locations;</li> <li>• Provide fully equipped ambulances with medical supplies, and crash extraction and rescue equipment;</li> <li>• Develop capacity for long term hospital trauma care and rehabilitation;</li> <li>• Introduce health facilities along main highways</li> <li>• Post-crash care, WHO protocol and training for professionals</li> <li>• Provide a system to activate post-crash response:</li> <li>• Unique emergency telephone number with national coverage.</li> <li>• Coordination mechanism for dispatching response (fire brigade, police, ambulance).</li> </ul> <p>Build response capacity among lay responders (non-medical professionals):</p> <ul style="list-style-type: none"> <li>• Provide basic (EMS) training for lay providers such as taxi and public transport providers, police, fire brigade etc.</li> <li>• Enact Good Samaritan Laws to ensure protection for lay responders.</li> </ul> <p>Strengthen professional medical care:</p> <ul style="list-style-type: none"> <li>• Establish trauma registries in health-care facilities to gather information on the cause of injury and clinical interventions.</li> <li>• Build capacity of pre-hospital, hospital and rehabilitation care/services, and establish a basic package of emergency care services for each level of the health system.</li> <li>• Ensure 24-hour access – regardless of ability to pay – to operative and critical care services that are staffed and equipped.</li> <li>• Provide recovery and rehabilitation services to prevent permanent disability.</li> </ul> <p>Establish requirements multidisciplinary, post-crash investigation:</p> <ul style="list-style-type: none"> <li>• Mandate investigations for crashes resulting in serious and fatal injuries to inform prevention strategies and apply an effective judicial response for victims and their families.</li> <li>• Establish coordination mechanisms for post-crash investigation and sharing of data by relevant sectors.</li> <li>• Establish appropriate financing mechanisms such as road-user insurance schemes (e.g. mandatory third-party liability).</li> </ul> <p>Provide social, judicial and, where appropriate, financial support to bereaved families and survivors.</p>	<p>Member States, WHO</p>

Pillars (Intervention Areas)	Expected Accomplishments	Global Road Safety Performance Targets	Actions/Recommendations	Actors
<b>Crosscutting issues</b>	<p>i. Improved awareness of Road Safety</p> <p>ii. Strengthened capacity of Road Safety stakeholders at the national and regional levels</p> <p>iii. Crowding-in private sector participation in Road Safety</p> <p>iv. Digitalization of Road Safety management</p> <p>v. Effective Monitoring and Evaluation of Road Safety</p> <p>vi. Rural Road Safety</p> <p>vii. Urban Road Safety</p> <p>viii. Safety of Regional Corridors</p>		<ul style="list-style-type: none"> <li>• Launch an African Forum on Road Safety</li> <li>• Undertake sensitisation campaigns</li> <li>• Appointment/nomination of Road Safety Champions</li> <li>• Undertake Road Safety performance reviews</li> <li>• Establish a Regional Peer Review mechanism to enable sharing of experiences</li> <li>• Introduce road safety modules in schools and universities</li> <li>• Establish Regional Centres of Excellence for Road Safety</li> <li>• Explore European Model of Road Safety Charter</li> <li>• Introduce decision-support systems in road safety management</li> <li>• **incentivize the development, application and deployment of existing and future technologies to improve all aspects of road safety</li> <li>• Use of the UN Global Framework Plan of Action for Road Safety</li> <li>• Undertake road safety audits and inspections in rural areas</li> <li>• Sensitise rural population on road safety</li> <li>• Comply with Road Safety Related SDGs (Target 11.2)</li> <li>• Apply the Intergovernmental Agreement on the Trans-African Highways (annex on Road Safety) in all regional corridors</li> </ul>	<p>Member States, AUC, ECA, AfDB, African universities/think-tanks, EU*, World Bank, other donors.</p> <p>Member States, AfDB, SSAITP, ECA</p> <p>AUC, ECA, private sector, civil society</p> <p>Member states, private sector</p> <p>ECA, AUC, RECS</p> <p>Member States</p> <p>Member States</p> <p>Member States, AUC, RECS, TAH Working Group</p>

**Note:** \* Reference to EU implies that at least one of the actions is aligned with, or has been taken from, the recommendations of the Road Safety Cluster of the Africa-EU Task Force on Transport and Connectivity

\*\* Recommendations of the Academic Expert Group for the 3rd Global Ministerial Conference on Road Safety 2020 (AEG)

### **UN Resolution 74/299: Recommendations to Member States (Additional recommendations)**

#### **Road Safety Management**

Address road safety holistically, starting with the implementation of a road safety management system

Include road safety as integral part of planning of land use, street design, transport systems and governance

Raise awareness and commemorate the World Day of Remembrance for Road Traffic Victims

Fully integrate gender perspective into road safety policy

#### **Vehicle Safety**

Adopt policies and measures to implement UN vehicle safety regulations or equivalent national standards

Provide consumer information on vehicle safety through new car assessment programmes

Develop and implement comprehensive legislation and policies on motorcycles

#### **Safe Road Users**

- Take measures to promote road safety knowledge and awareness among the population through education, training and publicity campaigns
- Adopt, implement and enforce policies and measures for safety of pedestrians and cyclists
- Establish mechanism to reduce crashes, fatalities and injuries caused by professional drivers
- Develop public policies to decrease work-related road traffic crashes

#### **Crosscutting Issues**

- Provide early rehabilitation and social reintegration to persons with injuries and disabilities caused by road crashes
- Support activities of UN Secretary-General's Special Envoy on Road Safety
- Take a leading role to support UN voluntary performance targets as road safety related targets in the 2030 Agenda

