

Road Safety in Africa

Assessment of Progresses and Challenges
in Road Safety Management System



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Acknowledgement

This assessment on road safety management system was undertaken by the African Development Bank (AfDB) as part of its economic and sector work program for mainstreaming road safety. The objective of the study is to obtain information on country road safety legal and institutional issues, technical and managerial capacity, financing and performance of road safety programmes (if existent). Furthermore, it is also intended to get facts on the scale of the human and economic losses caused and characteristics of road crash to examine the complex multisectoral road safety issues.

The findings of the study will be the basis for promoting road safety at regional and country levels. The study will further help to ensure that the road safety initiatives are aligned with the Bank's Ten Year Strategy in building regional and local capacity for sustainable road safety in Africa.

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Table of Contents

ACKNOWLEDGEMENT	i
EXECUTIVE SUMMARY	vi
I. INTRODUCTION	1
1.1. Background	2
1.2. Objectives	2
1.3. Limitations of the Study	2
1.4. Organization of the Report	3
II. DEVELOPMENTS OF ROAD CRASH IN AFRICA	5
2.1. Road Crash in Africa Compared to Other Regions	6
2.2. Road Crash Fatality Rates	9
2.3. Relationship between Road Crash and Income Growth in Africa	10
III. BANK'S POLICY AND SUPPORT IN ROAD SAFETY	13
3.1. Policy Coverage	14
3.2. Bank's Road Safety Support	14
IV. ROAD SAFETY MANAGEMENT IN AFRICA	17
4.1. Policy, Legislation and Institution	18
4.2. Road Safety Action Plan and Targets	18
4.3. Road Crash Data System	19
4.4. Driver Training and Testing	20
4.5. Road Safety Laws and Enforcement	20
4.6. Safety Education and Campaigns	21
4.7. Road Infrastructure Safety	22
4.8. Vehicle Safety	22
4.9. Emergency Medical Service	23
4.10. Funding	23
4.11. Cost of Road Crash	23
V. SPECIFIC COUNTRY ROAD SAFETY ISSUES AND PROGRESS	25
5.1. Burkina Faso	26
5.2. Burundi	26
5.3. Cameroon	26
5.4. Chad	27
5.5. Egypt	28
5.6. Ethiopia	28
5.7. Gabon	29
5.8. Gambia	30
5.9. Ghana	31
5.10. Kenya	31
5.11. Mali	32
5.12. Morocco	33
5.13. Nigeria	33
5.14. Sierra Leone	34

5.15. Tanzania	34
5.16. Tunisia	35
5.17. Uganda	36
VI. CONCLUSIONS AND RECOMMENDATIONS	39
6.1. General	40
6.2. Conclusions	40
6.3. Recommendations	41
REFERENCES	43
ANNEX: COUNTRY ROAD SAFETY DATA SUMMARY	45

Figures

1. Road network, motor vehicle fleet and road crash death by geographic regions	6
2. Trends in road injury crashes in selected high-income countries	7
3. Trends in road crash fatality rates in selected high-income countries	8
4. Trends of road crash deaths in some African countries	8
5. Road crash fatality rate per 10,000 vehicles in African countries	9
6. Road crash fatality rate per 100,000 inhabitants in African countries	9
7. GNI per capita and motorization in Africa	10
8. Motorization and fatality rate per 10,000 vehicles in Africa	10
9. Motorization and fatality rate per 100,000 inhabitants in Africa	11
10. Trends of road crash and vehicle fleet in Cameroon	27
11. Trends of road crash, vehicle fleet, and road network expansion	28
12. Trends of road crash victims in Gabon	30
13. Trends of road crash casualties in Gambia	31
14. Trends of road crash casualties in Ghana	31
15. Trends of casualties in Kenya	32
16. Vehicle fleet in Kenya	32
17. Trends of road crash in Mali	32
18. Fatal crashes and fatalities in Nigeria	33
19. Fatalities and serious injuries in Nigeria	33
20. Vehicle fleet in Sierra Leone	34
21. Trends of road crash deaths in Tanzania	35
22. Road deaths by road user types (%) in Tanzania	35
23. Trends of road crash in Tunisia	36
24. Road death of vulnerable road users	36
25. Trends of road crash deaths in Uganda	37
26. Road crash deaths (%) by road user types in Uganda	37

Tables

1. Estimated road fatality rates, by WHO regions	6
2. Population, road traffic deaths, and registered motorized vehicles, by income group	7
3. Status of countries with respect to road safety policy and lead agency	18
4. Road safety action plan and targets	19
5. Road crash recording and database system	20
6. Enforcement of safety laws	21
7. Progresses in incorporating safety in road infrastructure	22
8. Progresses in vehicle safety	23

Acronyms

DALY	Disability Adjustment Life Year
ECA	Economic Commission for Africa
GDP	Gross Domestic Product
HAI	Higher Academic Institution
IRF	International Road Federation
MDBs	Multilateral Development Banks
MoE	Ministry of Education
MoH	Ministry of Health
MoInf	Ministry of Infrastructure
MoInt	Ministry of Interior
MoLG	Ministry of Local Government
MoT	Ministry of Transport
NGO	Non-Governmental Organization
OECD	Organisation for Economic Co-operation and Development
PTC	Private Transport Companies
RMC	Regional Member Countries
TRL	Transport Research Laboratory
TV	Television
UN	United Nations
WHO	World Health Organization



EXECUTIVE SUMMARY

Road crash is a growing problem in Africa resulting in close to 1000 deaths, tens of thousands of injuries and enormous amount of economic losses every day. The specific characteristics of victims in the region signifies that road crash is the fourth leading cause of deaths of people aged 5-44 years; over 75% of the casualties are of productive age between 16-65 years; and the vulnerable road users constitute over 65% of the deaths. These figures are indicators of the direct linkage and the impact of road crash in worsening poverty in Africa. Compared with other regions, the losses caused in Africa are in proportionate to the level of motorization and road network density. Unless appropriate comprehensive and effective actions are taken timely, the specific regional factors exacerbating road crash indicate that the disaster will rapidly increase and have unbearable impacts. Moreover, the solution at a later date will be more expensive.

The Bank Transport Sector Policy has identified road safety as one of the key transport issues and clearly defined strategy options. The fact that African countries have various issues of priority, road safety has not been compelling issue to draw governments' commitment. The implementation of the policy has thus been constrained by the commitments of the member states. However, with recent increases of road crash deaths, and regional and international initiatives, African countries have shown improved commitments and efforts to address road safety issues. As part of the initiatives, the Bank mainstreamed road safety in its operations to accommodate the needs in line with the policy. The action plan in mainstreaming road safety intends to strengthen the Bank's support for comprehensive multi-sector road safety initiatives including that of safer road infrastructures, building technical and managerial capacity and partner with regional and international stakeholders to promote road safety in Africa.

The knowledge of the present status and progress of road safety at regional and country levels is fundamental to identify gaps and determine areas and effective Bank interventions. This road safety study was undertaken in accordance with the plan of actions in mainstreaming road safety towards this objective. A questionnaire to collect comprehensive information related to the current status and progress of road safety from regional member states was prepared and distributed to regional member countries, and responses were obtained from 17 countries.

The findings of the survey shows that member countries are making efforts to promote road safety as a national agenda. 64% of the countries have road safety policy and 76% have road safety lead agency exclusively responsible for coordinating road safety. However, the lead agencies in most countries lack empowerment and capacity. Only three of the surveyed countries have their lead agencies accountable to the highest political leadership of the country. In half of the surveyed countries, there is a lack of comprehensive multi-sector road safety action plan/programme with time bound measureable targets. Moreover, road safety action plans/programmes that exist in some of the countries are not progressing as expected due to inadequacies in the implementation plan and resource allocations.

94% of the countries regularly investigate and record road crashes. In 64% of the countries, all road crashes are reportable. Different definitions are used and only six countries surveyed adhere to the international definition that a road crash death is a "death of a victim within 30 days after the event". The survey underscores inadequacies of road crash recording system in the region; only few countries have computerized system.

Many countries provide safety education and conduct safety campaign; their effectiveness is, however, affected by lack of capacity and resources. Some countries have put in place theoretical and almost all countries practical driver trainings as requirements for license. Almost all countries surveyed have laws on traffic speed, and helmet and seat-belt uses; most countries have enacted drink-driving laws with specific Blood Alcohol Limits; and few countries have put in place child-restraint laws. However, although the progress is encouraging, implementation and enforcement remains to be a great concern mainly due to capacity and governance.

53% of the surveyed countries have road safety audit standard manuals, but it is practiced only in few countries. Many road agencies do not maintain and use road crash databases to address road safety issues on the road network.

Moreover, while all African countries are dependent on the import of second hand cars, only 60% of the surveyed countries have import standards; most countries have no age limits. Despite that 94% of the countries have legis-

lations for seatbelt use, only half of the countries require vehicles to have seatbelts.

All surveyed countries have regulations for mandatory periodic vehicle safety inspections, but the regulations are not enforced strictly due to institutional capacity and resource constraints. Most countries have emergency medical regulations, but the implementation, particularly with respect to the coverage and reliability of the service has critical shortcoming and in some countries it is nonexistent.

The study provides an overall assessment of road safety at a regional level and points to the need for a review to identify gaps of priority and intervention mechanisms at country level. The study gives a basis for strengthening the Bank's road safety support to regional member countries in line with the Bank group Ten Year Strategy (2013-2022) and the sector policy. More importantly, it underlined the Bank's advisory role to enhance governments' commitment and draw effective strategy towards instituting comprehensive road safety action plan/programme including the introduction of safe system approach for far reaching goal.





1. INTRODUCTION

1.1. Background

1.1.1. Africa faces specific issues exacerbating road crash. The population in Africa is steadily growing. The region's economy is growing faster than any other continent, less affected by the global economic crisis¹, which results a rapid expansion in middle class and increasing motorization in the continent. In most African countries, urbanization is growing and road infrastructure is expanding. Safety consideration in land-use planning and road design is not adequate to serve the mixed traffic that exists in the region. Road transport is the dominant mode of motorized transport, but traffic operation is unsafe due to many variables including poor road use and old vehicle fleet. Generally road traffic concentrates at and near urban centers and on specific major roads. In most African countries, post-crash care is weak or nonexistent. Above all, with these risk factors of road crash, governance and commitment are important concerns in Africa worsening the situation.

1.1.2. In most African countries, there are significant shortcomings in awareness and capacity to promote road safety. Consequently, road safety investment is limited and road crash continues to rapidly increase in Africa. The African Development Bank is widely engaged in national and multinational transport projects in regional member countries. Most of the support in the transport sector goes to the upgrading and expansion of the road infrastructure for the fact that road transport covers the biggest part of motorized transport services. As parts of the huge road infrastructure investment, the contribution of the Bank in supporting the road safety efforts of RMCs is instrumental to sustainably address road safety in Africa.

1.1.3. To strengthen the support towards this end, road safety is mainstreamed in the Bank's operation in line with the Transport Sector Policy. This road safety study was undertaken to examine the status of road safety issues and progress at regional and country levels to identify gaps and determine areas and effective Bank interventions as part of the actions set in mainstreaming road safety. Information on the scale and severity of losses and the causes of road crashes are very important. The characteristics of road crashes and complex multi-sector road safety issues are essential to define road safety interventions that are in line with the Bank's Transport Policy and overall strategy to provide efficient, cost-effective and sustainable road safety in Africa.

1.2. Objectives

1.2.1. The objectives of the study are to:

- assess the progresses and challenges in road safety management;
- identify critical gaps at regional and country levels; and
- indicate areas and mechanisms of intervention to support the efforts of countries to sustainably address road safety in Africa.

1.2.2. A questionnaire was designed to collect comprehensive information related to the current status and progress of road safety in African countries. The main areas of inquiry included institutional settings and policies, existence of action plans and targets, road crash recording and management systems, driver training and testing systems, road safety laws and enforcement, safety education and campaigns, road infrastructure safety, vehicle safety, post-crash-care and funding. Information sought on road safety laws includes the existence of laws and enforcement on the high risk factors, namely: helmet use, seatbelt use, speed limits, child restraint and drink-driving.

1.3. Limitations of the Study

1.3.1. The questionnaire was distributed to 38 countries through Task Managers, Infrastructure Specialists at the Bank Field Offices and contacts obtained during the 2nd African Road Safety Conference which was held from 9-11 November 2011 in Addis Ababa, Ethiopia. The responses were, however, very low; filled questionnaires were only received from 17 countries. The findings of the report are primarily based on the information obtained from these countries. Information from secondary sources is also used.

1.3.2. The data processing involved exploration and assessment of the completeness of each response as well as consistency of information of the different sections of the questionnaire. In the evaluation of the filled questionnaire, attention was focused on the reliability of the information to provide much-needed insight into the road safety management capacity, commitments, and magnitude and scope of works that countries are performing in their endeavor to reduce road crash injuries and deaths.



1.3.3. In the information collected, the data gap in Africa is noted to be even worse when it comes to road safety because of the lack of awareness and commitment. Road safety is multi-sectoral and different stakeholders are dealing with it. A lead agency in a country is either non-existent or weak to compile road safety information. The information required to be filled in the questionnaire is unlikely to be found from a single source. There is a high likelihood that these factors have affected the quality and reliability of information obtained from the survey.

1.3.4. The perception of information providers is also another important factor in providing correct information for protecting a country from reflecting its correct safety performance. There is a general notion of prestige that a performance of a country will be compared with others and the feeling of the information provider that the correct information may fail a country against the performance of the other.

1.3.5. Even if the countries responded to the survey are small in number, their geographical distribution and economic status represent African countries. Despite the above mentioned probable data quality limitations, the information collected from these countries was important to give a useful insight, and valuable conclusions and recommendations to the road safety situation in Africa.

1.4. Organization of the Report

1.4.1. The findings obtained from the responses are presented to provide the broader and specific insight into the road safety management, and status and progresses of road safety issues in Africa and in each country respectively. After the introductory section of Chapter I, Chapter II shows the developments of road crash deaths in the region in comparison with other regions and in relation to income growth. Chapter III reviews the Bank's policy and support in road safety.

1.4.2. Following these, Chapter IV provides broader insight at regional level into the road safety management capacity as well as statuses and progresses of each road safety issue. Chapter V gives specific detailed analysis for each country where information was obtained. Chapter VI makes conclusions and recommendations.

¹ Africa's economic growth fell back from 5% in 2010 to 3.4% in 2011. With the recovery of North African economies and sustained improvement in other regions, growth across the continent is expected to accelerate to 4.5% in 2012 and 4.8% in 2013. Short-term problems for the world economy remain as Europe confronts its debt crisis. African Economic Outlook (<http://www.africaneconomicoutlook.org/en/outlook/>); 17/10/2012.



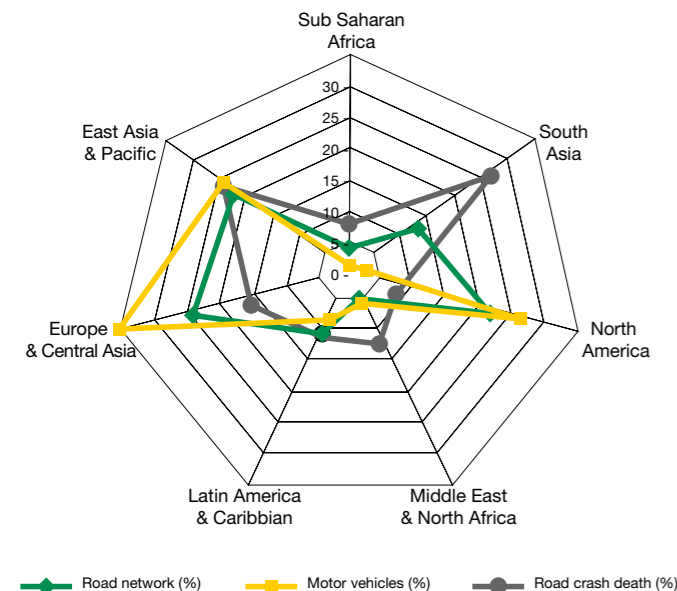
2.
**DEVELOPMENTS
OF ROAD CRASH
IN AFRICA**

2.1. Road Crash in Africa Compared to Other Regions

2.1.1. Every year, road crashes are estimated to claim over 300,000 lives in Africa. The correct number is unknown due to the very poor accident data recording and management system in the region. It is estimated to be the fourth leading cause of death of persons aged 5 through 44 years². Several studies have shown that vulnerable road users in African countries constitute over 65% of the road crash victims. In urban areas, pedestrian fatalities range between 50% in South Africa and up to 90% in Ethiopia. Over 75% of the casualties are of productive age between 16-65 years. Of these, males account for about 73% of deaths and 70% of all the disability-adjusted life years (DALYs) lost because of road traffic injury most of whom are bread winners for their family.

2.1.2. A TRL study³ showed an increase of 42% in road crash deaths in Sub Saharan Africa in the period 1985/6-1995/6. The World Report on Road Traffic Injury Prevention⁴ predicts more than 80% increase of road crash deaths in Sub-Saharan Africa in the period 2000-2020. The increase is not proportional to the level of motorization and road network density in Africa.

Figure 1 Road network, motor vehicle fleet and road crash death by geographic regions (Data Source: IRF World Road Statistics 2012)⁵



2.1.3. Motorization in Africa as shown in Figure 1 is at a very low level, which ranges from 1 to 200 vehicles per thousand population, with an average of 48, compared with 600 in West Europe, and over 800 in USA. Simi-

larly, the road network density is very low estimated at 8 km per 100 square km compared with USA (67 km/100 square km) and West Europe (163 km/100 square km). However, Africa takes the highest share of road crash burden relative to its low level of motorization and road network density.

2.1.4. The TRL study estimated 82 thousand lives lost in road crashes in Sub-Saharan countries in 2000, which amounts to 10% of the Global road crash deaths disproportionately with 4% of the global motor vehicles. Considering underreporting, the WHO road crash death estimate for 2007 is 250,000 which is about 19% of the Global road crash deaths. Africa has one of the highest road crash fatality rate of 32 in 2007 and 24.1 in 2010 per 100,000 population as shown in Table 1.

Table 1. Estimated road fatality rates, by WHO regions (per 100,000 population)

WHO Region	2007	2010
Africa	32.2	24.1
East Mediterranean	32.2	21.3
South-east Asia	16.6	18.5
America	15.8	18.5
Western Pacific	15.6	16.1
European	13.4	10.3
Global	18.8	18.0

Source: Global Status Report on Road Safety, WHO 2009 and 2013

2.1.5. The annual global losses due to road crashes are estimated⁶ to be US\$ 518 billion and costs governments between 1 to 3% of their gross domestic products. In African countries, road traffic accident is a huge economic burden which aggravates poverty. At national level, the cost is estimated to range between about 1 and 5 percent of GDP: 0.5% in Ethiopia, 1.6% in Ghana, 2.7% in Uganda, 3% in Nigeria, 3% in Egypt and 5% in Kenya. If 1.5% of aggregate GDP of Africa is assumed to show the magnitude of loss, road accidents can be seen to have cost Africa about US\$ 26 billion in 2010 which is half of the amount that the continent received as official development assistance in the preceding year⁷.

2.1.6. Middle and low income countries, which account for 52% and 1% of the world's vehicle fleet, bear over 80% and 12% of the global road death toll respectively (see Table 2). In the initial stages of development, road crash death rate increases due to rapid increase in mobi-

lity while safety awareness and commitment are critically lacking. This phenomenon had occurred in the developed countries in 1970s during which governments started mobilizing human and economic resources to alleviate the huge losses caused by road crashes. Traffic fatalities have

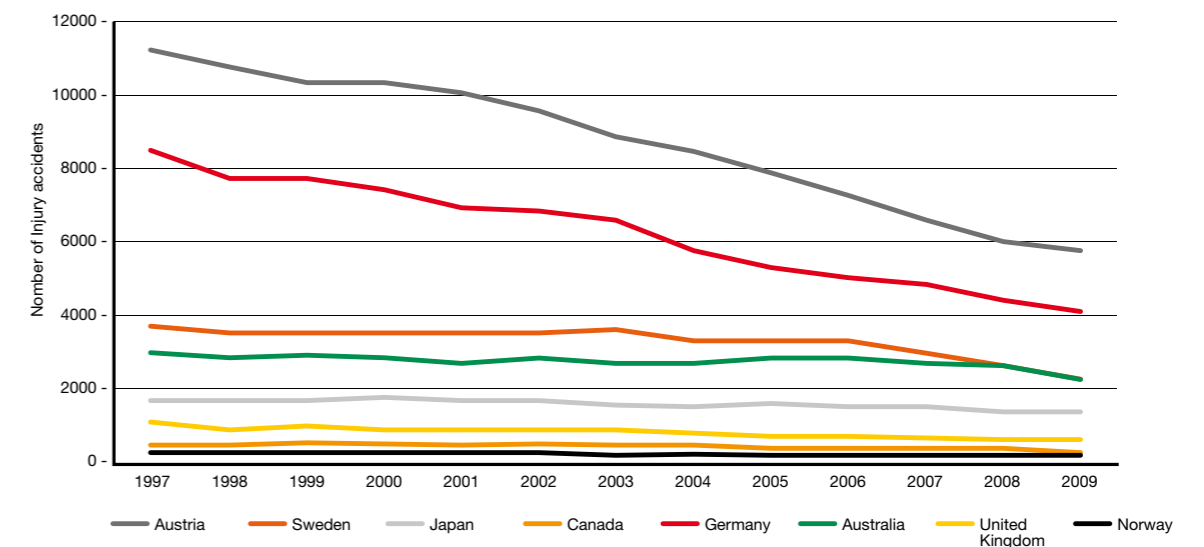
increased by almost 80% in Asia, and by 40% in Latin America and Africa in the past fifteen years. The opposite is, however, true in industrialized countries where road death rates have been declining for several decades since 1970s.

Table 2. Population, road traffic deaths, and registered motorized vehicles, by income group⁸

Income Group	Population (%)	Registered vehicles (%)	Road crash deaths (%)
High Income Countries	16	47	8
Medium Income Countries	72	52	80
Low Income Countries	12	1	12

Source: Global Status Report on Road Safety, WHO 2013

Figure 2. Trends in road injury crashes in selected high-income countries (Data Source: OECD)⁹



2.1.7. Figure 2 and Figure 3 show the declining trend of the absolute traffic injuries and fatality rates in selected high income countries. Road safety improvement work is continuing dynamically in industrialized countries which are resulting in the visible significant reduction. The proven technical and managerial scientific methods of managing road safety in these countries can be transferred and adapted to the prevailing local conditions of African countries.

2.1.8. Figure 4 shows the trends of road crash fatalities in some African countries. Although the trend is uneven because of the poor data recording system, it clearly shows the rapid increase in road crash fatalities over the recent years unlike the declining trend in developed countries.



² Status Report on Road Safety in Countries of the WHO African Region, 2009. WHO Regional Office for Africa, Brazzaville, 2010.
³ Jacobs, A. and Aeron-Thomas, A. (2000). Africa Road Safety Review. Project Report PR/INT/659/00; Transport Research Laboratory.
⁴ World Health Organization and World Bank: World Report on road traffic injury prevention, Geneva, 2004
⁵ International Road Federation, World Road Statistics 21012: Data 2005 to 2010, Geneva.

⁶ World Health Organization: Global Status Report on Road Safety; Time for Action. Geneva, 2009.
⁷ African Economic Outlook Table 11 - Aid Flows 2003-2008. <http://www.africaneconomicoutlook.org/en/data-statistics/table-11-aid-flows-2003-2008-usd-million/>
⁸ World Health Organization: Global Status Report on Road Safety; Supporting a Decade of Action. Geneva, 2013.
⁹ OECD Factbook 2011: Economic, Environmental and Social Statistics - ISBN 978-92-64-11150-9 - © OECD 2011 <http://www.oecd.org/statistics/>

Figure 3. Trends in road crash fatality rates in selected high-income countries (Data Source: OECD)

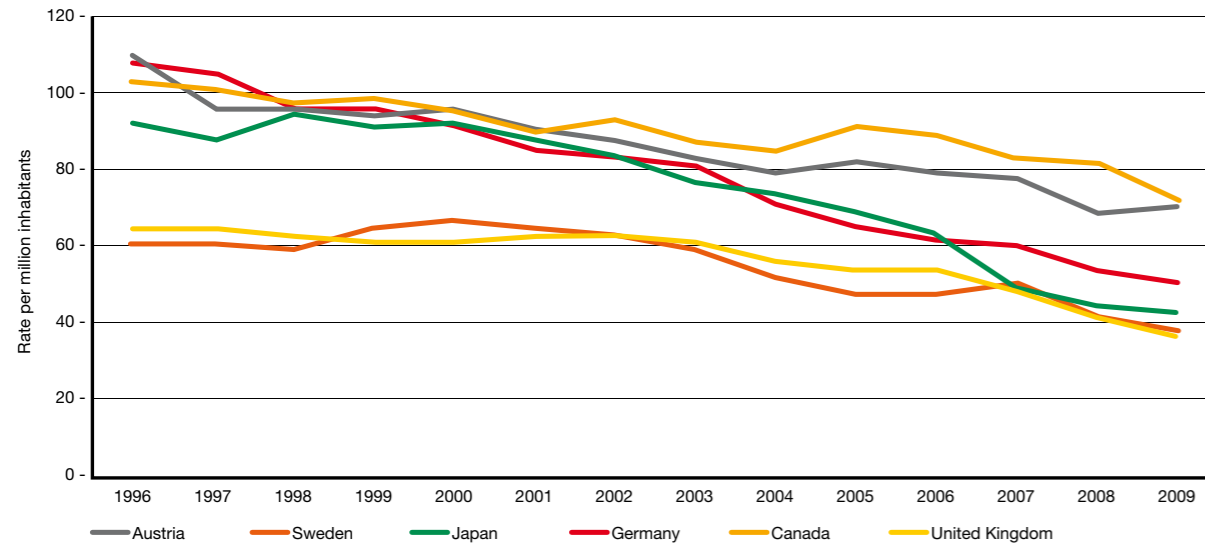
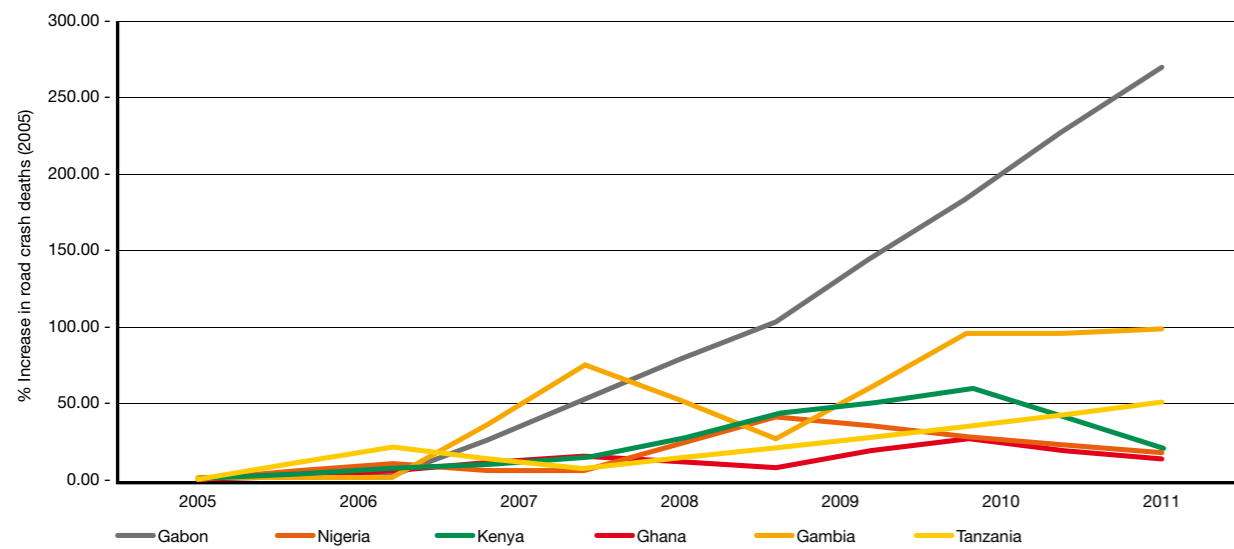


Figure 4. Trends of road crash deaths in some African countries (Source: data from the survey)



2.2. Road Crash Fatality Rates

2.2.1. Figure 5 and Figure 6 show road crash fatality rates, per 10,000 vehicles and 100,000 inhabitants, respectively, in African countries based on reported road deaths in 2010. The corresponding rates are generally used to indicate road crash as “transport problem” and “health problem”.

2.2.2. The figures exhibit that Angola, Togo and Guinea are on the high side of fatality rates per registered vehicles while South Africa, Gabon and Angola are on the high side of fatality rate per inhabitants. The risk, as expected, varies widely between different countries.

Figure 5. Road crash fatality rate per 10,000 vehicles in African countries (Data Source: Global Status Report on Road Safety, WHO 2013)

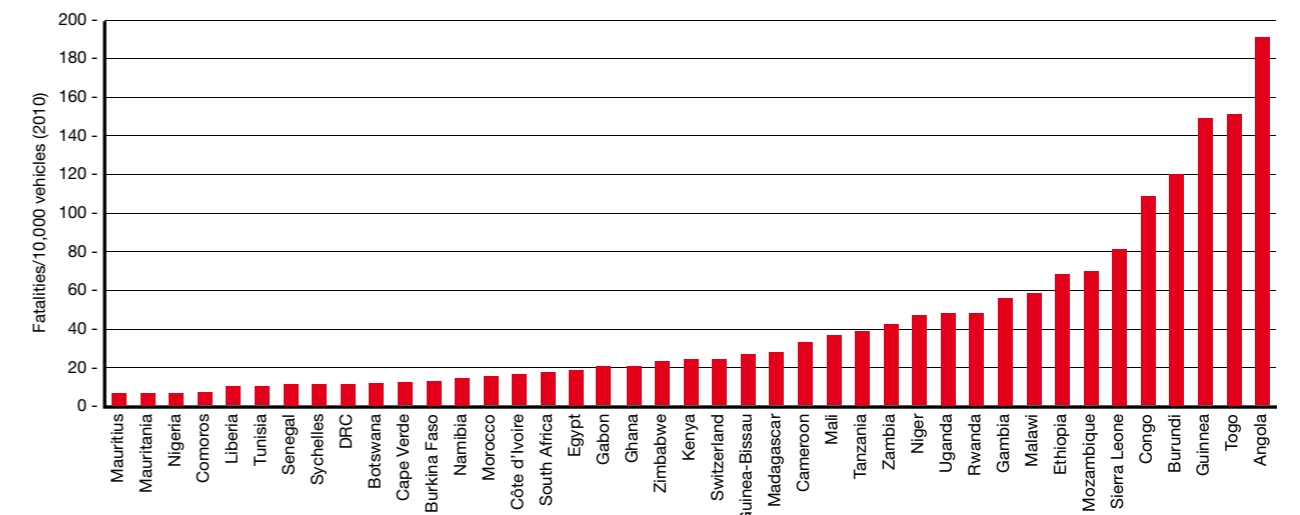
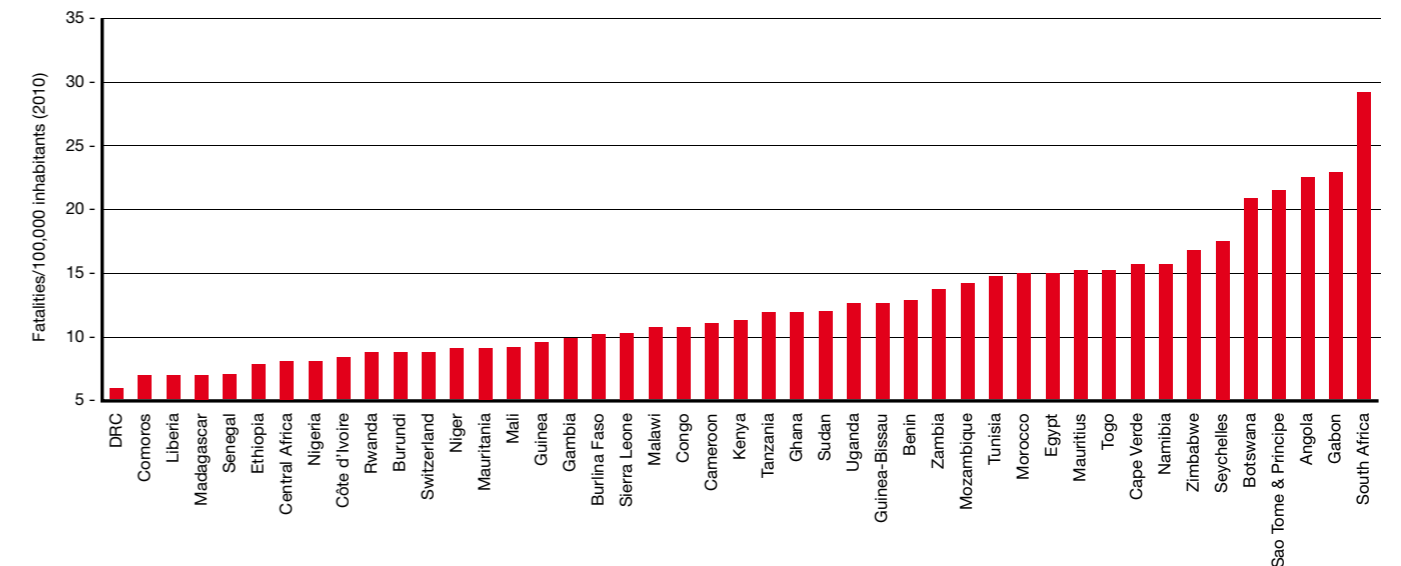


Figure 6. Road crash fatality rate per 100,000 inhabitants in African countries (Data Source: Global Status Report on Road Safety, WHO 2013)



2.3. Relationship between Road Crash and Income Growth in Africa

2.3.1. Following the growth of per capita income, an increase in motorization level has been observed in most African countries. Figure 7 shows the strong relationship observed between motorization and gross national income per capita for some African countries. Such strong relationship is obviously expected in low motorized countries.

2.3.2. As income grows and vehicle fleet increases during initial stages of development, traffic fatality risk tends to worsen. This phenomenon triggers the need for road safety works as experienced in developed countries. At higher income levels, governments' tend to commit mobilizing re-

sources which results in increase in road safety investments and consequently results in the decline in fatality rates.

2.3.3. Figure 7 and Figure 8 show the relationship between fatality rates and motorization in Africa. Similar strong relationship also exists between road rash fatality rates and gross national income per capita. The relationship between motorization and fatality rate per vehicles signifies the fact that road crash risk per unit vehicle reduces as motorization increases. However, as shown in Figure 9, road crash fatality risk is increasing and will continue to be a crucial health problem in Africa as motorization grows.

Figure 7. GNI per capita and motorization in Africa (Data Source: Global Status Report on Road Safety, WHO 2013)

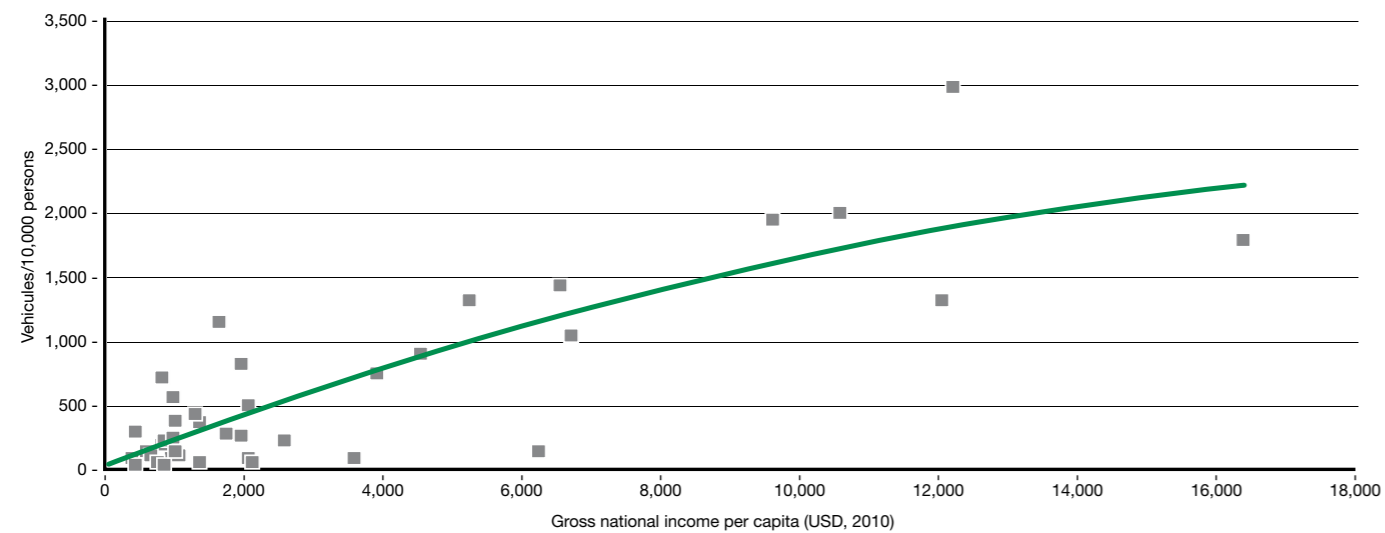


Figure 8. Motorization and fatality rate per 10,000 vehicles in Africa (Data Source: Global Status Report on Road Safety, WHO 2013)

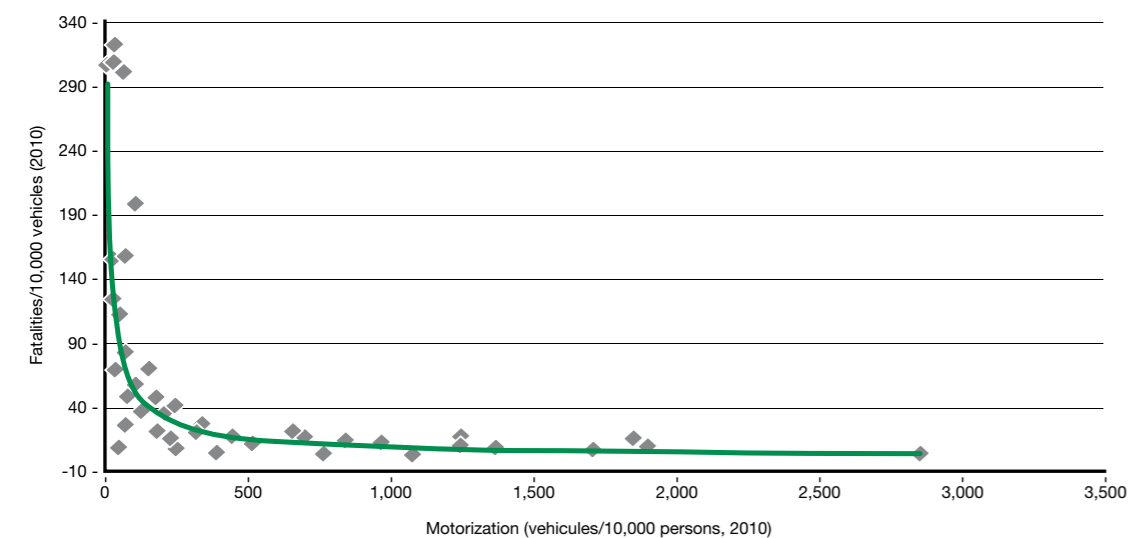
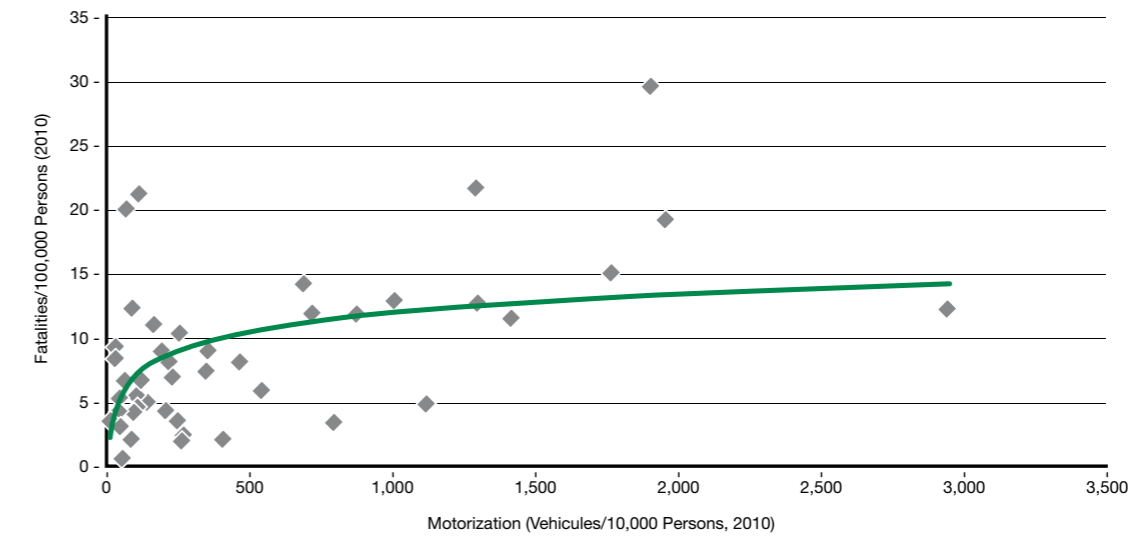


Figure 9. Motorization and fatality rate per 100,000 inhabitants in Africa (Data Source: Global Status Report on Road Safety, WHO 2013)





3.
**BANK'S POLICY
AND SUPPORT
IN ROAD SAFETY**

3.1. Policy Coverage

3.1.1. The Transport Sector Policy¹⁰ of the African Development Bank provides good coverage of road safety. It identifies road safety as one of the key issues in the sector. The policy emphasizes the issue of the high road crash rate on African roads in general and the high incidence of road crash along major urban roads in particular. The Bank Sector Policy has selected strategy options to support the efforts of African countries to improve road safety. The selected strategy options include (i) strengthening road crash data system, (ii) improving engineering standards, road design and traffic management, (iii) implementing remedial measures at black spots, and (iv) enhancing urban traffic controls and enforcement along major corridors.

3.1.2. The Policy clearly indicates the commitment of the Bank Group to give high priority to proposals from member states which improve transport safety. The Policy pronounces to support the introduction of appropriate safety design standards and strict adherence to such standards in design, construction and operation of transport infrastructure. It emphasizes on improved safety education, operator training and development of institutions. The Policy encourages well organized vehicle safety inspections, strict compliance with and adherence to safety regulations by well trained and motivated staff in institutions such as traffic police.

3.1.3. The Policy considers the matter of improving road safety conditions an item of urgent concern for member states. It gives preference to loan applications submitted by member states that include actions to reduce road crash and the resulting loss of life and damages to property. The Policy clearly puts the Bank Group's assurance of supporting actions to establish or strengthen national road safety councils and road user associations, modernize traffic laws, implement remedial road safety measures, improve road crash recording and database system and enhance public awareness of road safety. It points out the need for considering the design of comprehensive road safety programmes to reduce road crash when preparing road projects. The Policy encourages programmes which strengthen traffic enforcement, driver training, and appropriate vehicle safety inspection.

3.1.4. The fact that the Policy was developed in 1993, before 20 years, its coverage of the present situation is limited, but it is now under revision and will address new safety developments and concerns. The role of road safety lead agency and country management capacity is now well established. The safety of venerable road users, particularly, pedestrians safety and the recently rising motorcycle crashes are among the key issues in Africa which the new Sector Policy should respond. In the period to come, the Bank is expected to support the efforts of African countries to introduce and sustainably implement the safe system approach.

3.2. Bank's Road Safety Support

3.2.1. African countries have many competing issues which require governments' immediate attention. In most countries, road safety has not been among the issues of governments' priority. Moreover, there has been lack of road safety awareness and capacity which reflects on commitments of Africa countries. These factors have been among important constraints dragging the implementation of the provisions of the Bank's sector policy. Consequently, the scopes of the Bank road safety supports have been limited to mainly road infrastructure projects and have localized effects. Multi-sector road safety issues were not adequately and systematically addressed and hence lack holistic effects.

3.2.2. A review of previous appraisal reports of road projects show that road safety interventions of the Bank covered sensitization, provision of traffic signs, pavement markings and studs, pedestrian facilities, guard rails, speed calming measures, resting and parking areas, and space for roadside markets as required. At times, the Bank support has also covered post-crash-care. For example, in Ghana Fuluso-Sawla road project, the intervention has included the construction of an equipped road crash center attached to the Damongo District Hospital along with the provision of ambulances in order to ensure urgent medical attention to crash victims.

3.2.3. In line with recent developments of road crash deaths, and regional and international initiatives, African countries have shown improved commitments and efforts



to address road safety issues. As the main regional stakeholder, the African Development Bank has mainstreamed road safety in its operations to accommodate the needs in line with the policy. Accordingly, the Bank plans to strengthen its support for comprehensive multi-sector road safety initiatives including for safer road infrastructures and building technical and managerial capacity. The Bank collaborates with international, regional and country stakeholders to promote road safety in the region. The Bank will continue assisting member states towards reducing the increasing losses caused which are significantly affecting the benefits of the huge investment being made on transport infrastructure.

3.2.4. Based on the needs and availability of funds, the Bank recently has embarked on providing its road safety support more systematically and effectively. Through dialogue with executing agencies, road safety audit is being introduced on Bank financed road projects, but remains to be mandatory to ensure safer roads in member states. The Bank is also supporting capacity building activities in carefully chosen areas where significant benefits can be achieved. For example, as part of the Multinational: Lome-Ouagadougou Road Corridor Rehabilitation and Transport Facilitation Project, the Bank has approved the support for capacity building of road safety agencies and emergency medical centers with ambulances in Togo and Burkina Faso.

3.2.5. The Bank has also approved the support for the standalone Dar es Salaam-Morogoro Road Safety Pilot Project (193 km) in Tanzania as part of Road Sector Sup-

port Project II. The pilot project is packaged with self-standing modules of multi-sector interventions including enforcement, road improvements for safety, safety education and campaign and road crash investigation and recording. It is sufficiently large and will be executed in sufficient duration of three years to achieve rapid measureable targets. The objective of the pilot project is to build road safety capacity through learning-by-doing, convince decision makers and develop a road safety programme for Tanzania. The lessons obtained will also be valuable for region wide applications.

3.2.6. The Bank promotes road safety in collaboration with United Nations Economic Commission for Africa (UN ECA), Multilateral Development Banks (MDBs)¹¹ and other regional and international stakeholders. The Bank partnered with UN ECA to organize the 2nd African Road Safety Conference which was held in 9-11 November 2011 in Addis Ababa, Ethiopia. The Conference was used as a forum to bring together country representatives to discuss and adopt the African Road Safety Decade Plan of Action¹² 2011-2020 which was then endorsed by the African Union Head of States.

3.2.7. As part of the MDBs road safety initiative, the Bank organized a road safety training in collaboration with the Global Road Safety Facility (GRSF) which was held in In June 2012 in Tunis. The training was organized for the Bank staff as part of building internal capacity to strengthen the support of the road safety efforts of regional member countries to address road safety issues. The Bank will continue providing internal and external road safety training to build capacity in the region.

¹⁰ African Development Bank (1993), Transport Sector Policy.

¹¹ The African Development Bank has signed a joint statement with Multilateral Development Banks on "A Harmonized Approach to Managing Road Infrastructure Safety" in November 2009 which emphasizes on measures to be carried out under four broad categories: (1) strengthening road safety management capacity;

(2) implementing safety approaches in the planning, design, construction, operation, and maintenance of road infrastructure projects;

(3) improving safety performance measures; and (4) mobilizing more and new resources for road safety

¹² The African Road Safety Decade Plan of Action 2011-2020 is the African Decade of Actions for Road Safety under the five UN recognized pillars: Pillar 1: Road safety management; Pillar 2: Safer roads and mobility; Pillar 3: Safer vehicles; Pillar 4: Safer road users; and Pillar 5: Post crash response; to be used by each African country as the bases for formulating its own specific Action Plan.



4.
**ROAD SAFETY
MANAGEMENT
IN AFRICA**

4.1. Policy, Legislation and Institution

4.1.1. The survey shows that about 65% of countries have road safety policy. Half of the countries have various legal instruments to implement the policy. Furthermore, most countries have a central road safety lead agency exclusively responsible for road safety. The governing boards of the lead agencies in these countries are formed from various stakeholders including transport, police, health and education public agencies and private transport companies and

road users. In half of the countries, the lead agency is accountable to the ministry of transport. The road safety lead agencies in Cameroon and Morocco are accountable to the Prime Ministers and in Nigeria to the President.

4.1.2. The accountability of the lead agency to the highest political leadership helps to have greater power to coordinate different road safety stakeholders and get priorities. Table 3 summarizes the information on road safety policy and lead agency.

Table 3. Status of countries with respect to road safety policy and lead agency

S/N	Countries	Policy	Lead Agency	Accountability*
1	Burkina Faso	✓	✓	MoT
2	Burundi	N/A	N/A	N/A
3	Cameroon	✓	✓	Prime Minister
4	Chad	✓	✓	MoT
5	Egypt	✓	✓	MoInf
6	Ethiopia	N/A	✓	MoT
7	Gabon	✓	✓	MoT
8	Gambia	N/A	N/A	N/A
9	Ghana	✓	✓	MoT
10	Kenya	N/A	✓	MoT
11	Mali	✓	✓	MoT
12	Morocco	✓	✓	Prime Minister
13	Nigeria	✓	✓	President
14	Sierra Leone	N/A	✓	MoT
15	Tanzania	✓	N/A	N/A
16	Tunisia	✓	✓	MoInt
17	Uganda	N/A	N/A	N/A

*N/A – Not Available; ✓ - countries with road safety policy or lead agency; MoT- Ministry of Transport; MoInf – Ministry of Infrastructure; MoInt – Ministry of Interior

4.1.3. In most countries, road safety lead agencies do not have the legal power and dedicated financial and human resources. Only the lead agencies in three countries are accountable to the highest political leadership in the country. A lead agency without having legal power and dedicated financial resources will be unable to coordinate road safety stakeholders and set and enforce safety regulations and standards. The survey, however, shows that the lead agencies in more than half of the countries have defined legal relationships with other actors of road safety. The information obtained also confirmed that road safety legislations are not up-to-date to address the current road safety issues in most African countries.

4.1.4. Moreover, as will be seen in the forthcoming sections, the survey underlines the lack of strict enforcement of traffic regulations. The main reasons pointed as the causes of weak enforcement in their order of importance are lack of trained human resources, facilities and commitment, and corruption.

4.2. Road Safety Action Plan and Targets

4.2.1. In most African countries road safety is promoted as a national issue. However, there is a lack of comprehensive multi-sector road safety action plan/programme with measurable targets set to be achieved in a specific period. Even in countries where there exists national action plan/programme, the plan/programme is not translated into achievable and measurable targets of all road safety stakeholders/actors. Moreover, there is a critical lack of allocating sufficient financial and human resources to achieve the targets. Table 4 provides information on road safety action plan and targets for countries surveyed.

4.2.2. As the result of inadequate planning, the performance of the road safety plans/programmes that exist in limited regional member countries is not progressing well. The major causes indicated, in their order of importance,



Table 4. Road safety action plan and targets

S/N	Countries	Action plan	Targets*	Progress
1	Burkina Faso	N/A	N/A	No progress
2	Burundi	N/A	N/A	N/A
3	Cameroon	✓	Reduce death by 50% by 2020	Not as expected
4	Chad	N/A	N/A	N/A
5	Egypt	✓	Reduce death by 50% by 2020	Not as expected
6	Ethiopia	✓	Reduce death by 50% by 2020	Not as expected
7	Gabon	✓	Generic	Progressing
8	Gambia	N/A	N/A	N/A
9	Ghana	✓	Reduce death to < 1000 by 2015	Not as expected
10	Kenya	✓	Reduce death by 50% by 2020	Not progressing
11	Mali	N/A	N/A	N/A
12	Morocco	✓	Stabilise & reverse	Not as expected
13	Nigeria	✓	Reduce death by 50% by 2015	Not as expected
14	Sierra Leone	N/A	N/A	N/A
15	Tanzania	N/A	Reduce death by 25% by 2015	No progress
16	Tunisia	N/A	N/A	N/A
17	Uganda	N/A	N/A	N/A

*N/A – Not Available; ✓ - countries with action plan; Generic - establish accident statistics, enhance enforcement, reduce accidents etc.

for the status of the action plans/programmes are lack of financial resource, commitment, human resources and coordination of stakeholders.

4.3. Road Crash Data System

4.3.1. Almost all countries have a formal system of regularly investigating and recording road traffic accidents. Police is responsible, but in francophone countries similar institutions such as National Guard and Gendarmerie also take the responsibility. In few countries transport agencies also carry out traffic accident investigation and recording. Hospitals are also important sources of supplementary information for injury road crashes. All countries investigate and keep the record of fatal road crashes. Most countries investigate and record nonfatal injury accidents. Property damage only accidents are also reported in more than half of the countries. Table 5 summarizes findings of the survey with respect to road crash recording system.

4.3.2. 40% of the surveyed countries adhere to the international definition that “road crash death is a death of a victim within 30 days after the occurrence of a road crash”. The study underlined the use of different definitions for “road crash death” in African countries. These definitions include (1) death on the road immediately after the occurrence of a crash, (2) death of the victim during the follow-up of police and (3) death within one year after the occurrence of a crash. In some countries, the same definition is not adhered to countrywide.

4.3.3. 60% of the countries have uniform and standardized road crash reporting system. Moreover, most countries have centers where national road crash data is aggregated. However, the survey result indicate that road crash recording system is not computerized in most African countries. In more than half of the countries, road crash statistics is used as an important source of information for developing road safety policy, programme or campaigns. Close to 50% of the countries publish road crash summaries. However, research work on road safety is scarce.

4.3.4. According to the information obtained from the survey, the leading problems of the road crash data system in order of their significance are lack of financial and human resources, and lack of commitment.

Table 5. Road crash recording and database system

S/N	Countries	Reportable accidents	Road crash death definition	Reporting system	Accident summary
1	Burkina Faso	All accidents	Not uniform	Standard, but not computerised	Regularly published
2	Burundi	No response	Death on the road	No response on standardization and not computerised	No
3	Cameroon	All accidents	Not uniform	Not standardised but computerised	Regularly published
4	Chad	Injury accidents	Death on the road	Standardised, but not computerised	No
5	Egypt	Fatal/Serious Injury accidents	Death within 30 days	Computerised, but standard not adhered	Regularly published
6	Ethiopia	All accidents	Not uniform	Standardised, but not computerised	No
7	Gabon	All accidents	Not uniform	Standardised and computerised	Regularly published
8	Gambia	All accidents	Death within 30 days	Standardised, but not computerised	No
9	Ghana	All accidents	Death within 30 days	Standardised and computerised	Regularly published
10	Kenya	All accidents	Death on the road	Not standardised and not computerised	No
11	Mali	All accidents	Death within 30 days	Standardised and computerised	No
12	Morocco	Fatal accidents	Death within 30 days	Standardised and computerised	Regularly published
13	Nigeria	All accidents	Death on the road	Not standardised and not computerised	Regularly published
14	Sierra Leone	All accidents	Has no uniform definition	Not standardised and not computerised	No
15	Tanzania	All accidents	Death within 30 days	Standardised, but not computerised	No
16	Tunisia	All injury accidents	Death within 30 days	Not standardised but computerised	Regularly published
17	Uganda	All injury accidents	Death within one year	Standardised, but not computerised	No

4.4. Driver Training and Testing

4.4.1. Driver training and testing is one of the important road safety issues that African countries need to focus on. With respect to this, theoretical and practical training are very important in providing driving knowledge and skills. The findings of the survey indicate that most of the countries have standardized national drivers training curriculum. Accordingly, half of the countries require theoretical and almost all countries require practical driver trainings for driver licensing. In most countries, private organizations are providing driver training services.

4.4.2. The driving license of all countries surveyed is categorized by vehicle types. All countries have standardized national driving tests for licensing. Few countries require driving test for license renewal. However, the implementation of these requirements in most countries is not enforced to satisfactory level. Consequently, drivers' behavior, attitude and skill remain the critical issue and the prime cause of road crash in Africa.

4.5. Road Safety Laws and Enforcement

4.5.1. The use of safety devices in vehicles and protectives on motor cycles significantly reduces the severity of road crashes. These include seatbelts, child restraints and hel-

metts. Moreover, overspeeding and drink driving are also found to be highly associated with severe road crashes. Most countries have safety laws on the use of safety devices and controlling overspeeding and drink driving. The level of enforcement, however, is not generally satisfactory and varies between countries. Table 6 summarizes safety laws and levels of enforcement.

4.5.2. **Speed Limit:** Traffic speed regulation exists in all countries surveyed. The regulation is either national or local. Most countries specify speed limits based on road hierarchy, road environment (for example, rural versus urban road) and vehicle types. The law in most countries specifies default speed limits for urban areas. The enforcement level, however, is not strict in more than 80% the countries.

4.5.3. **Drink-Driving:** 76% of the countries surveyed have the law prohibiting drink driving with a specific Blood Alcohol Limit. Furthermore, in almost all the countries the penalties are more severe when a road crash occurs under the influence of alcohol and results in injuries or death. Random breath tests are used in only one-third of the countries and combination of breath tests and patrolling and sobriety checks are used in few countries to prevent alcohol-impaired driving. One-third of the countries have no information on the method of controlling drink-driving. In all the countries the police are not sufficiently equipped to enforce the drink-driving law. There is also no specialized training for law enforcement officers to combat alco-

Table 6. Enforcement of safety laws

S/N	Countries	Helmet	Seatbelt	Child-restraint	Drink-driving	Speed
1	Burkina Faso	Moderately	N/A	N/A	N/A	Rarely
2	Burundi	Moderately	Moderately	N/A	N/A	Moderately
3	Cameroon	Moderately	Moderately	No response	Moderately	Strictly
4	Chad	Moderately	Rarely	N/A	Rarely	Moderately
5	Egypt	Rarely	Moderately	N/A	Strictly	Moderately
6	Ethiopia	Moderately	Moderately	N/A	N/A	Moderately
7	Gabon	Moderately	Strictly	Moderately	Moderately	Moderately
8	Gambia	N/A	Strictly	Rarely	Moderately	Moderately
9	Ghana	Moderately	Rarely	Rarely	Rarely	Moderately
10	Kenya	Rarely	Rarely	N/A	N/A	Rarely
11	Mali	Not enforced	Rarely	Not enforced	Not enforced	Rarely
12	Morocco	Moderately	Strictly	N/A	Moderately	Very strictly
13	Nigeria	Moderately	Very strictly	N/A	Moderately	Moderately
14	Sierra Leone	Moderately	Moderately	Moderately	Moderately	Moderately
15	Tanzania	Very strictly	Moderately	Strictly	Strictly	Strictly
16	Tunisia	Moderately	Moderately	N/A	Moderately	Moderately
17	Uganda	Rarely	Rarely	N/A	Moderately	Moderately

* N/A – Legislation not available; enforcement levels of enacted laws: rarely –not regularly; moderately –often, but not adequate; strictly – adequately; and very strictly –very stringently

hol impaired driving. The findings of the survey indicate that the enforcement level is very weak.

4.5.4. **Helmet Use:** The result of the survey indicates that 95% of the countries have legislations on the use of helmets for motor-riders. In some countries, the law does not cover passengers of motorcycles. Many countries have not specified the standard of helmets. The survey indicates that enforcement of helmet use is not strictly enforced in 65% of the countries. The responses from few countries indicate that the rate of helmet use is in the range of 8% to 50% for riders and 0% to 30% for passengers. In most countries, the legislation on helmet use does not cover pedal cyclists.

4.5.5. **Seatbelt Use:** 95% of the countries have legislation for mandatory seatbelt use. However, the enforcement of the law is very strict in only 6%, strict in 18%, moderate in 41% and rare in 30% of the countries surveyed. The rate of seatbelt use is not known.

4.5.6. **Child-Restraints:** Only 35% of the countries surveyed have child restraint legislation enacted. The law is not adequately enforced in all of these countries. As a result the rate of the use of child restraint is very low.

4.6. Safety Education and Campaigns

4.6.1. The awareness of road safety is a fundamental requirement towards sustainable safety. This can be done through teaching children at schools by integrating road safety in curriculums of different subjects and public campaigns of various forms using different media. However, it requires comprehensive and continuous interventions to reach the population particularly those who frequently use the road environment in one way or the other.

4.6.2. The efforts of African countries towards creating road safety awareness are encouraging. In many countries, road safety is integrated in the school curriculums with different subjects. However, although countries have inte-



grated road safety in their school curriculums, road safety education is not effectively practiced due to lack of appropriate teachers' training and teaching materials.

4.6.3. Road safety campaigns are conducted regularly in most countries. The survey result, further, indicates that in about half of the countries the campaigns are designed on identified problems based on traffic accident data targeting certain road safety issues or road users groups. The mass media used for road safety campaign in their order of frequency of use are radio, TV, flyers, posters and drama. However, in most countries road safety campaigns are not conducted in coordination with enforcement for more effective outcomes. The issues addressed in road safety campaigns in a number of countries include (i) over speeding, (ii) helmet use, (iii) pedestrian road use, (iv) drink driving, (v) seatbelt use and (vi) child restraints.

4.7. Road Infrastructure Safety

4.7.1. The findings of the survey indicates that road safety is one of the components road agencies in many countries consider in their road sector development programmes. National design manuals of most countries have also incorporated road safety requirements. However, many road agencies do not maintain and use road crash databases to address road safety issues on the road network. Table 7 summarizes the findings with respect to road safety practices in road infrastructure.

4.7.2. About half of the countries surveyed have road safety audit and inspection standard manuals. However,

only 30% of the countries perform road safety audits and inspections. The practice of black spot treatment in these countries is very limited. In most countries, earmarked funding is available for road safety activities but it is not sufficient. Capacity and resource constraints are the main bottlenecks indicated of not incorporating road safety in road infrastructure.

4.8. Vehicle Safety

4.8.1. Almost all African countries are importers of second hand vehicles largely from Japan, Europe and the United States. 90% of the countries have import standards, most of them without age limits, but enforcement of the standards is not strict. Moreover, most countries have safety standards for vehicle use, but have no age limit for road-worthiness. Despite 90% of the countries have laws for seatbelt use, only 50% of the countries legally require vehicles to have seatbelts. Moreover, the countries which have vehicle safety laws do not effectively enforce safety standards.

4.8.2. All countries have regulations for mandatory periodic vehicle safety inspections. In most countries, vehicle inspection regulations require private cars to be inspected annually while public and freight transport vehicles inspected every six months. In 75% of the countries, on-the-spot vehicle safety inspection is practiced. However, the enforcement of vehicle inspection regulation is found to be weak.

4.8.3. All countries surveyed have compulsory insurance regulation for all types of vehicles. The insurance regu-

Table 7. Progresses in incorporating safety in road infrastructure

S/N	Countries	Audit Standard	Safety Audit & Inspection	Use of Road Crash Data	Road Improvement works
1	Burkina Faso	Present	Not done	Used	Limited
2	Burundi	No standard	Not done	Not used	Not done
3	Cameroon	Present	Done regularly	Not Used	Limited
4	Chad	Present	Not done	Not Used	Limited
5	Egypt	Present	Done regularly	Used	Done regularly
6	Ethiopia	In draft	Not done	Not Used	Limited
7	Gabon	No standard	Not done	Not used	Limited
8	Gambia	No standard	Not done	Not used	Limited
9	Ghana	Present	Not done	Used	Limited
10	Kenya	In draft	Not done	Not used	Not done
11	Mali	No standard	Not done	Not used	Limited
12	Morocco	Present	Done regularly	Used	Done regularly
13	Nigeria	No standard	Not done	Not used	Limited
14	Sierra Leone	Present	Done regularly	Used	Done regularly
15	Tanzania	Present	Not done	Not used	Limited
16	Tunisia	No standard	Not done	Not used	Limited
17	Uganda	Present	Done regularly	Not used	Limited

Table 8. Progresses in vehicle safety

S/N	Countries	Vehicle Safety Standards	Vehicle Inspection	Compulsory Insurance
1	Burkina Faso	Limited, not enforced	Exist, very strict	Exist, very strict
2	Burundi	Not enacted	Exist, moderate	Exist, very strict
3	Cameroon	Exist, moderate	Exist, strict	Exist, very strict
4	Chad	Exist, moderate	Exist, moderate	Exist, moderate
5	Egypt	Exist, moderate	Exist for private vehicles, not strict	Exist, but not strict
6	Ethiopia	Exist, moderate	Exist, strict	Exist, very strict
7	Gabon	Exist, moderate	Exist, moderate	Exist, very strict
8	Gambia	Exist, moderate	Exist, moderate	Exist, very strict
9	Ghana	Not enacted	Exist, strict	Exist, strict
10	Kenya	Exist, rarely enforced	Public and freight vehicles, not strict	Exist, strict
11	Mali	Exist, rare	Exist, strict	Exist, moderate
12	Morocco	Exist, strict	Exist, strict	Exist, very strict
13	Nigeria	Exist, rare	Exist, moderate	Exist, rare
14	Sierra Leone	Exist, moderate	Exist, moderate	Exist, moderate
15	Tanzania	Exist, moderate	Exist, strict	Exist, very strict
16	Tunisia	Exist, strict	Exist, strict	Exist, strict
17	Uganda	Exist, rare	Public vehicles, not enforced	Exist, strict

lations in 70% of the countries are enforced satisfactorily. Again, governance and constraints of resources are the main problems indicated to maintain vehicle safety in these countries.

4.9. Emergency Medical Service

4.9.1. Information collected reveals that most countries have emergency medical regulation. In 58% of the countries, special emergency telephone number and emergency medical services for road crash are in place. However, there is a critical problem with respect to the coverage and reliability of the services. According to the survey, the emergency services cover the whole country only in 20%, main cities in 25%, and capital cities in 10% of the countries surveyed.

4.9.2. The quality of the emergency medical services is rated from bad to fair where the service exists. In 75% of the countries surveyed, road crash victims are transported with the help of volunteer drivers. In the majority of the countries, first aid training is not provided as part of drivers' training curriculum. Resource constraint is the main factor affecting the provision of adequate post-crash-care.



4.10. Funding

4.10.1. The annual budgets of 75% of the surveyed countries reflect the allocation for road safety. More than 50% of the countries have Road Funds. The legislation of the Road Funds in most of these countries allows fund allocation for road safety. Some countries use percentage allocation of the Road Fund collections. Moreover road safety activities are also funded by (1) donors, (2) development banks, (3) private sectors and (4) NGO in different countries.

4.11. Cost of Road Crash

4.11.1. Road crash cost African countries millions and billions of dollars yearly. Very few countries in Africa have conducted studies on road crash costs. Among the countries in which data were collected, information on road crash costs was obtained from Nigeria, Ghana, Morocco, Ethiopia, Tunisia and Uganda. Accordingly, road crash cost estimates for these countries are: Nigeria US\$6 billion (3% of its GDP) in 2010, Ghana US\$288 million (1.6% of its GDP) in 2009, Morocco US\$ 1.2 billion (2.5% of its GDP), Ethiopia US\$104 million (0.5% of its GDP) in 2009/10, Tunisia US\$ 190 million (1% of its GDP) in 2011 and Uganda UGX300 Billion equivalent to US\$114 million (2.7% of its GDP) in 2009.



5.
**SPECIFIC
COUNTRY ROAD
SAFETY ISSUES
AND PROGRESS**

5.1. Burkina Faso

5.1.1. Burkina Faso has a road safety policy and a lead agency accountable to the Ministry of Transport. Road safety is promoted as a national issue, but there is no national road safety action plan with measurable targets. The country has a road accident recording system undertaken by police and National Guard, but the system is manual and road crash death is not uniformly defined. The information obtained from the survey indicated that accident summary is published regularly, but the five year accident and vehicle fleet data required in the survey were not provided.

5.1.2. The driver training and testing system in Burkina Faso is standardized and driver licensing is provided by vehicle categories. There are legislations on speed and helmet use, but their enforcement is poor. The country has not enacted laws on seatbelt, drink-driving and child restraint. Road safety campaigns are made and safety education for children is given at schools but teaching materials are not sufficient.

5.1.3. Road safety is mainstreamed in road infrastructure agencies. There is a standard for road safety audit, but safety audit is not performed regularly. The practice of black spot treatment is limited. The main constraints are human and financial resources.

5.1.4. There is no vehicle import standard, but vehicle inspection is mandatory and enforced very strictly. Vehicle insurance law is enacted and strictly enforced. The emergency medical service is well practiced only in main cities.

5.1.5. Road safety has an annual budget line provided for the Ministry of Transport, Police, Road safety Lead Agency, Ministry of Health, Ministry of Infrastructure, and Ministry of Interior.

5.2. Burundi

5.2.1. Burundi promotes road safety as a national issue, but lacks the required instruments for effectiveness such as policy, lead agency and action plan to achieve targets. The police in Burundi are responsible for accident investigation and recording, but the statistics is not aggregated at national level. Road accident fatality is defined as death

on the scene of road crash. The road accident and vehicle fleet data inquired were not provided.

5.2.2. The country has no standardized driver training and testing system. The existing driver licensing is based on only practical training and testing. Burundi has laws on helmet and seatbelt uses and traffic speed, but the enforcement these laws are generally not strict. The country has no legislation on drink-driving and child-restraint.

5.2.3. Road infrastructure safety and awareness creation activities such as safety education and campaigns are not done systematically. Vehicle safety considerations are limited to mandatory vehicle inspections which are done yearly for cars, every six months for freight vehicles and quarterly for public transport vehicles.

5.2.4. Road safety budget is not clearly seen in the annual budget of the Ministry of Transport. The Road Fund does not have provision to allocate its collections for road safety. The country's rescue and emergency medical care system fairly covers main urban centers.

5.3. Cameroon

5.3.1. Road safety in Cameroon is promoted as national issue with a road safety policy and a lead agency accountable to the Prime Minister. Legal instruments are in place for implementing the policy. The lead agency has partial power to set and enforce safety standards. The country has road safety strategy to stabilize and reduce road crash deaths by 50% in the Decade. The strategy is translated



into targets achievable by each road safety stakeholder, but the allocated financial and human resources for the implementation are not sufficient.

5.3.2. In Cameroon, all accidents are reportable. The Police, Ministry of Transport, Ministry of Health and Gendarmerie are responsible road crash investigation and recording. The road crash reporting system is not standardized and uniformly adhered. Furthermore, there is no uniform definition of road crash death. However, the recording system is computerized, national data is aggregated centrally and annual summary is published regularly. The plotted road crash and vehicle fleet data show the trends as shown in Figure 10.

Figure 10 Trends of road crash and vehicle fleet in Cameroon



5.3.3. Theoretical and practical training and testing are required for driver licensing. Driver training schools provide the trainings. However, there is no standard curriculum of training and the same holds for driver testing.

5.3.4. Laws on seatbelt, helmet and drink driving are enacted, but the enforcement of these laws is not strict. On the other hand, speed limits are regulated at national and local levels and enforcement is strict.

5.3.5. In Cameroon, road safety education for school children is not well established. Public campaigns are, however, regularly made targeting specific road users' group or road safety issues based on information from road crash data. Usually, road safety campaigns are coordinated with enforcement.

5.3.6. Road safety is mainstreamed in road agencies and road safety audit and inspection are regularly practiced. Works to improve black spots is, however, limited. Funds are earmarked for road safety. Due consideration is given to road safety in road sector development programmes.

5.3.7. Vehicle safety standards in Cameroon are limited to vehicle import standard and its enforcement is not strict. There are, however, mandatory periodic vehicle inspection and insurance regulations which are enforced strictly. Cameroon has a fair rescue and emergency medical service system in place for road crash with emergency telephone number.

5.3.8. The Road Fund has a provision of financing 1.5% of its collections for road safety. The Ministry of Transport and the lead agency receives the allocation.

5.3.9. Road crash costs Cameroon yearly about US\$200 million or about 1.0% of its GDP.

5.4. Chad

5.4.1. Chad has a road safety policy and a lead agency accountable to the Ministry of Transport. The lead agency has no legal power over standards and regulations. The country has no action plan with achievable targets. The police undertake road accident investigation and recording for injury accidents, but it is not done consistently. The recording system is manual, but the national statistics is aggregated and used for various purposes. The accident and vehicle fleet statistics was not provided in this survey.

5.4.2. The country has standardized driver training curriculum and theoretical and practical testing for licenses categorized by vehicle types. Laws on helmet and seatbelt uses, and speed and drink-driving are enacted, but they are rarely enforced.

5.4.3. Road safety is mainstreamed in road infrastructure and there is a standard for road safety audit, but safety audit is not practiced regularly. Road safety education and campaign are not made.

5.4.4. The requirements with respect to vehicle standards, and mandatory vehicle inspection and insurance are in place and moderately enforced. The rescue and emergency medical system only covers main cities and provides fair services.

5.4.5. The country Road Fund allocates 5% of its collections to the Ministry of Transport for road safety.

5.5. Egypt

5.5.1. Egypt has a road safety policy and a lead agency accountable to the Ministry of Infrastructure. The lead agency does not however have full power over road safety standards and regulations. The national road safety action plan targets 50% reduction of road rash fatalities in the Decade (2011-2020). The progress of the plan is not however as expected due to mainly nonexistence of allocated human and financial resources.

5.5.2. Police is responsible to record fatal and serious injury accidents. Road crash death is defined as death within 30 days after crash, but there is no standardized and uniform system of reporting. The accident recording system is computerized and the data is aggregated at national level and accident summary is published regularly. Traffic accident and vehicle fleet data were provided as part of the response to the questionnaire, however, the information obtained has not been found reasonable and in agreement with what was reported by WHO (2009) as commented in Box 1.

Box 1: Inconsistent Accident and Vehicle Fleet Data

I. Survey Response (2011):

a. Accident data

- Fatalities: in the range of 1174-1568 in 2005-2009

- Injuries: in the range of 6746-9793 in 2005-2009

b. Vehicle fleet: in the range of 2610-4406 in 2005-2009

II. Global Status Report on Road Safety, (WHO, 2009):

a. Accident data: Fatalities: defined as died at the crash scene in 2007 is 12,295

b. Vehicle fleet: 4,300,000 registered vehicles in 2009.

III. Cost of Road Crash: A study¹ estimated it to be about \$US 1.8 billion in 2008 and \$US 2.1 billion in 2009.

¹ Ismail, Mohamed A & Abdelmageed, M.M (2010), World Academy of Science, Engineering and Technology 66 2010.

5.5.3. In Egypt, there is no standardized driving training curriculum and testing. The responses of inquiries for laws on helmet, seatbelt, drunk-driving and child-restraint are not consistent. Traffic speed is regulated at national and local levels and reasonably enforced. Safety education is not present, but campaigns are made regularly. Road safety is well incorporated in road infrastructure during design and operation with established system of road safety audit, inspection and black spot treatment.

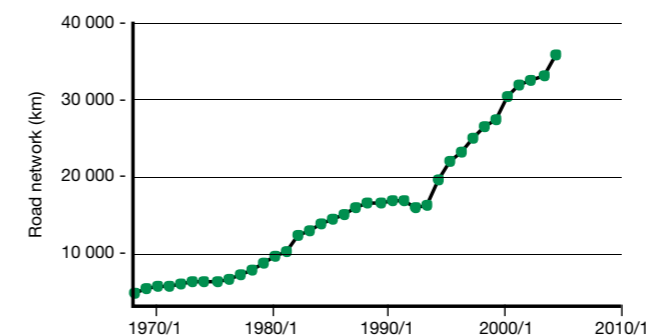
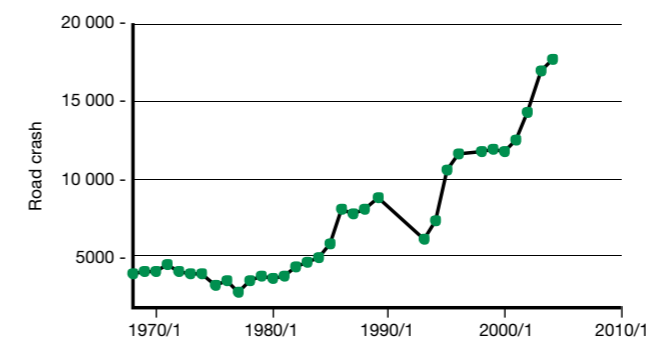
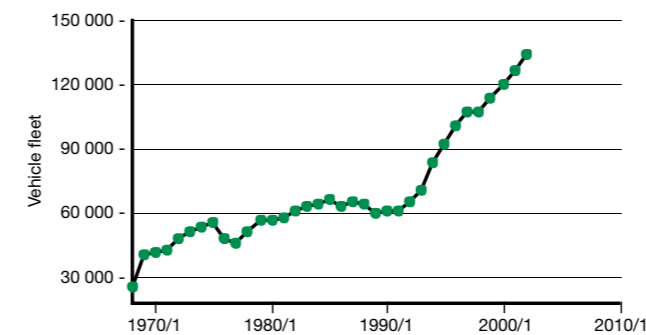
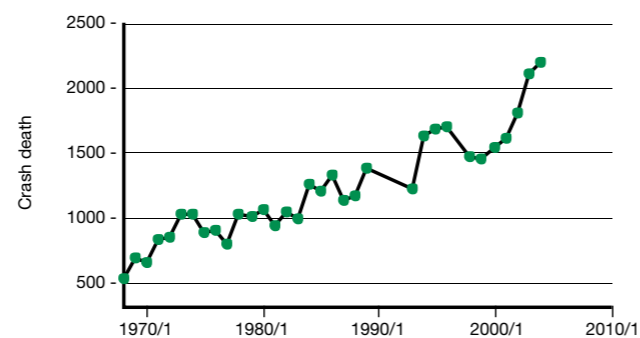
5.5.4. Vehicle safety is moderately regulated with standards for import, manufacture and vehicles in use. Private vehicle inspection is done once in three years. Vehicle insurance is mandatory for all vehicles. Egypt has good rescue and emergency medical services covering the whole country.

5.5.5. There is a road safety annual budget for the Ministry of Transport, police and Ministry of Health. The cost of road accident in Egypt is estimated at 3% of its GDP.

5.6. Ethiopia

5.6.1. Ethiopia promotes road safety as a national issue with a road safety lead agency accountable to the Ministry of Transport. However, there is no self-standing road safety policy. Legal instruments to enhance road safety have been revised and some are yet to be updated. There is a road safety national strategic plan in which the country targets to reduce fatalities by 50% in the Decade. However, the plan is not translated into achievable targets for each stakeholder with sufficient resource allocations required for the implementation to attain the national target.

Figure 11 Trends of road crash, vehicle fleet, and road network expansion



5.6.2. The Police regularly investigate and record road crashes. All accidents are reportable. Road crash death is not uniformly defined. The reporting system is standardized and uniformly adhered, but it is not computerized. Road crash data is aggregated centrally to reflect the national statistics, but the summary is not published regularly. Figure 11 shows the trends road crash deaths, vehicle fleet and road network expansion.

5.6.3. Theoretical and practical training are the requirements of driver licensing. There is a standardized national curriculum which the driver's training schools are required to follow. Authorized transport agencies administer the standardized national driver testing and issue driver licensing by vehicle categories.

5.6.4. Laws on seatbelt and helmet are enacted, but the enforcement is not strict. Drink driving and child restraint legislations are not enacted. Speed limits are regulated at national and local levels, but enforcement is not strict.

5.6.5. Road safety education is provided for school children, but trained teachers and training materials are significantly lacking. Public campaigns are regularly made but does not target specific road users' group or road safety issues based on relevant information from the road crash data.

5.6.6. Safety consideration in the road infrastructure is very limited. Road agencies lack capacity. There are no road safety audit and inspection manuals. Works to improve accident black spot are not practiced.

5.6.7. Standards for vehicle import, manufacture and use exist, but need revision to cope with the current requirements. The enforcement of the standards is not strict. Mandatory vehicle inspection and insurance are enacted and strictly enforced. Rescue and emergency system for road crash victims is nonexistent.

5.6.8. The Road Fund has a provision to finance road safety from its collections. The available fund is not utilized effectively due to lack of capacity. The road crash cost in Ethiopia was estimated to about US\$104 million or 0.5% of its GDP in 2009/10¹³.

5.7. Gabon

5.7.1. Gabon has road safety policy and road safety lead agency accountable to the Ministry of Transport. The lead agency has full legal power for safety standards and regulations. The country has a national action plan with generic targets which is said to be progressing as expected. The Police investigate and record all road accidents. The accident recording system is computerized and accident summaries are published regularly. The plot of accident casualty data obtained (Figure 12) shows the worsening situation of safety in the country.

5.7.2. Gabon has standards of theoretical and practical driver's training curriculum. Drivers are required to pass standardized theoretical and practical tests to obtain licenses categorized by vehicle types. The law also requires that a driver passes a test for renewal of a license.



5.7.3. The country has enacted helmet, seatbelt and child-restraint use, and drink-driving and speed laws as counter measure of high risk factors. The enforcement of helmet and child-restraint use and drink driving and speed laws is moderate while the seatbelt use is strict.

5.7.4. Safety education is provided for children at schools by trained teachers and sufficient teaching materials. Public campaigns and properly designed based on traffic accidents targeting specific safety issues made regularly to create safety awareness. Enforcement is coupled with public campaigns to ensure effectiveness.

5.7.5. Gabon does not have standards for road safety audit and inspection. Safety audit and inspection are not

practiced the country. However, black spot identification and treatment of existing roads are done regularly.

5.7.6. The country has vehicle standards for import and use as well as mandatory inspections to control vehicle safety. All vehicles are subject to insurance which is strictly enforced.

5.7.7. The rescue and emergency medical services only covers the capital city. Annual budget is provided to line public agencies for road safety. The Road Fund has no provisions for financing road safety. The country gets support from its development partners.

5.8. Gambia

5.8.1. Gambia does not have road safety policy, lead agency and action plan, but there are limited safety activities. Police investigate and record all accidents. Road crash death is defined as death of a victim within 30 days after crash. The reporting system is standardized throughout the country but it is not computerized. Data on number of casualties were provided. The data show that 77% of the road crash deaths are men.

5.8.2. Driver training and testing are not standardized. Driver testing is limited to practical test conducted away from traffic.

5.8.3. Laws on seatbelt, child-restraint and drink-driving are enacted, but helmet use is not legislated. Seatbelt use is enforced strictly, drink-driving moderately and child restraint rarely. Speed limit is regulated at national and local levels.

Figure 12. Trends of road crash victims in Gabon

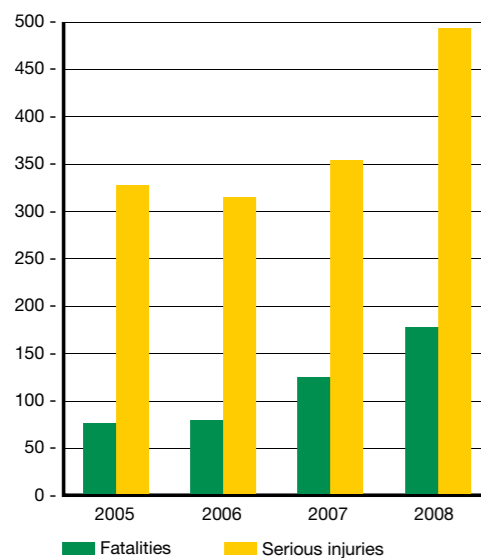
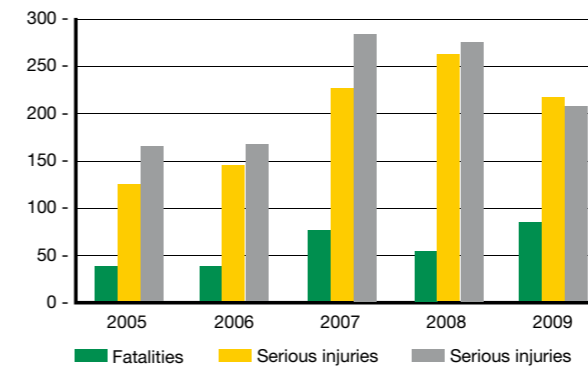


Figure 13. Trends of road crash casualties in Gambia



5.8.4. Road safety education is not provided for children at schools, but public road safety campaigns are regularly made.

5.8.5. Activities to improve road infrastructure safety are limited. There is no standard requirement for vehicle import or use, but vehicles are required to have seatbelts for the front seats. Yearly inspection and insurance are mandatory for all vehicles. A fair post-accident care services covers the whole country. Road safety financing in Gambia is limited.

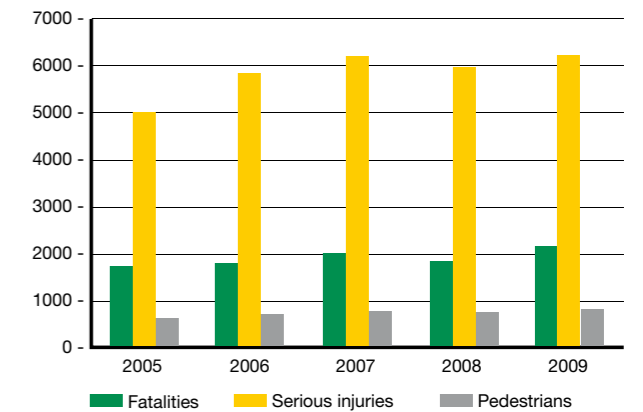
5.9. Ghana

5.9.1. Ghana is promoting road safety with defined policy and lead agency which is accountable to the Ministry of Transport. The lead agency has some power over standards and regulations but does not have any power to enforce. The national action plan targets to reduce the number of fatalities to less than 1000 by 2015, but it is not progressing as expected.

5.9.2. Police investigate and record all accidents using standardized and computerized recording system. Road crash death is defined as death within 30 days after accident. Accident summaries are published regularly. Data provided on casualties in the last five years show that 70% of all fatalities are men.

5.9.3. Ghana has standardized driver training curriculum, and theoretical and practical tests for driver licensing. Renewal of driver license requires passing a test.

Figure 14. Trends of road crash casualties in Ghana



5.9.4. Laws on helmet, seatbelt, child-restraint and drink driving are enacted, but the levels of enforcement are generally very poor. Speed limit is regulated at national level. Road safety education is given for children at schools and public campaigns are made on regular basis.

5.9.5. National standards for improving safety in road infrastructure are established, but road safety audit and inspections are not done regularly. Vehicle safety standards are not in place, but mandatory vehicle inspection and insurance are enacted and strictly enforced.

5.9.6. There exists good rescue and emergency medical services which covers main urban centers. The legislation of the Road Fund has a provision for road safety financing to the lead agency. Road safety annual budgets are allocated to main stakeholders. The World Bank and European Union are providing financial support. In 2009, the estimated loss caused by road crashes is about 1.6% of GDP.

5.10. Kenya

5.10.1. Kenya has a lead agency accountable to the Ministry of Transport and a national action plan with targets to reduce fatalities by 50% in the Decade. However, the required human and financial resources are not allocated and the national action plan has not gone down to stakeholders and consequently the plan is not progressing.

5.10.2. Police is responsible to investigate and record all accidents, but the system is not standardized and computerized. The data obtained on casualties show that fatalities are rising at increasing rate.

Figure 15. Trends of casualties in Kenya

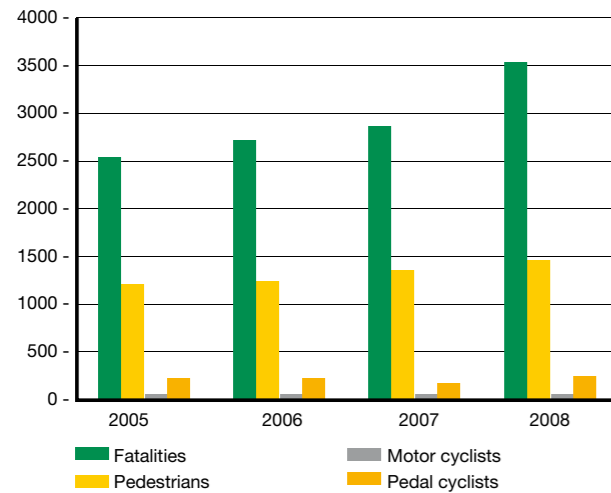
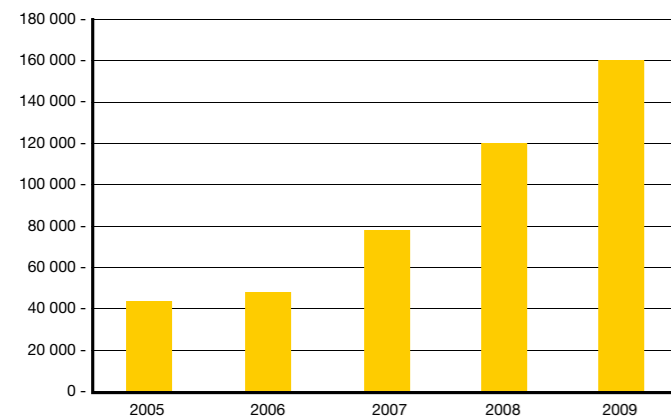


Figure 16. Vehicle fleet in Kenya



5.10.3. Driver's training in Kenya does not have standardized curriculum. Theoretical and practical trainings are given by private schools. Theoretical and practical driver tests are standardized for licenses categorized by vehicle types.

5.10.4. Helmet and seatbelt laws are enacted, but rarely enforced. Drink-driving and child-restraint are not legislated. Speed limit is regulated at national level, but rarely enforced. Safety education is provided but teaching materials are scarce. Safety consideration in road infrastructure is critically lacking.

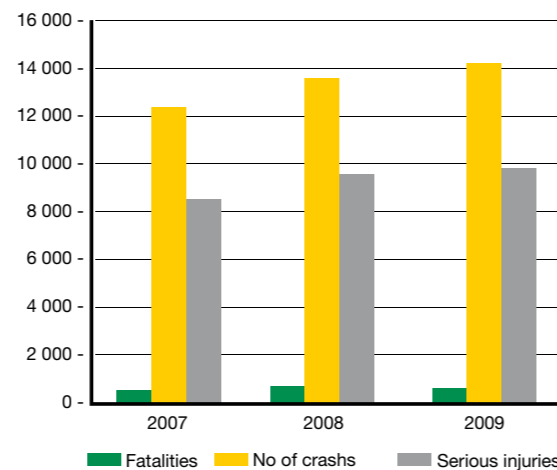
5.10.5. Kenya has standards for vehicle import, manufacture and use, but these requirements are rarely enforced. Yearly vehicle inspection is mandatory only for public and freight vehicles. Post-accident care is nonexistent. Local source of financing for road safety is lacking. Currently the World Bank and other development partners are providing support.

5.11. Mali

5.11.1. Mali has a road safety policy and lead agency accountable to the Ministry of Transport. The lead agency is fully in charge of road safety standards and regulations. There is no, however, a national action plan with achievable targets. All accidents are reportable and the police investigates and records accidents using standardized and computerized system. Road crash death is defined in the country as a death within 30 days after crash. The plot of the accident data obtained during the survey shows that the number of accident occurrence is increasing.

5.11.2. Driver training and testing are not standardized, but training is provided at training schools, and theoretical and practical tests are required for driver licensing. Laws on seatbelt, helmet, drink-driving and child-restraint are enacted, but enforcement is hardly done. Speed limit is regulated at national and local levels but enforcement is again very weak. Regular road safety campaigns are made to create road safety awareness.

Figure 17. Trends of road crash in Mali



5.11.3. Activities to improve the safety of road infrastructure are limited to inspection and black-spot treatment which are sporadically practiced.

5.11.4. There are standards for vehicle import and use, but enforcement is very weak. Vehicle inspection is mandatory and enforced strictly. Vehicle insurance requirement is enacted, but enforcement is not strict. Rescue and emergency medical service is very weak.

5.11.5. The Road Fund provides funding for road safety receivable by the Ministry of Transport and the lead agency.

5.12. Morocco

5.12.1. Morocco has road safety policy and lead agency accountable to the Prime Minister. The lead agency is fully authorized for road safety standards and regulations. The country has a national action plan with achievable target of initially bringing the increasing rate in road crashes to a halt and ultimately reversing the trend. Resources are allocated accordingly to meet the target through each stakeholder. However, its progress is not as expected.

5.12.2. Only fatal accidents are reportable in Morocco. Road crash death is defined as death within 30 days after the event. The police, Gendarmerie Royale and Ministry of Transport are responsible for investigation and recording. The reporting system is standardized and computerized. Accident data was however not obtained during the survey.

5.12.3. Laws on seatbelt, helmet and drink driving are enacted, but the enforcement of the latter two is not strictly as seatbelt use. Speed limits are regulated at national and local levels and enforcement is very strict.

5.12.4. Road safety education is provided for children as extracurricular activities with trained teachers and training materials. Public campaigns are regularly made targeting specific road users' group or road safety issues.

5.12.5. Morocco is one of the few countries in Africa where road safety considerations are made to make the road infrastructure safer. Road safety audit, inspection and black spot treatment are practiced, but commitment is still lacking.

5.12.6. Vehicle safety standards are in place and strictly enforced. Mandatory vehicle inspection and insurance are enacted and enforced.

5.12.7. There is a fair rescue and emergency medical service in the country. The Road Fund has a provision to finance road safety from its collections. The police, Ministry of Transport and the lead agency receives the allocation of funding from the Road Fund for road safety financing. Donors, development banks and private sectors also provide financial support. Road crash costs Morocco yearly about US\$1.2 billion or about 2.5% it's GDP.

5.13. Nigeria

5.13.1. Road safety activities in Nigeria are guided with a national policy and action plan to reduce road crash deaths by 50% by 2015. There is a lead agency accountable to the President and fully authorized on road safety standards and regulations. The national action plan is translated into measurable targets of all road safety stakeholders to achieve the 50% reduction of road deaths in the planning period. The action plan is progressing but not as expected due to lack of commitment which consequently results in constraints of resource allocation.

Figure 18. Fatal crashes and fatalities in Nigeria

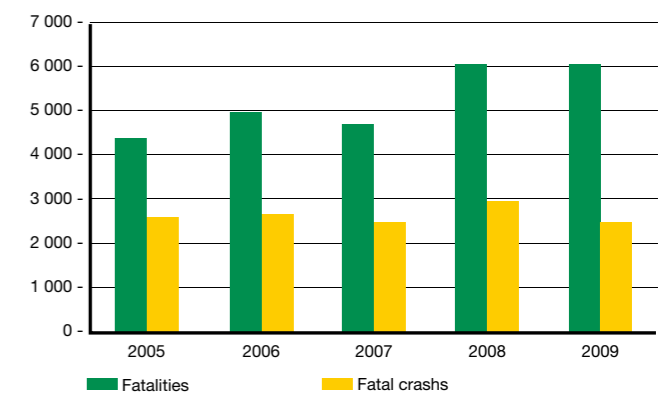
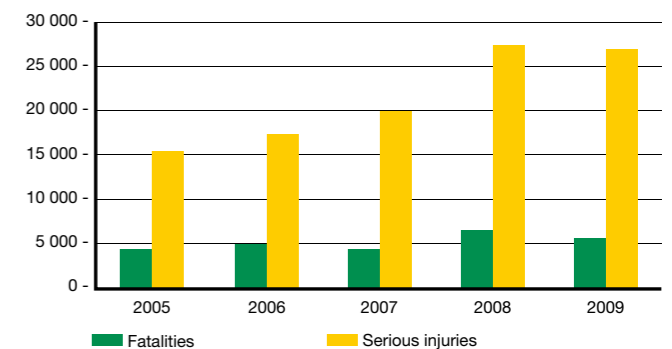


Figure 19. Fatalities and serious injuries in Nigeria



5.13.2. The police investigate and record all accidents, but the reporting system is not standardized and computerized. Road crash death is defined as victims killed on the road. Accidents are aggregated at national level and summaries are regularly published.

5.13.3. The country has standardized training curriculum and testing for driver licensing. Theoretical and practical training and testing are requirements. Safety education is

given at schools, but teaching materials and teacher training is lacking. Road safety public campaigns are done regularly.

5.13.4. Laws on seatbelt, helmet and drink-driving are enacted, but enforcement is not stringent for the latter two while strict for seatbelt use. Speed limit is regulated at national and local levels, but enforcement is not stringent as well. Child-restraint is not legislated.

5.13.5. Activities to improve road infrastructure safety are limited to minor black spot treatments when funds are available. The country has standard requirements for vehicle import, manufacture and use, but enforced rarely. Vehicle inspection is mandatory, but lightly enforced. There is compulsory vehicle insurance, but it is rarely enforced. Nigeria has emergency medical service system coverage for road crash.

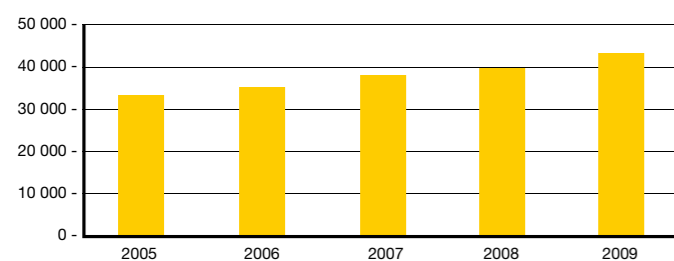
5.13.6. Road safety has an annual budget line allocated to lead agency. Financial supports are also obtained from donors, development banks and the private sector. A study was conducted to estimate the cost of losses caused by road crashes in Nigeria. Currently, the cost of road crash losses are estimated at US\$6 billion or 3% of the country's GDP.

5.14. Sierra Leone

5.14.1. Road Transport Authority under the Ministry of Transport is responsible for promoting road safety in Sierra Leone. There is no guiding policy and action plan for road safety activities in the country.

5.14.2. Police investigate and record all accidents, but there is no standardized and computerized recording system. There is no also clear and uniform definition for road crash death. Accident statistics is not aggregated at national level and data were not obtained during this survey.

Figure 20. Vehicle fleet in Sierra Leone



5.14.3. In Sierra Leone, theoretical and practical training and testing are required for obtaining driver licensing. The training curriculum is not standardized but the test is standardized and license renewal requires passing a test. Safety education for children is not given at schools. However, road safety awareness is provided regularly through public campaigns.

5.14.4. Laws on seatbelt, helmet, child-restraint and drink-driving are enacted, but enforcement is not stringent. Speed limit is regulated at national level, but it is not strictly enforced.

5.14.5. Road safety is mainstreamed in road agencies in Sierra Leone. National road safety audit and inspection manual are established and safety audit and inspection are regularly performed. Black spot identification and treatment are also done regularly on the entire road network. Annual budget is allocated to the Road Transport Authority and these activities are financed.

5.14.6. Sierra Leone does not have vehicle import requirements, but has standards for vehicle in use which is monitored with mandatory periodical inspections. There is also compulsory vehicle insurance requirement. However enforcement for both inspection and insurance is not strict. The post-accident services are limited to urban areas where hospital ambulances are available.

5.15. Tanzania

5.15.1. Tanzania has a road safety policy, but does not have a lead agency and action plan. The policy targeted a reduction of road crash death by 25% by 2015. However, actions have not been defined and resources are not accordingly mobilized to meet the target.

5.15.2. Police undertakes accident investigation and recording of all injury accidents using standardized, but not computerized system. Death is defined as a death within 30 days after road crash. Accident statistics is aggregated at national level, but summary is not published. The plotted accident data obtained during the survey as shown in Figure 21 depicts the increasing trend of accidents in the country.

5.15.3. Laws on seatbelt, helmet, child-restraint and drink driving are enacted. Speed limit is regulated at national and local levels. However, the enforcement of these legislations varies; it is moderate for seatbelt use, strict for child-restraint, drink-driving and speed limit, and very strict for helmet use.

Figure 21. Trends of road crash deaths in Tanzania

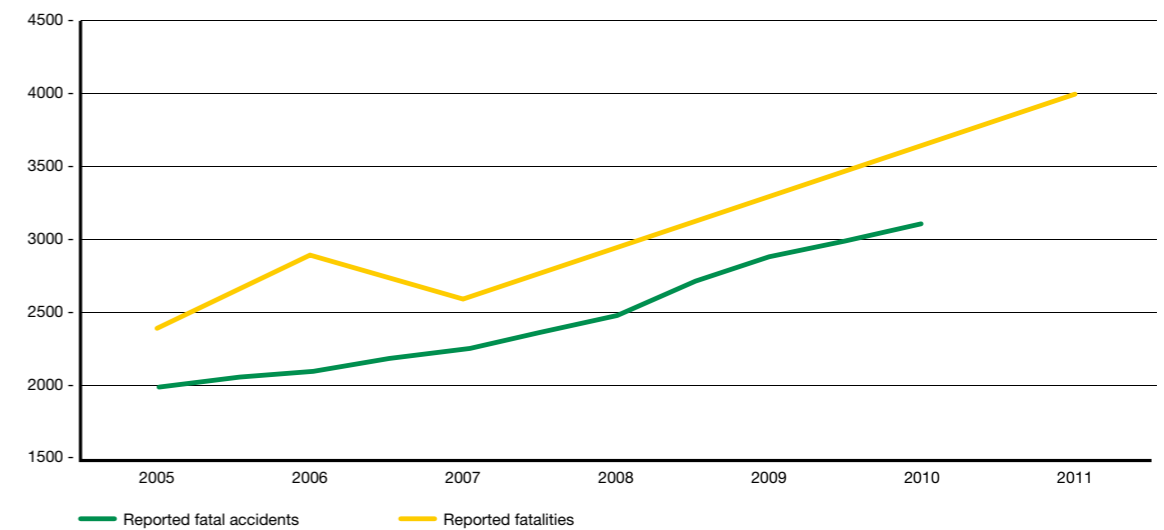
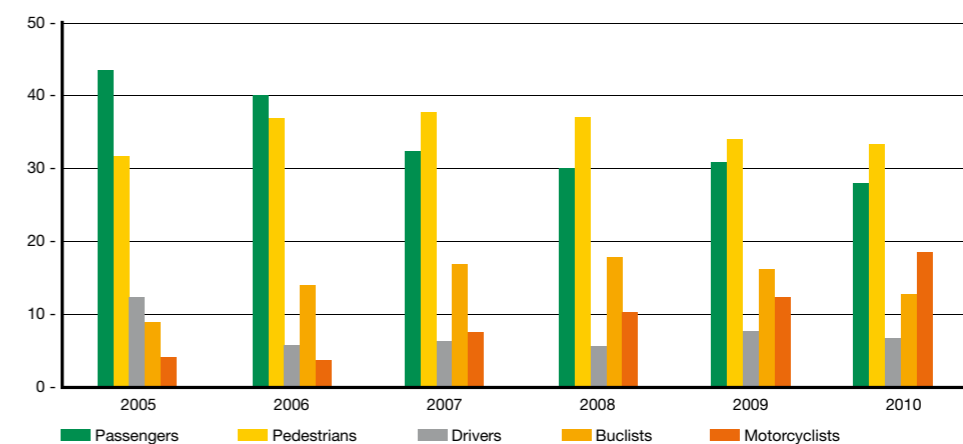


Figure 22. Road deaths by road user types (%) in Tanzania



5.15.4. In Tanzania, theoretical and practical training and tests are requirements for driver licensing. Both driver training curriculum and testing are standardized. Safety education is given for children at schools, but public campaigns are not made regularly.

5.15.5. Road safety is mainstreamed in the national highway authority, but lacks capacity. Road safety audit manual is established, but safety audit is not practiced. The use of traffic accident data for road safety improvements is limited. Black spot identification and treatment is not regularly made.

5.15.6. Standards for vehicle import and vehicle in use are in place, but enforcement is not stringent. Vehicle safety inspection is a requirement and strictly enforced. Vehicle insurance is enacted and very strictly enforced. Rescue and emergency medical service is nonexistent. Road safety financing is available from the annual budget and the

Road Fund collection, but weak institutional organization and lack of commitment are causing ineffective utilization of resources. Road crash losses are estimated to cost annually about 3% of the GDP of Tanzania.

5.16. Tunisia

5.16.1. Tunisia has a road safety policy and lead agency, but road safety activities are not guided by a national action plan/programme with measurable target. The police is responsible to regularly investigate and report all injury accidents. The country adheres to the international definition of road crash death. The reporting system is computerized, but it is not standardized throughout the country. Road accident statistics is aggregated at national level and summaries are regularly published. The data obtained show a flat trend in 2005-2008, but reduced in 2009 and 2010 and then increased back to the previous level in 2011 (See Figure 23 and Figure

24). 83.5% of the road crash deaths in Tunisia are men and pedestrian crashes are the majority of the vulnerable victims.

5.16.2. Theoretical and practical trainings are requirements for driver licensing in Tunisia. However, these trainings are not standardized countrywide unlike the theoretical and practical tests which are standardized.

5.16.3. Helmet and seatbelt laws are enacted but their enforcement is not strict. The law for the use of child-restraint is not legislated. Traffic speed is regulated at national level and can also be set by local authorities, but its enforcement is not strict as well. Drink-driving is legally prohibited with specified alcohol limit, but enforcement is not strict as all safety legislations.

5.16.4. Road safety education is not given at schools. However, public road safety campaigns are regularly made which address specific safety issues based on information obtained from road crash data.

5.16.5. Tunisia has no standard for road safety audit and inspection, and there are no such practices. The road agencies do not maintain road crash database to make use of the information for safety improvements of the road network. Road crash black spot treatment is undertaken to limited extent.

Figure 23. Trends of road crash in Tunisia

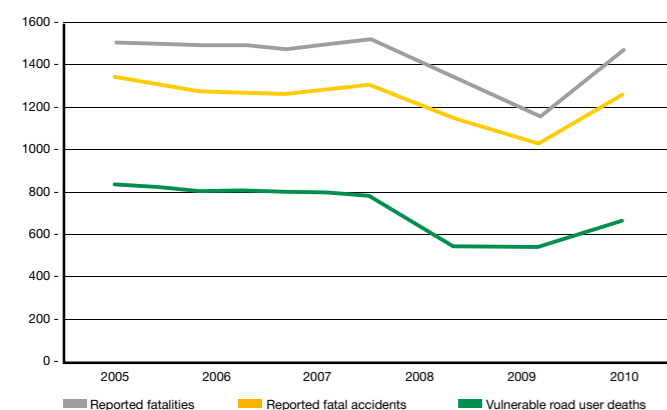
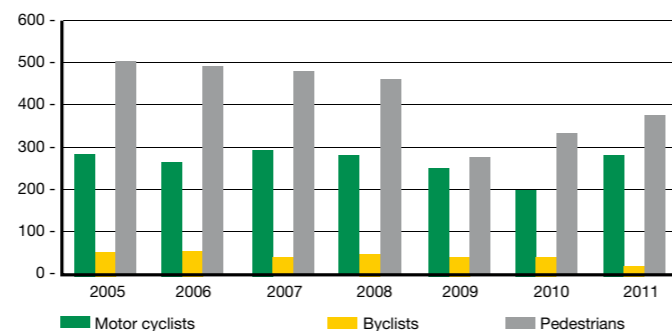


Figure 24. Road death of vulnerable road users



5.16.6. Tunisia has vehicle safety standards in place including age limits for vehicle imports and roadworthiness. Vehicles are legally required to have seatbelts. Vehicle inspection and insurance are mandatory. Vehicle inspection is mandatory; twice for public transport vehicles and once for others in a year. Vehicle standards, inspection and insurance are enforced strictly unlike safety legislations.

5.16.7. Tunisia has an emergency medical service regulation in place for road crash victims with four digit emergency number. It covers the whole country and the service is rated as fair. First aid service procedure is also included in the driver's training.

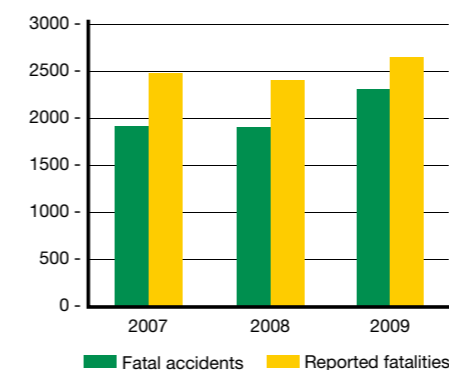
5.16.8. The budget allocation for road safety is reflected in the annual budget line of the police and the road safety lead agency. Tunisia has a Road Fund. Allocation is also made from the collection of the Road Fund. Road safety activities in Tunisia also get support from others including development banks and NGOs. The road crash cost for 2011 in Tunisia amounts to US\$190 million which is about 1% of its GDP.

5.17. Uganda

5.17.1. Uganda has neither road safety policy nor lead agency. The country has no national action plan to promote road safety. All injury accidents are

reportable. The police investigate and record injury accidents using standardized reporting system manually. Road crash death is defined as death of a victim within one year after crash. Road accident statistics is aggregated at national level, but summaries are not regularly published. The accident data obtained during the survey are plotted as shown in Figures 25 and 26.

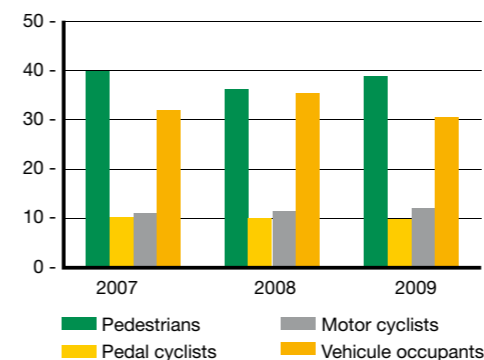
Figure 25. Trends of road crash deaths in Uganda



5.17.2. Uganda requires theoretical and practical training and testing to issue driver licensing. Both driver training curriculum and testing are standardized. Safety education is given for children at schools, but public campaigns are not made regularly.

5.17.3. Seatbelt, helmet and drink driving are enacted, but child-restraint is not legislated. Speed limit is regulated at national level. Seatbelt and helmet uses are rarely enforced. The enforcement of drink-driving and speed limit is not strict.

Figure 26. Road crash deaths (%) by road user types in Uganda



5.17.4. Road safety is mainstreamed in road agencies. Road safety audit and inspection standard manual is established and safety audit and inspection are being introduced. There is a limited activity of improving the existing road network through black spot identification and treatment. Financing for these activities is allocated.

5.17.5. Uganda has standard requirements for vehicle import and use, but the requirements are rarely enforced. Vehicle inspection is the requirement only for public transport vehicles, but even this requirement is not enforced at all. However, compulsory vehicle insurance is enacted and strictly enforced. Emergency telephone number is available, but the coverage of the emergency medical service is limited to ambulance services in urban areas and hospitals and it is generally limited in extent.

5.17.6. The Ministry of Works and Transport has an annual budget line for road safety. Besides the Road Fund has a provision to provide road safety financing. Accordingly, the Road Fund allocates road safety financing to the Ministry and Police. The cost of losses caused by road crash in Uganda is estimated at US\$126 million or about 2.7% of its GDP in 2009.



6. **CONCLUSIONS AND RECOM- MENDATIONS**

6.1. General

6.1.1. Africa faces a rapidly increasing road crash tragedy disproportionate to the level of motorization and road network density. It causes unbearable human and economic losses to the region. For example, studies in Uganda, Ghana and Nigeria estimate road crash costs as US\$ 114 million in 2009, US\$288 million in 2009 and US\$ 6 billion in 2010 respectively. 75% of the road crash victims in Africa are of productive age (16-65 years) who contribute to the household income which evidently underscores the significant impact of road crashes on the livelihoods of poor households. These indicate how road crash is directly linked to poverty and underline the need for development and poverty reduction strategies to incorporate mechanisms to sustainably address road crash issues.

6.1.2. The report shows the strong correlation of the trend of road crash with the increase in income per capita which in turn results in rapid motorization in the region. The findings of the survey illustrate that African countries are making efforts towards addressing road safety issues, but the extent and coordination of the responses do not correspond to the level required for averting the continuously increasing road crash problem in the region. The following sections summarize the conclusions and recommendations made based on findings of the survey.

6.2. Conclusions

6.2.1. The development of road transport is progressing in Africa with the cost of a rapidly increasing human and economic losses caused by road crashes. Many of the countries are making efforts to define policy, establish lead agency and promote road safety as a national agenda to avert the situation. However, lead agencies in many countries lack legal power, institutional and human capacity and dedicated financial resource. Many countries do not have comprehensive multi-sector road safety action plan with time-bound achievable targets. Countries, which have action plan, have not allocated sufficient resources for implementing agencies and put in place evaluation mechanisms. The efforts being made in most countries significantly lack commitment and capacity, and the activities are performed in haphazard and piecemeal fashion with absolute lack of coordination. As the result of these,

road safety works are not effective to the required level in most African countries.

6.2.2. Almost all countries surveyed have systems to regularly investigate and record road crashes. All road crashes are reportable in most countries. Only six countries surveyed adhere to the international 30-day definition of road crash death. The different definitions used vary from “death on the road” to “death within one year”. Out of the seventeen surveyed countries only seven countries have computerized road crash database system. The findings underline the underdevelopment of the road crash recording and database system in the region and emphasize the need for interventions to build dependable system which serves as the bases for various uses including reactive road safety measures.

6.2.3. Safe use of road is the critical safety issue and the prime cause of road crash in Africa. Half of the countries surveyed have put in place theoretical and almost all countries practical driver trainings as requirements for license. Most countries have standardized driver training curriculum. The findings of the survey also indicate that many countries provide safety education for school children and conduct safety campaign for the public. However, the effective implementation of the requirements of driver license, the provision of safety education and the effectiveness of campaigns is critically restricted and unsatisfactory due to capacity and information limitations.

6.2.4. The findings of the survey established that almost all countries have laws on traffic speed, and helmet and seatbelt uses; most countries have enacted drink-driving laws with specific Blood Alcohol Limits; and few countries have put in place child-restraint laws. In African countries where safe road use is critically lacking, the contribution of safety laws and their enforcement is expected to be significant. However, although the progress of countries in this direction is encouraging, enforcement of these laws is not strict and poor governance remains to be a great concern.

6.2.5. Road agencies of many countries consider road safety as one of the main issues in road sector development programmes. About half of the countries surveyed

have road safety audit and inspection standard manuals, but only few countries perform road safety audits and undertake black spot identification and treatment. Moreover, many road agencies do not maintain and use road crash databases to address road safety issues on the road network. The main concerns related to inadequately integrating safety in roads involve institutional capacity and resource constraints.

6.2.6. Most African countries are reliant on the import of second hand cars. The survey revealed that 60% of the surveyed countries have import standards, but have no age limits; and 67% of the countries have safety standards for vehicle roadworthiness. Despite almost all countries have legislations for seatbelt use, only half of the countries require vehicles to have seatbelts. Almost all countries have regulations for mandatory periodic vehicle safety inspections and vehicle insurance. However, safety standards and vehicle inspection laws lack strict enforcement.

6.2.7. Most countries have emergency medical regulations. However, the implementation, particularly with respect to the coverage and reliability of the service has critical shortcoming. In some countries the quality of emergency medical services is rated from bad to fair while it is nonexistent in many others.

6.2.8. The annual budget of 75% of the surveyed countries reflects the allocation for road safety. In about half of the countries Road Funds have provisions to allocate their collections for road safety works.

6.3. Recommendations

6.3.1. **Bank’s advisory role:** The existing sector policy of the Bank, although old, has outlined the leading role it intends to play in supporting the efforts of member countries to address road safety in the region. The sector policy which is being revised, based on the present knowledge of the regional road safety situation, is expected to reaffirm the Bank’s intention to provide comprehensive support for bringing measureable impacts in the regional member countries. With respect to this, the Bank’s advisory role should be fundamental to enhance

governments’ commitment and draw effective strategy towards instituting comprehensive road safety action plan/programme emphasizing the introduction and implementation of safe system approach for far reaching goals.

6.3.2. **Country road safety assessment:** As demonstrated throughout the report, road safety issues in African countries are of similar nature. However, each country has unique features in terms of characteristics and severity, level of efforts and achievements, and gaps requiring support for improvement. The information underlined the importance of country road safety detailed assessment to identify critical gaps, and select areas and mechanisms of interventions. This can be undertaken as part of transport sector review or standalone assessment. The findings of the assessment should form the basis for the Bank to undertake effective dialogue to enhance government commitment and design interventions specific to each regional member country’s situations.

6.3.3. **Lead agency and capacity building:** legal power and dedicated human and financial resources are key requirements for a lead agency to be effective in defining a comprehensive national road safety strategy/programme with time bound measureable targets and coordinating stakeholders for effective implementation. Moreover, road safety management and technical capacities are essential for sustainable road safety works. The progresses observed in regional countries towards this direction are encouraging. However, the pace of developments is very slow and not systematic to cope with the extent of the problem. Thus, the Bank’s advisory role, technical and financial support to enhance governments’ commitment to empower a lead agency and build technical and managerial capacity is vital to systematically and sustainably manage and improve the rapidly increasing road crash in regional countries.

6.3.4. **Road crash recording and database management system:** Historical road crash data is the sole sources of information for road safety works. However, the road crash recording and database system in most regional countries does not qualify to be the reliable source of information for various uses. In most countries, road crash recording and database system is an area of priority requi-

ring detailed assessment, gap identification and improvement including standardization, harmonization of definition and computerization. These improvements in road crash recording at country levels are also important requirements for the creation of sub-regional and regional road crash database system.

6.3.5. **Safe System Approach:** The status of the safety performances of road use, legislation and enforcement, roads and road sides, vehicles and post-crash-care are still far inadequate in regional countries. These inadequacies can be resolved systematically by taking lessons from safety practices of developed countries. African countries should take a shortcut to introduce the safe system approach along with building institutional and human capacity of the implementing agencies. The safe system approach recognizes the limits of human performance, the physical limits of human tolerance to violent forces and shared responsibilities of designers and system users. The approach is structured around sustainably maintaining safe speed, safe road use, safe vehicle, safe road and road sides. Bank interventions shall be designed systematically to promote the safe system approach through transferring of proven knowledge and experiences from countries which successfully addressed road safety. Higher academic and research institutions shall be involved as part of building sustainable local and regional capacity to support executing agencies with research works and knowledge transfer.



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ANNEX :
COUNTRY ROAD
SAFETY DATA
SUMMARY

I. Burkina Faso

1. Policy, Legislation and Lead Institution

S/N	Item	Response
1	Road safety policy	Yes, present
2&3	Legal instrument covering RS	Yes, covered
4&5	Road safety lead agency & name	Yes, ONASER (operation) & CNSR (advisory)
6	Representatives in the lead agency	MoT, Police, MoH, MoE, PTC, HAI, Road Users
7	Lead agency accountability	Prime Minister & MoT
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Fully
10	Law defining the relationship of road safety actors	Yes, present
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Moderate
13	Main problems of enforcement	Human resources, equipment & facilities, training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Not present (there is RS strategy)
16	National target	Not present
17	National target translated into achievable and measurable targets of all RS stakeholders	No response
18	Human and financial allocation for the Action Plan	No response
19	Progress of the Action Plan	No response
20	Problems of the Action Plan implementation	No response

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes, present
22	Responsible body for accident investigation and recording	Police, MoT & national guard and fire brigade
23	Accident severity levels investigated and reported	All accidents including property damage only
24	Definition of road traffic death	No uniform definition
25	Standardization & uniformity of reporting system	Present
26	Coverage of accident reports	Identify responsibility, contributing factors & precise information on accident location
27	Accident recording system computerised?	Not computerized
28	Presence of central source of traffic accident data	Yes, present
29	Use of accident statistics for developing policies, programmes or campaigns	Yes, used
30	Traffic accident summary	Regularly published
31	Road safety research	Yes, done
32	Main problems of accident recording system	Human, financial resources and training
33	5 years traffic accident data	Not provided
34	Gender proportion	No response
35	Three main causes of accidents	No response

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Practical away and within traffic
37	Driver training provider	Govt, Pvt, and schools
38	Standardization of drivers training curriculum	Yes, present
39	Provisions of legislation for learners to use roads	Yes, after initial training
40	Type of driver test required for driver licensing	Theoretical, practical away & within traffic
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes, for riders and passengers
45	Exceptions of helmet use	No exception
46	Helmet standard requirement	Not standard requirement
47	Enforcement of helmet use	Moderate
48	Rate of helmet use (opinion)	No response
49	Legislation requiring helmet use for pedal cyclists	Not present
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Not present
51	Enforcement of seatbelt use	No response
52	Rate of seatbelt use	No response
Child-Restraint		
53	Presence of legislation requiring child restraint	No response
54	Enforcement of child-restraint use	No response
55	Rate of child restraint use	No response
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes, they do have
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	There is no variation
61	Presence of default speed limits for urban roads	50 km/hr
62	Enforcement of speed limits	Rarely
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Not present
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	Breath test, patrols in high alcohol selling areas
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Rarely

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, helmet use, drunk-driving, over speeding, seatbelt use, child restraint
76	Media used for RS campaigns	TV, radio, flyers, posters
77	Coordination of RS campaigns with enforcement	No

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of aaccident database by Road Agencies to manage RS on road-network	Yes
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	No
85	Black spot identification and treatment on the road network	Yes, but limited
86	Presence of funds earmarked for RS activities	No response
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human, financial resources & training

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Not present
90	Presence of vehicle import limits on vehicle age	No response
91	Presence of vehicle manufacturing standard	Yes
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	No
95	Enforcement of vehicle safety standard regulations	No response
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	12, 3, & 6 months
98	Enforcement of vehicle inspections	Very restrict
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	Not applicable
103	Enforcement of compulsory insurance	Very restrict
104	Data on vehicle fleet	No response
105	Main problems in maintaining vehicle safety	Human resources

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	Main cities
110	Extent of emergency medical service	Good
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Ambulance services
113	Main problems in providing emergency medical service	Human & financial resources and facilities and equipment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT, Police, lead agency, MoH, Molnf & Molnt
116	Presence of Road Fund (RF)	No
117	If RF legislation has provisions for RS allocation	No response
118	If yes, RS allocations are made from the RF on regular basis	No response
119	Amount of RS allocations from the RF	No response
120	Agency receiving RF allocation	No response
121	Other financial sources of RS	WB, Eu, & NGO
11.	Cost of Road Crash	
S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	No response

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Not done
123	Cost estimate of road traffic accidents	No response

II. Burundi**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Not present
2/3	Legal instrument covering RS	Yes
4/5	Road safety lead agency & name	Not present
6	Representatives in the lead agency	Not applicable
7	Lead agency accountability	Not applicable
8	Legal power of lead agency over safety standards/regulations	Not applicable
9	Legal power of lead agency to enforce safety standards/regulations	Not applicable
10	Law defining the relationship of road safety actors	Not present
11	Road safety legislation up-to-date	Not up-to-date
12	Road safety legislation enforcement	Moderately

1. Policy, Legislation and Lead Institution (cont.)

S/N	Item	Response
13	Main problems of enforcement	Commitment, human resources, equipment & facility, incentives,

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Not present
16	National target	Not present
17	National target translated into achievable and measurable targets of all RS stakeholders	Not applicable
18	Human and financial allocation for the Action Plan	Not applicable
19	Progress of the Action Plan	Not applicable
20	Problems of the Action Plan implementation	Not applicable

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Present
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	No response
24	Definition of road traffic death	Death on the road
25	Standardization & uniformity of reporting system	No response
26	Coverage of accident reports	Not sufficient details, but identifies responsible & provides broad information on location
27	Accident recording system computerised?	Not computerised
28	Presence of central source of traffic accident data	Not present
29	Use of accident statistics for developing policies, programmes or campaigns	Not used
30	Traffic accident summary	Not present
31	Road safety research	Not present
32	Main problems of accident recording system	No response
33	Five years accident statistics	Information not provided
34	Gender proportion	Information not provided
35	Main causes of road crash deaths	Information not provided

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Practical on the road
37	Driver training provider	Private companies & no limitation
38	Standardization of drivers training curriculum	Not present
39	Provisions of legislation for learners to use roads	Yes, before initial training
40	Type of driver test required for driver licensing	Practical away from traffic
41	Standardization of drivers testing	Not present
42	Categorization of driving license by vehicle types	Present
43	Requirement of passing a test for license renewal	Not required

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes, both for riders and passengers
45	Exceptions of helmet use	No
46	Helmet standard requirement	Not present
47	Enforcement of helmet use	Moderately
48	Rate of helmet use (opinion)	50% for riders & 40 % passengers
49	Legislation requiring helmet use for pedal cyclists	Dose not cover
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Present
51	Enforcement of seatbelt use	Moderate
52	Rate of seatbelt use	20%, based on opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	Not present
54	Enforcement of child-restraint use	Not applicable
55	Rate of child restraint use	Not applicable
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present since 1959
57	Jurisdiction	National
58	Local authorities to set speed limits	Yes
59	Design standards specify recommended speed limits	Not present

5. Traffic Legislations and Enforcement (cont.)

Drunk-driving		
60	Presence of variations of speed limits	Yes, based on road environment & drivers
61	Presence of default speed limits for urban roads	Yes, 60 kph
62	Enforcement of speed limits	Moderate
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Not present
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	No response
67	Sufficiency of policy facility for enforcing law on drunk driving	Not present
68	Specialised police training for enforcing law on drunk driving	No response
69	Level of law enforcement of drunk driving	Not at all

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Not present
71	Training of teachers to deliver RS education	Not present
72	Sufficiency of RS teaching materials (quantity/quality)	Not present
73	Presence of RS campaigns on a regular basis	Not present
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Not present
75	Contents of RS education/campaigns	No response
76	Media used for RS campaigns	Radio rarely
77	Coordination of RS campaigns with enforcement	No present

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Not present
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	Not done
81	RS standards applied when funds are available	Not done
82	Presence of RS Audit and Inspection standard manuals	Not present
83	RS audits performed on a regular basis	Not done
84	RS inspections performed on a regular basis	Not done
85	Black spot identification and treatment on the road network	Not done
86	Presence of funds earmarked for RS activities	Not present
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Lack of human & financial resources, training & commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Not present
90	Presence of vehicle import limits on vehicle age	Not present
91	Presence of vehicle manufacturing standard	Not present
92	Presence of safety standards for vehicles in use	Not present
93	Presence of vehicle age limit for roadworthiness	Not present
94	Requirement of vehicles to have seatbelts fitted/installed	Not present
95	Enforcement of vehicle safety standard regulations	Not at all
96	Presence of mandatory periodic vehicle safety inspections	Present
97	If yes, vehicle safety inspection intervals: private, public & freight	PV once, PT quarterly, FT twice
98	Enforcement of vehicle inspections	Moderately
99	Practice of on-the-spot vehicle safety inspections	Yes, PT
100	Presence of compulsory vehicle insurance regulation	Yes, present
101	Are all vehicle types subject to compulsory insurance	Yes
102	If not, which vehicles are exceptions	Not applicable
103	Enforcement of compulsory insurance	Very strictly
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	No response

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes, present
107	Presence of emergency medical service for road crash	Yes, present
108	Presence of special emergency telephone number	Yes, present
109	Coverage of emergency medical service	Main urban centres & hospital ambulance
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	Not included

9. Emergency Medical Service (cont.)

S/N	Item	Response
112	Means of transporting road crash injuries	Ambulance, volunteer drivers, vehicles involved in the crash
113	Main problems in providing emergency medical service	Human and financial resources, facilities and commitments

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Dose not have
115	RS budget line Government Agency(ies)	Ministry of Transport
116	Presence of Road Fund (RF)	Yes, present
117	If RF legislation has provisions for RS allocation	No provision for road safety
118	If yes, RS allocations are made from the RF on regular basis	Not applicable
119	Amount of RS allocations from the RF & to which Agency is allocated	No response
120	Agency receiving RF allocation	Not applicable
121	Other financial sources of RS	No response

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Not done
123	Cost estimate of road traffic accidents	No response

III. Cameroon**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	Yes
4&5	Road safety lead agency & name	Yes, MoT, Directorate of Road Transport
6	Representatives in the lead agency	MoT, Police, MoH, NGO, and others
7	Lead agency accountability	Prime Minister
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Partially
10	Law defining the relationship of road safety actors	No
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Human resources, equipment & facilities, training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Yes, Strategy for National Road safety
16	National target	Yes, to reduce fatalities by 50% by 2020
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	Partially
19	Progress of the Action Plan	Progressing, but not as expected
20	Problems of the Action Plan implementation	Financial & human resources

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police, MoT, MoH and Gendarmerie
23	Accident severity levels investigated and reported	All injury accidents
24	Definition of road traffic death	Does not have standardised definition
25	Standardization & uniformity of reporting system	No
26	Coverage of accident reports	Not sufficient details, identifies responsibilities and contributing factors & broad information on location
27	Accident recording system computerised?	Yes
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	Yes
31	Road safety research	No
32	Main problems of accident recording system	Human & financial resources, training
33	5 years traffic accident data	Provided
34	Gender proportion	Not provided
35	Three main causes of accidents	---

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical and practical away & on the road
37	Driver training provider	Schools
38	Standardization of drivers training curriculum	No
39	Provisions of legislation for learners to use roads	Yes after initial training
40	Type of driver test required for driver licensing	Theoretical & practical on the road
41	Standardization of drivers testing	No
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for riders and passengers
45	Exceptions of helmet use	No
46	Helmet standard requirement	No
47	Enforcement of helmet use	Moderate
48	Rate of helmet use rate	No response
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Moderate
52	Rate of seatbelt use	60%, opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	No response
54	Enforcement of child-restraint use	No response
55	Rate of child restraint use	No response
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment, vehicle types
61	Presence of default speed limits for urban roads	No
62	Enforcement of speed limits	Strict
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	Random, and special checks
67	Sufficiency of policy facility for enforcing law on drunk driving	Yes
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Moderate

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	No
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues /road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, drink driving, over speeding, helmet use, seatbelt use, and child restraint
76	Media used for RS campaigns	TV, radio, flyers, posters & other means
77	Coordination of RS campaigns with enforcement	Yes

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	No
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	Yes

7. Road Infrastructure Safety (cont.)

S/N	Item	Response
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	Yes
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human resources, fund & training

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	N/A
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	No response
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes
95	Enforcement of vehicle safety standard regulations	Moderate
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	One year& 3-6, and 6 months
98	Enforcement of vehicle inspections	Strictly
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	N/A
103	Enforcement of compulsory insurance	Very strictly
104	Data on vehicle fleet	Provided
105	Main problems in maintaining vehicle safety	Financial resources

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	Limited to ambulance services in urban areas & hospitals
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	Yes
112	Means of transporting road crash injuries	Volunteer drivers
113	Main problems in providing emergency medical service	Human & financial resources, training, facilities and equipment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	Yes
119	Percentage amount of RS allocations from the RF	1.5%
120	Agency receiving RF allocation	MoT
121	Other financial sources of RS	BM?

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Yes
123	Cost estimate of road traffic accidents	US\$200 million 1% of its GDP

IV. Chad

1. Policy, Legislation and Lead Institution

S/N	Item	Response
1	Road safety policy	Yes, present
2&3	Legal instrument covering RS	Yes, covered
4&5	Road safety lead agency & name	Yes, DSRFL
6	Representatives in the lead agency	MoT, Police, MoH, MoE, PTC, MDN,
7	Lead agency accountability	Prime Minister & MoT
8	Legal power of lead agency over safety standards/regulations	Not at all
9	Legal power of lead agency to enforce safety standards/regulations	Not at all
10	Law defining the relationship of road safety actors	No
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Moderate
13	Main problems of enforcement	Commitment, Human resources & training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	To some extent
15	Multi-sector RS National Action Plan with measurable targets	Not present
16	National target	Not present
17	National target translated into achievable and measurable targets of all RS stakeholders	Not present
18	Human and financial allocation for the Action Plan	Not present
19	Progress of the Action Plan	No progress
20	Problems of the Action Plan implementation	Coordination, financial & human resources,

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	No
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	Injury accidents
24	Definition of road traffic death	Death on the road
25	Standardization & uniformity of reporting system	Yes, Present
26	Coverage of accident reports	Identify responsibility, broad & precise information on accident location
27	Accident recording system computerised?	Not computerized
28	Presence of central source of traffic accident data	Yes, present
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	No
31	Road safety research	No
32	Main problems of accident recording system	Human, financial resources and commitment
33	5 years traffic accident data	Not provided
34	Gender proportion	No response
35	Three main causes of accidents	Human error, drunk-driving, unsafe roads

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Practical away and within traffic
37	Driver training provider	Pvt, and schools
38	Standardization of drivers training curriculum	Yes, present
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical, practical on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes, for riders and passengers
45	Exceptions of helmet use	No exception
46	Helmet standard requirement	Not standard requirement
47	Enforcement of helmet use	Moderate
48	Rate of helmet use (opinion)	Rider 5-10%, passenger 1%
49	Legislation requiring helmet use for pedal cyclists	Not present
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes, present
51	Seatbelt use requirement by types of vehicles	Rare
52	Rate of seatbelt use	2%
Child-Restraint		
53	Presence of legislation requiring child restraint	No
54	Enforcement of child-restraint use	Not at all
55	Rate of child restraint use	0%
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes, they do have
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road function & environment
61	Presence of default speed limits for urban roads	50 km/hr
62	Enforcement of speed limits	Moderate
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes, 8mg/l
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	State of intoxication
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Rarely

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	No
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	No
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	No
75	Contents of RS education/campaigns	Pedestrian road use, drunk-driving & helmet use
76	Media used for RS campaigns	TV, radio
77	Coordination of RS campaigns with enforcement	No

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of aaccident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	No
85	Black spot identification and treatment on the road network	Yes, but limited
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Financial resources, training,& commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	Yes
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	No
93	Presence of vehicle age limit for roadworthiness	Yes
94	Requirement of vehicles to have seatbelts fitted/installed	Yes
95	Enforcement of vehicle safety standard regulations	Moderate
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	12, 6, & 6 months
98	Enforcement of vehicle inspections	Moderate
99	Practice of on-the-spot vehicle safety inspections	No
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	No response
103	Enforcement of compulsory insurance	Moderate
104	Data on vehicle fleet	No response
105	Main problems in maintaining vehicle safety	Commitment

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	Main cities
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Volunteer drivers
113	Main problems in providing emergency medical service	Human & financial resources and facilities and equipment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	No
115	RS budget line Government Agency(ies)	MoT
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	No
119	Amount of RS allocations from the RF	5%
120	Agency receiving RF allocation	MoT
121	Other financial sources of RS	Development Banks

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	No response

V. Egypt**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Present
2/3	Legal instrument covering policy implementation	Present
4/5	Road safety lead agency & name	Present, National Road Safety Board
6	Representatives in the lead agency	MoT, Police, MoH, MoE, PTC, HAI, NGO, & MoI, MoLG
7	Lead agency accountability	MoI
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Partially
10	Law defining the relationship of road safety actors	Present
11	Road safety legislation up-to-date	No
12	Road safety legislation enforcement	Moderate
13	Main problems of enforcement	Human resources, equipment & facilities

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Present
16	National target	50% reduction of fatalities in 2011- 2020
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	No
19	Progress of the Action Plan	Progressing, but not as expected
20	Problems of the Action Plan implementation	Lead Agency, human & financial resources

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Present
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	Fatal & serious injury accidents
24	Definition of road traffic death	Death within 30 days after crash
25	Standardization & uniformity of reporting system	Not adhered throughout the country
26	Coverage of accident reports	Identifies human, vehicle & environmental contributory factors, but not to sufficient detail computerised
27	Accident recording system	Yes, MoT, MoH, MoI
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	Published regularly
31	Road safety research	Being done
32	Main problems of accident recording system	Human & financial resources, facilities & training
33	5 years traffic accident data	Provided but does not confirm with data from other sources
34	Gender proportion	Not available
35	Main causes of road crash death	Not specific (indicated as human, vehicle & environment)

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Yes, theoretical & practical training
37	Driver training provider	Schools
38	Standardization of drivers training curriculum	Not present
39	Provisions of legislation for learners to use roads	Yes, after initial training
40	Type of driver test required for driver licensing	Practical away from traffic
41	Standardization of drivers testing	Not present
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	Not required

5. Traffic Legislations and Enforcement

S/N	Item	Comment
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	No response
45	Exceptions of helmet use	No response
46	Helmet standard requirement	Present
47	Enforcement of helmet use	Rarely
48	Rate of helmet use	No response
49	Legislation requiring helmet use for pedal cyclists	No response
50Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Not present
51	Enforcement of seatbelt use	Moderately (conflicting)
52	Rate of seatbelt use	30%
Child-Restraint		
53	Presence of legislation requiring child restraint	No response
54	Enforcement of child-restraint use	No response
55	Rate of child restraint use	No response
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Present
57	Jurisdiction	National
58	Can local authority set speed limit?	Yes, lower limits can be set by local authorities
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	By road functions, road environment & vehicle types
61	Presence of default speed limits for urban roads	Present
62	Enforcement of speed limits	Moderate

5. Traffic Legislations and Enforcement (cont.)

S/N	Item	Comment
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Present
64	Harsh penalties of drunk driver involved in crash	No response
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	No response
67	Sufficiency of policy facility for enforcing law on drunk driving	No response
68	Specialised police training for enforcing law on drunk driving	No response
69	Level of law enforcement of drunk driving	Strictly

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Not present
71	Training of teachers to deliver RS education	No special training
72	Sufficiency of RS teaching materials (quantity/quality)	Not sufficient
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Over speeding, helmet & seatbelt use
76	Media used for RS campaigns	No response
77	Coordination of RS campaigns with enforcement	No response

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Incorporated
79	Mainstreaming RS in Road Infrastructure Agencies	Mainstreamed
80	Use of accident database by Road Agencies to manage RS on road-network	Accident database used
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Present
83	RS audits performed on a regular basis	As required
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Done regularly on the network
86	Presence of funds earmarked for RS activities	Present
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human & financial resources & training

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Present
90	Presence of vehicle import limits on vehicle age	Present
91	Presence of vehicle manufacturing standard	Present
92	Presence of safety standards for vehicles in use	Present
93	Presence of vehicle age limit for roadworthiness	No vehicle age limit
94	Requirement of vehicles to have seatbelts fitted/installed	Yes, for front seats
95	Enforcement of vehicle safety standard regulations	Moderately
96	Presence of mandatory periodic vehicle safety inspections	Presence
97	If yes, vehicle safety inspection intervals: private, public & freight	3 years for private, no value for others
98	Enforcement of vehicle inspections	Moderately
99	Practice of on-the-spot vehicle safety inspections	Present
100	Presence of vehicle insurance regulation: for all/specific vehicles	Present for all vehicles
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptional?	Not applicable
103	Enforcement of compulsory insurance	Moderately
104	Data on vehicle fleet	Provided, but does not confirm with information from other sources
105	Main problems in maintaining vehicle safety	Human & financial resources & training

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Present
107	Presence of emergency medical service for road crash	Not present
108	Presence of special emergency telephone number	Present
109	Coverage of emergency medical service	Cover the whole country

9. Emergency Medical Service (cont.)

S/N	Item	Response
110	Extent of emergency medical service	Good
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Ambulance
113	Main problems in providing emergency medical service	Financial resources, training & facilities

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT, Police, MoH
116	Presence of Road Fund (RF)	No response
117	If RF legislation has provisions for RS allocation	No
118	If yes, RS allocations are made from the RF on regular basis	No
119	Amount of RS allocations from the RF & to which Agency is allocated	No
120	Agency receiving RF allocation	No
121	Other financial sources of RS	No

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	US\$1.5 million or 3% GDP

VI. Ethiopia**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	No
2&3	Legal instrument covering RS	No
4&5	Road safety lead agency & name	Yes, NRSC
6	Representatives in the lead agency	MoT, Police, MoH, MoE, PTC, HAI, NGO
7	Lead agency accountability	MoT
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Not at all
10	Law defining the relationship of road safety actors	No
11	Road safety legislation up-to-date	Partially, some legislation is pending
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Commitment, human & financial resources, equipment & facilities, incentives & corruption

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	To some extent
15	Multi-sector RS National Action Plan with measurable targets	No
16	National target	Yes, to reduce fatalities by 50% by 2020
17	National target translated into achievable and measurable targets of all RS stakeholders	N/A
18	Human and financial allocation for the Action Plan	N/A
19	Progress of the Action Plan	Not progressing
20	Problems of the Action Plan implementation	Lead agency, coordination of stakeholders, financial & human resources & commitment

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	All injury accidents
24	Definition of road traffic death	Death during the follow up of the police
25	Standardization & uniformity of reporting system	Yes
26	Coverage of accident reports	Not sufficient details, identifies responsibilities and contributing factors & broad information on location

3. Accident Data System/Statistics (cont.)

S/N	Item	Response
27	Accident recording system computerised?	No
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	No
30	Traffic accident summary	No
31	Road safety research	Sporadic
32	Main problems of accident recording system	Human & financial resources, training, facilities & commitment
33	5 years traffic accident data	Provided
34	Gender proportion	78%/22%
35	Three main causes of accidents	Over speeding, drunk driving & fatigue, poor training, unsafe roads and vehicles

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical and practical away & on the road
37	Driver training provider	Pvt
38	Standardization of drivers training curriculum	Yes
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & practical away & on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for riders
45	Exceptions of helmet use	No
46	Helmet standard requirement	No
47	Enforcement of helmet use	Rarely
48	Rate of helmet use rate	Not available
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Rarely
52	Rate of seatbelt use	Not available
Child-Restraint		
53	Presence of legislation requiring child restraint	No
54	Enforcement of child-restraint use	No response
55	Rate of child restraint use	No response
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment, vehicle types
61	Presence of default speed limits for urban roads	Yes, 50 km/h
62	Enforcement of speed limits	Moderately
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	No
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No
66	Methods of enforcing drunk driving legislation	Nothing special
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Not at all

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No

6. Safety Education and Campaigns (cont.)

S/N	Item	Response
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	No
75	Contents of RS education/campaigns	Pedestrian road use, over speeding, drunk driving
76	Media used for RS campaigns	Radio, flyers, posters & other means
77	Coordination of RS campaigns with enforcement	Not commonly

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	No
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	No
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	No
85	Black spot identification and treatment on the road network	No
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	No
88	Main problems in maintaining RS in road infrastructure	Human resources & commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	N/A
91	Presence of vehicle manufacturing standard	Yes
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes
95	Enforcement of vehicle safety standard regulations	Rarely
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	Annually all vehicles
98	Enforcement of vehicle inspections	Strictly
99	Practice of on-the-spot vehicle safety inspections	Public transport vehicles only
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	N/A
103	Enforcement of compulsory insurance	Strictly
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	Commitment & human resources

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	No
107	Presence of emergency medical service for road crash	No response
108	Presence of special emergency telephone number	No
109	Coverage of emergency medical service	Limited to ambulance services in urban areas & hospitals
110	Extent of emergency medical service	Bad
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Volunteer drivers and vehicles involved
113	Main problems in providing emergency medical service	Human & financial resources, training, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT, Police, RS agency
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	Yes
119	Percentage amount of RS allocations from the RF	3%

10. Funding (cont.)

S/N	Item	Response
120	Agency receiving RF allocation	No response
121	Other financial sources of RS	No response

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Yes
123	Cost estimate of road traffic accidents	US\$104 million, 0.5% of its GDP in 2009/10

VII. Gabon**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	Yes
4&5	Road safety lead agency & name	Yes, Head of Road Safety
6	Representatives in the lead agency	MoT, Police, MoH, MoE, Road Users, NGO,
7	Lead agency accountability	MoT, Police
8	Legal power of lead agency over safety standards/regulations	Fully
9	Legal power of lead agency to enforce safety standards/regulations	Fully
10	Law defining the relationship of road safety actors	Yes
11	Road safety legislation up-to-date	
12	Road safety legislation enforcement	Very strictly
13	Main problems of enforcement	Not applicable

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Yes
16	National target	Generic
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	Yes
19	Progress of the Action Plan	Progressing as expected
20	Problems of the Action Plan implementation	Not applicable

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police, MoT
23	Accident severity levels investigated and reported	All accidents including property damage only
24	Definition of road traffic death	Not uniform
25	Standardization & uniformity of reporting system	Yes
26	Coverage of accident reports	Identifies responsibility & contributing factors & provide broad & precise information on location
27	Accident recording system computerised?	Yes
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	Yes
31	Road safety research	Yes
32	Main problems of accident recording system	Human & financial resources, training & facilities
33	5 years traffic accident data	Data on number of causality provided
34	Gender proportion	No response
35	Three main causes of accidents	----

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Practical away from traffic
37	Driver training provider	Govt, Private, schools
38	Standardization of drivers training curriculum	Yes
39	Provisions of legislation for learners to use roads	Yes

4. Driver Training and Testing (cont.)

S/N	Item	Response
40	Type of driver test required for driver licensing	Theoretical & practical away & within traffic
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	Yes

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes
45	Exceptions of helmet use	No
46	Helmet standard requirement	Yes
47	Enforcement of helmet use	Moderately
48	Rate of helmet use (study)	50% riders & 20% passengers
49	Legislation requiring helmet use for pedal cyclists	
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes, for front seat
51	Enforcement of seatbelt use	Strictly
52	Rate of seatbelt use	60% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	Yes
54	Enforcement of child-restraint use	moderately
55	Rate of child restraint use	50% study
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes, they do have
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road function, environment & vehicle type
61	Presence of default speed limits for urban roads	No
62	Enforcement of speed limits	Moderately
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	Regular & high alcohol selling area patrols
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	Yes
69	Level of law enforcement of drunk driving	Moderately

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	Yes
72	Sufficiency of RS teaching materials (quantity/quality)	Yes
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, helmet use, drunk-driving, over speeding, seatbelt use, child restraint
76	Media used for RS campaigns	TV, radio, flyers, posters
77	Coordination of RS campaigns with enforcement	Yes

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	No
82	Presence of RS Audit and Inspection standard manuals	No
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes, regularly
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human, financial resources, training & commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	Yes
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes, front seat
95	Enforcement of vehicle safety standard regulations	Moderately
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	12, 6 & 6 months respectively
98	Enforcement of vehicle inspections	Moderately
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	No response
103	Enforcement of compulsory insurance	Very strictly
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	Human & financial resources & training

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	It covers the capital city
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Volunteer drivers
113	Main problems in providing emergency medical service	Human & financial resources, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT, Police, RS lead agency
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	No
118	If yes, RS allocations are made from the RF on regular basis	No
119	Amount of RS allocations from the RF	No
120	Agency receiving RF allocation	MoT, Police, RS lead agency ???
121	Other financial sources of RS	Donors, development Banks, private sector & NGO

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	No response

VIII. Gambia**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	No
2&3	Legal instrument covering RS	No
4&5	Road safety lead agency & name	No
6	Representatives in the lead agency	No response
7	Lead agency accountability	No response
8	Legal power of lead agency over safety standards/regulations	No response
9	Legal power of lead agency to enforce safety standards/regulations	No response
10	Law defining the relationship of road safety actors	No
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Strictly
13	Main problems of enforcement	No response

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	To some extent
15	Multi-sector RS National Action Plan with measurable targets	No
16	National target	No response
17	National target translated into achievable and measurable targets of all RS stakeholders	No
18	Human and financial allocation for the Action Plan	No
19	Progress of the Action Plan	No response
20	Problems of the Action Plan implementation	No response

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes, present
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	All accidents including property damage only
24	Definition of road traffic death	Death within 30 days after crash
25	Standardization & uniformity of reporting system	Yes, Present
26	Coverage of accident reports	Not to sufficient details, identifies responsibility & contributing factors & provide broad information on accident location
27	Accident recording system computerised?	Not computerized
28	Presence of central source of traffic accident data	No
29	Use of accident statistics for developing policies, programmes or campaigns	No
30	Traffic accident summary	No
31	Road safety research	No
32	Main problems of accident recording system	Human & financial resources, training & facilities
33	5 years traffic accident data	Data on number of causality provided
34	Gender proportion	77% men & 23% Female
35	Three main causes of accidents	Drunk driving, in efficient breaking system & careless driving

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Practical away from traffic
37	Driver training provider	Police no limitations
38	Standardization of drivers training curriculum	No
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Practical away from traffic
41	Standardization of drivers testing	No
42	Categorization of driving license by vehicle types	No
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	No
45	Exceptions of helmet use	No response
46	Helmet standard requirement	No response
47	Enforcement of helmet use	No response
48	Rate of helmet use (opinion)	No response
49	Legislation requiring helmet use for pedal cyclists	No response
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes, for front seat
51	Enforcement of seatbelt use	Strictly
52	Rate of seatbelt use	85% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	Yes
54	Enforcement of child-restraint use	Rarely
55	Rate of child restraint use	15% opinion
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes, they do have
59	Design standards specify recommended speed limits	No
60	Presence of variations of speed limits	There is no variation
61	Presence of default speed limits for urban roads	50 km/hr
62	Enforcement of speed limits	Moderately

5. Traffic Legislations and Enforcement (cont.)

S/N	Item	Response
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	No
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	Patrols in high alcohol selling areas
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Moderately

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	No
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	No
75	Contents of RS education/campaigns	Pedestrian road use, helmet use, drunk-driving, over speeding, seatbelt use, child restraint
76	Media used for RS campaigns	TV, radio, flyers, posters
77	Coordination of RS campaigns with enforcement	Not commonly

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	No
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	No
82	Presence of RS Audit and Inspection standard manuals	No
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes, but limited extent
86	Presence of funds earmarked for RS activities	No
87	RS considerations in road sector development programs	No
88	Main problems in maintaining RS in road infrastructure	Human, financial resources & training

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Not present
90	Presence of vehicle import limits on vehicle age	No response
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	No
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes, front seat
95	Enforcement of vehicle safety standard regulations	Moderately
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	12 months for all
98	Enforcement of vehicle inspections	Moderately
99	Practice of on-the-spot vehicle safety inspections	No
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	No response
103	Enforcement of compulsory insurance	Strictly
104	Data on vehicle fleet	Only for 2009 which is 35,400 vehicles
105	Main problems in maintaining vehicle safety	Human & financial resources & training

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	It covers the whole country
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	No

9. Emergency Medical Service (cont.)

S/N	Item	Response
112	Means of transporting road crash injuries	Ambulance, volunteer drivers, vehicle involved in the accident, rented cars
113	Main problems in providing emergency medical service	Human & financial resources, facilities and equipment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	No
115	RS budget line Government Agency(ies)	None
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	No
118	If yes, RS allocations are made from the RF on regular basis	No
119	Amount of RS allocations from the RF	No response
120	Agency receiving RF allocation	No response
121	Other financial sources of RS	Donors, development Banks, private sector & NGO

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	No response

IX. Ghana**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	No
4&5	Road safety lead agency & name	Yes, National Road Safety commission
6	Representatives in the lead agency	MoT, Police, MoH, MoE, PTC
7	Lead agency accountability	MoT
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Not at all
10	Law defining the relationship of road safety actors	Yes
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Commitment, human resources, equipment & facilities, Incentives & training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Yes
16	National target	Less than 1000 fatalities by 2015
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	Partially
19	Progress of the Action Plan	Progressing but not as expected
20	Problems of the Action Plan implementation	Coordination, financing, human resources & commitment

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes, present
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	All accidents including property damage only
24	Definition of road traffic death	Death within 30 days after crash
25	Standardization & uniformity of reporting system	Yes, Present
26	Coverage of accident reports	Identifies responsibility & contributing factors & provide precise information on accident location
27	Accident recording system computerised?	Yes, computerized
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes

3. Accident Data System/Statistics (cont.)

S/N	Item	Response
30	Traffic accident summary	Yes
31	Road safety research	Yes
32	Main problems of accident recording system	Human & financial resources, training, facilities & commitment
33	5 years traffic accident data	Data provided
34	Gender proportion	70% men & 30% Female
35	Three main causes of accidents	Speeding, drunk-driving & inattentive driving

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical, Practical away & within traffic
37	Driver training provider	Pvt, Schools, parents, no limitations
38	Standardization of drivers training curriculum	Yes
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & Practical on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	Yes

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes
45	Exceptions of helmet use	No
46	Helmet standard requirement	Yes
47	Enforcement of helmet use	Moderately
48	Rate of helmet use (study)	34% riders, 2% passengers
49	Legislation requiring helmet use for pedal cyclists	Yes
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes, front seats for all and rear seats for Pubs & cars
51	Enforcement of seatbelt use	Rarely
52	Rate of seatbelt use	40% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	Yes, for rear
54	Enforcement of child-restraint use	Rarely
55	Rate of child restraint use	0.5% opinion
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	No
59	Design standards specify recommended speed limits	Yes
Speed Limit		
60	Presence of variations of speed limits	Road functions, environment & vehicle types
61	Presence of default speed limits for urban roads	50 km/hr
62	Enforcement of speed limits	Moderately
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes, 0.08%
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No
66	Methods of enforcing drunk driving legislation	Random breath tests
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Rarely

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	Yes
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, helmet use, drunk-driving, over speeding, seatbelt use

6. Safety Education and Campaigns (cont.)

S/N	Item	Response
76	Media used for RS campaigns	TV, radio, flyers, posters
77	Coordination of RS campaigns with enforcement	Yes

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	Yes
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	No
85	Black spot identification and treatment on the road network	Yes, but limited extent
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human, financial resources, training & commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	No
90	Presence of vehicle import limits on vehicle age	No
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	No
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes to be enacted
95	Enforcement of vehicle safety standard regulations	Strictly
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	1, 2 2 per year
98	Enforcement of vehicle inspections	Strictly
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	No response
103	Enforcement of compulsory insurance	Strictly
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	Human & financial resources & training

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	It covers main urban canterers
110	Extent of emergency medical service	Good
111	Driver's training curriculum containing First Aid procedure	Yes
112	Means of transporting road crash injuries	Ambulance & volunteer drivers
113	Main problems in providing emergency medical service	Human & financial resources, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoF & MoRH finance, roads and highways
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	No
119	Amount of RS allocations from the RF	No
120	Agency receiving RF allocation	RS lead agency
121	Other financial sources of RS	World Bank & EU

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Yes
123	Cost estimate of road traffic accidents	288 million USD, 1.6% of GDP, 2009

X. Kenya

1. Policy, Legislation and Lead Institution

S/N	Item	Response
1	Road safety policy	No
2&3	Legal instrument covering RS	No response
4&5	Road safety lead agency & name	Yes, National Road Safety Council (NRSC)
6	Representatives in the lead agency	MoT, Police, MoH, PTC, HAI, Road Users, NGO, MoR, Automobile Association, Vehicle Manufacturers, Vehicle Inspection Unit, Transport Licensing Board
7	Lead agency accountability	MoT
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Partially
10	Law defining the relationship of road safety actors	No
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Rarely
13	Main problems of enforcement	Commitment, human resources, equipment & facilities, Incentives & training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	To some extent
15	Multi-sector RS National Action Plan with measurable targets	Yes
16	National target	Reduce fatalities by 50% by 2020
17	National target translated into achievable and measurable targets of all RS stakeholders	No
18	Human and financial allocation for the Action Plan	No
19	Progress of the Action Plan	Not progressing
20	Problems of the Action Plan implementation	Lead agency, coordination, financial resources and commitment

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	No
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	Fatal & property damage only accidents
24	Definition of road traffic death	Death on the road
25	Standardization & uniformity of reporting system	No
26	Coverage of accident reports	Not to sufficient details, identifies responsibility & contributing factors & provide broad information on accident location
27	Accident recording system computerised?	No
28	Presence of central source of traffic accident data	No
29	Use of accident statistics for developing policies, programmes or campaigns	No
30	Traffic accident summary	No
31	Road safety research	No
32	Main problems of accident recording system	Human & financial resources, training & facilities
33	5 years traffic accident data	Data provided
34	Gender proportion	Not available
35	Three main causes of accidents	Speeding, irresponsible road use, unsafe road

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical, & practical within traffic
37	Driver training provider	Pvt, Schools
38	Standardization of drivers training curriculum	No
39	Provisions of legislation for learners to use roads	Yes, after initial training
40	Type of driver test required for driver licensing	Theoretical & Practical on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for riders & no for passengers
45	Exceptions of helmet use	No
46	Helmet standard requirement	No
47	Enforcement of helmet use	Rarely
48	Rate of helmet use (opinion)	10% riders, 0% passengers
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Rarely
52	Rate of seatbelt use	20% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	No
54	Enforcement of child-restraint use	Not at all
55	Rate of child restraint use	5% opinion
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	No
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment & vehicle types
61	Presence of default speed limits for urban roads	Yes
62	Enforcement of speed limits	Rarely
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	No
64	Harsh penalties of drunk driver involved in crash	No
65	Presence of special alcohol limit for novice/young drivers	Not Applicable
66	Methods of enforcing drunk driving legislation	Not checked
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Not at all

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	No
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, helmet use
76	Media used for RS campaigns	TV, radio, flyers, posters
77	Coordination of RS campaigns with enforcement	No

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	No
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Yes, drafted in 2009, but not in use
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	No
85	Black spot identification and treatment on the road network	No
86	Presence of funds earmarked for RS activities	No
87	RS considerations in road sector development programs	No
88	Main problems in maintaining RS in road infrastructure	Training & commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	Yes
91	Presence of vehicle manufacturing standard	Yes
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No

8. Vehicle Safety (cont.)

S/N	Item	Response
94	Requirement of vehicles to have seatbelts fitted/installed	No
95	Enforcement of vehicle safety standard regulations	Rarely
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	None, once for public and freight vehicles
98	Enforcement of vehicle inspections	Moderately
99	Practice of on-the-spot vehicle safety inspections	No
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	No response
103	Enforcement of compulsory insurance	Strictly
104	Data on vehicle fleet	Provided
105	Main problems in maintaining vehicle safety	Human & financial resources

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	No
107	Presence of emergency medical service for road crash	No response
108	Presence of special emergency telephone number	No
109	Coverage of emergency medical service	Ambulance in urban centres & hospitals
110	Extent of emergency medical service	Bad
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Volunteer drivers
113	Main problems in providing emergency medical service	Human & financial resources, training & facilities and equipment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	No
115	RS budget line Government Agency(ies)	MoT
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	No
118	If yes, RS allocations are made from the RF on regular basis	No
119	Amount of RS allocations from the RF	No response
120	Agency receiving RF allocation	Not applicable
121	Other financial sources of RS	SIDA, USAID, WHO, UN & World Bank

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	3.8 billion KES in 1991 (about 152 million USD)

XI. Mali**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	Yes
4&5	Road safety lead agency & name	Yes, National Road Safety Agency (NRSA)
6	Representatives in the lead agency	MoT, Police, MoH, MoE, PTC, Road Users
7	Lead agency accountability	MoT, Council for Administration
8	Legal power of lead agency over safety standards/regulations	Fully
9	Legal power of lead agency to enforce safety standards/regulations	Fully
10	Law defining the relationship of road safety actors	Yes
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Commitment, human & financial resources, equipment & facilities, Incentives & training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Yes

2. Road Safety Action Plan and Targets (cont.)

S/N	Item	Response
16	National target	Creation of NRSA
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	Partially
19	Progress of the Action Plan	In progress, but not as expected
20	Problems of the Action Plan implementation	Legal framework, human & financial resources, & commitment

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police and Gendarmerie
23	Accident severity levels investigated and reported	All accidents including property damage only
24	Definition of road traffic death	Death within 30 days
25	Standardization & uniformity of reporting system	Yes
26	Coverage of accident reports	Identifies responsibility & provide broad information on accident location
27	Accident recording system computerised?	Yes
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	No
30	Traffic accident summary	No
31	Road safety research	No
32	Main problems of accident recording system	Human & financial resources, facilities & commitment
33	5 years traffic accident data	Provided, but not logical
34	Gender proportion	92% male, 18% female (2008)
35	Three main causes of accidents	Speeding, old vehicle fleet & drunk driving

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Training not required
37	Driver training provider	No response
38	Standardization of drivers training curriculum	Yes, training at driving schools
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & Practical away & on the road
41	Standardization of drivers testing	No
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for both riders & passengers
45	Exceptions of helmet use	Yes
46	Helmet standard requirement	Yes
47	Enforcement of helmet use	Not at all
48	Rate of helmet use (opinion)	No response
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Rarely
52	Rate of seatbelt use	1% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	Yes
54	Enforcement of child-restraint use	Not at all
55	Rate of child restraint use	0.1% opinion
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment & vehicle types
61	Presence of default speed limits for urban roads	Yes
62	Enforcement of speed limits	Rarely

5. Traffic Legislations and Enforcement (cont.)

S/N	Item	Response
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No
66	Methods of enforcing drunk driving legislation	Random breath test
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Not at all

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	No
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	No
75	Contents of RS education/campaigns	Over speeding
76	Media used for RS campaigns	TV, radio, flyers
77	Coordination of RS campaigns with enforcement	Yes

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	No
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	No
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes, to some extent
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	No
88	Main problems in maintaining RS in road infrastructure	Financial resources, Training & commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	No
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	No
95	Enforcement of vehicle safety standard regulations	Rarely
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	12, 6 & 6 months
98	Enforcement of vehicle inspections	Strictly
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	Not applicable
103	Enforcement of compulsory insurance	Moderately
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	Financial resources & commitment

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	No
107	Presence of emergency medical service for road crash	Not applicable
108	Presence of special emergency telephone number	No response
109	Coverage of emergency medical service	No response
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Ambulance
113	Main problems in providing emergency medical service	Human & financial resources, training, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	Yes
119	Percentage amount of RS allocations from the RF	No
120	Agency receiving RF allocation	MoT, NRSA
121	Other financial sources of RS	No response

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	No response

XII. Morocco**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	Yes
4&5	Road safety lead agency & name	Yes, National Road Safety Agency (NRSA)
6	Representatives in the lead agency	MoT, Police, MoH, MoE,
7	Lead agency accountability	Prime Minister
8	Legal power of lead agency over safety standards/regulations	Fully
9	Legal power of lead agency to enforce safety standards/regulations	Fully
10	Law defining the relationship of road safety actors	Yes
11	Road safety legislation up-to-date	Yes
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Commitment

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Yes
16	National target	Creation of NRSA
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	Yes
19	Progress of the Action Plan	Progressing but not as expected
20	Problems of the Action Plan implementation	No response

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police, MoT and Gendarmerie Royale
23	Accident severity levels investigated and reported	Fatal accidents
24	Definition of road traffic death	Death within 30 days
25	Standardization & uniformity of reporting system	Yes
26	Coverage of accident reports	Identifies responsibilities of contributing factors, & provide broad and precise information on accident location
27	Accident recording system computerised?	Yes
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	Yes
31	Road safety research	Yes
32	Main problems of accident recording system	No response
33	5 years traffic accident data	Not provided
34	Gender proportion	No response
35	Three main causes of accidents	No response

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical, practical away and on the road
37	Driver training provider	Schools
38	Standardization of drivers training curriculum	Yes
39	Provisions of legislation for learners to use roads	Yes, after initial training
40	Type of driver test required for driver licensing	Theoretical & Practical away & on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for both riders & passengers
45	Exceptions of helmet use	Yes
46	Helmet standard requirement	Yes
47	Enforcement of helmet use	Moderately
48	Rate of helmet use (study)	75% for riders & 30% for passengers
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use front seats for others	Yes, all seats for cars and public transports, and front seats for others
51	Enforcement of seatbelt use	Strictly
52	Rate of seatbelt use	75% (study)
Child-Restraint		
53	Presence of legislation requiring child restraint	No
54	Enforcement of child-restraint use	No response
55	Rate of child restraint use	No response
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment, drivers & vehicle types
61	Presence of default speed limits for urban roads	Yes
62	Enforcement of speed limits	Very strictly
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No
66	Methods of enforcing drunk driving legislation	Random breath test, sobriety check points
67	Sufficiency of policy facility for enforcing law on drunk driving	Yes
68	Specialised police training for enforcing law on drunk driving	Yes
69	Level of law enforcement of drunk driving	Moderately

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	No
71	Training of teachers to deliver RS education	Yes
72	Sufficiency of RS teaching materials (quantity/quality)	Yes
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, over speeding, helmet use, seatbelt use, & child restraints
76	Media used for RS campaigns	TV, radio, flyers, posters
77	Coordination of RS campaigns with enforcement	Not commonly

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	Yes
81	RS standards applied when funds are available	No
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	Yes

7. Road Infrastructure Safety (cont.)

S/N	Item	Response
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes, done regularly on the network
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	Yes
91	Presence of vehicle manufacturing standard	Yes
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	Yes
94	Requirement of vehicles to have seatbelts fitted/installed	Yes
95	Enforcement of vehicle safety standard regulations	Strictly
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	12, 6 & 6 months
98	Enforcement of vehicle inspections	Strictly
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	Not applicable
103	Enforcement of compulsory insurance	Very strictly
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	No response

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	No
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	Yes
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	Yes
112	Means of transporting road crash injuries	Ambulance
113	Main problems in providing emergency medical service	Human & financial resources, training, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	Yes
119	Percentage amount of RS allocations from the RF	No
120	Agency receiving RF allocation	MoT, Police, RS lead agency,
121	Other financial sources of RS	Donors, development banks, private sector, NGO

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Yes
123	Cost estimate of road traffic accidents	1.2 billion USD, 2.5 % GDP

XIII. Nigeria**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	Yes
4&5	Road safety lead agency & name	Yes, Federal Road Safety Commission
6	Representatives in the lead agency	Road Users, Politicians, NGO

1. Policy, Legislation and Lead Institution (cont.)

S/N	Item	Response
7	Lead agency accountability	President
8	Legal power of lead agency over safety standards/regulations	Fully
9	Legal power of lead agency to enforce safety standards/regulations	Fully
10	Law defining the relationship of road safety actors	Yes
11	Road safety legislation up-to-date	Partially
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Commitment, human resources, equipment & facility, incentives & Training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	Yes
16	National target	Reduce deaths by 50% by 2015
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	No
19	Progress of the Action Plan	Progressing but not as expected
20	Problems of the Action Plan implementation	Financial & human resources & commitment

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police, FRSC
23	Accident severity levels investigated and reported	All accidents including property damage only
24	Definition of road traffic death	Death on the road
25	Standardization & uniformity of reporting system	No
26	Coverage of accident reports	Identifies responsibilities of contributing factors, & provide broad and precise information on accident location
27	Accident recording system computerised?	No
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	Yes
31	Road safety research	Yes
32	Main problems of accident recording system	Financial, training, facilities & commitment
33	5 years traffic accident data	Provided
34	Gender proportion	No response
35	Three main causes of accidents	EMS & Vehicle safety

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical, practical away and on the road
37	Driver training provider	Gvt, Pvt, & Schools
38	Standardization of drivers training curriculum	Yes
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & Practical away & on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for riders
45	Exceptions of helmet use	No
46	Helmet standard requirement	Yes
47	Enforcement of helmet use	Moderately
48	Rate of helmet use (study)	No response
49	Legislation requiring helmet use for pedal cyclists	No response
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes, front seats
51	Enforcement of seatbelt use	Very strictly
52	Rate of seatbelt use	70% (opinion)

5. Traffic Legislations and Enforcement (cont.)

S/N	Item	Response
Child-Restraint		
53	Presence of legislation requiring child restraint	No
54	Enforcement of child-restraint use	No response
55	Rate of child restraint use	No response
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment & vehicle types
61	Presence of default speed limits for urban roads	Yes, 50/80 km/hr
62	Enforcement of speed limits	Moderately
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	Random breath test & regular patrols
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Moderately

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, over speeding, drunk driving helmet use, seatbelt use, & child restraints
76	Media used for RS campaigns	TV, radio, flyers, posters, drama, billboards, rallies
77	Coordination of RS campaigns with enforcement	Yes

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	No
79	Mainstreaming RS in Road Infrastructure Agencies	No
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	No
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	No
85	Black spot identification and treatment on the road network	Yes, but to limited extent
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human & financial resources, training & Commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	Yes
91	Presence of vehicle manufacturing standard	Yes
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes
95	Enforcement of vehicle safety standard regulations	Rarely
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	12, 6 & 6 months
98	Enforcement of vehicle inspections	Moderately
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	Not applicable
103	Enforcement of compulsory insurance	Rarely

8. Vehicle Safety (cont.)

S/N	Item	Response
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	Human resources, training & commitment

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	Yes
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	Yes
112	Means of transporting road crash injuries	Ambulance, volunteer drivers, rented vehicles FRSC, Patrol, & Rescue team
113	Main problems in providing emergency medical service	Human & financial resources, training, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	RS lead agency (FRSC)
116	Presence of Road Fund (RF)	No
117	If RF legislation has provisions for RS allocation	No response
118	If yes, RS allocations are made from the RF on regular basis	No response
119	Percentage amount of RS allocations from the RF	No
120	Agency receiving RF allocation	RS lead agency
121	Other financial sources of RS	Donors, development Banks, private sector, NGO

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Yes
123	Cost estimate of road traffic accidents	6 billion USD, 3 % GDP

XIV. Sierra Leone**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	No
2&3	Legal instrument covering RS	No response
4&5	Road safety lead agency & name	Yes, Road Transport Authority
6	Representatives in the lead agency	MoT, Police, MoH, MoE, PTC and Road Users
7	Lead agency accountability	MoT
8	Legal power of lead agency over safety standards/regulations	Not at all
9	Legal power of lead agency to enforce safety standards/regulations	Partially
10	Law defining the relationship of road safety actors	No
11	Road safety legislation up-to-date	No
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Human resources, equipment & facility, incentives & Training

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	No
16	National target	To reduce road accident to the best minimum
17	National target translated into achievable and measurable targets of all RS stakeholders	No
18	Human and financial allocation for the Action Plan	No
19	Progress of the Action Plan	Not progressing
20	Problems of the Action Plan implementation	Legal framework, financial & human resources

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police, RTA
23	Accident severity levels investigated and reported	All accidents including property damage only
24	Definition of road traffic death	Multiple response, indicating not uniform
25	Standardization & uniformity of reporting system	No
26	Coverage of accident reports	Ticked all with star sign on Identification of contributing factors
27	Accident recording system computerised?	No
28	Presence of central source of traffic accident data	No
29	Use of accident statistics for developing policies, programmes or campaigns	No
30	Traffic accident summary	No
31	Road safety research	No
32	Main problems of accident recording system	Human, financial, training, facilities & commitment
33	5 years traffic accident data	Not provided
34	Gender proportion	Not available
35	Three main causes of accidents	Over speeding, over loading, unsafe road & human error

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical, practical away and on the road
37	Driver training provider	Gvt, Pvt
38	Standardization of drivers training curriculum	No
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & Practical away & on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	Yes

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for both riders & passengers
45	Exceptions of helmet use	No
46	Helmet standard requirement	No
47	Enforcement of helmet use	Moderately
48	Rate of helmet use (study)	Not available
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Moderately
52	Rate of seatbelt use	Not available
Child-Restraint		
53	Presence of legislation requiring child restraint	Yes, present
54	Enforcement of child-restraint use	Moderately
55	Rate of child restraint use	Not available
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	No
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment, drivers & vehicle types
61	Presence of default speed limits for urban roads	No
62	Enforcement of speed limits	Moderately
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes, 0.08%
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No
66	Methods of enforcing drunk driving legislation	Not available
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Moderately

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	No
71	Training of teachers to deliver RS education	No

6. Safety Education and Campaigns (cont.)

S/N	Item	Response
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, over speeding, drunk driving, helmet use, seatbelt use, & child restraints
76	Media used for RS campaigns	Radio, flyers, posters
77	Coordination of RS campaigns with enforcement	Yes

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	Yes
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	Yes
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes, regularly all the road network
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human & financial resources & training

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	No
90	Presence of vehicle import limits on vehicle age	No
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes
95	Enforcement of vehicle safety standard regulations	Moderately
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	Every 12 months
98	Enforcement of vehicle inspections	Moderately
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	Not applicable
103	Enforcement of compulsory insurance	Moderately
104	Data on vehicle fleet	Provided
105	Main problems in maintaining vehicle safety	Human & financial resources & training

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	No
108	Presence of special emergency telephone number	No
109	Coverage of emergency medical service	Limited to ambulance services in urban areas and hospitals
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	Yes
112	Means of transporting road crash injuries	Ambulance, volunteer drivers, vehicles involved in accidents, rented vehicles
113	Main problems in providing emergency medical service	Human & financial resources, training, facilities and equipment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	RS lead agency
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	No
118	If yes, RS allocations are made from the RF on regular basis	No
119	Percentage amount of RS allocations from the RF	No

10. Funding (cont.)

S/N	Item	Response
120	Agency receiving RF allocation	Not available
121	Other financial sources of RS	No

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	Not available

XV. Tanzania**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	Yes
4&5	Road safety lead agency & name	Yes, MoW
6	Representatives in the lead agency	NRSA to be established under MoW
7	Lead agency accountability	No response
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Partially
10	Law defining the relationship of road safety actors	Yes
11	Road safety legislation up-to-date	Yes
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Commitment

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	No
16	National target	To reduce road death by 25% by 2015
17	National target translated into achievable and measurable targets of all RS stakeholders	Yes
18	Human and financial allocation for the Action Plan	Partially
19	Progress of the Action Plan	Progressing, but not as expected
20	Problems of the Action Plan implementation	Coordination of stakeholders & financial resources

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	All injury accidents
24	Definition of road traffic death	Death within 30 days
25	Standardization & uniformity of reporting system	Yes
26	Coverage of accident reports	Not sufficient details with broad information on location
27	Accident recording system computerised?	No
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	No
31	Road safety research	No
32	Main problems of accident recording system	Financial resources, training, facilities & commitment
33	5 years traffic accident data	Provided
34	Gender proportion	No response
35	Three main causes of accidents	Over speeding, drunk driving & inattentive driving

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical and practical on the road
37	Driver training provider	Gvt, Pvt
38	Standardization of drivers training curriculum	Yes
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & practical on the road
41	Standardization of drivers testing	Yes

4. Driver Training and Testing (cont.)

S/N	Item	Response
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for both riders & passengers
45	Exceptions of helmet use	No
46	Helmet standard requirement	Yes
47	Enforcement of helmet use	Very strictly
48	Rate of helmet use (opinion)	70% & 20% for riders and passengers respectively
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Moderately
52	Rate of seatbelt use	60% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	Yes
54	Enforcement of child-restraint use	Strictly
55	Rate of child restraint use	10% (study)
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions & environment
61	Presence of default speed limits for urban roads	Yes
62	Enforcement of speed limits	Strictly
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	No response
66	Methods of enforcing drunk driving legislation	Random breath test
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Strictly

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	Yes
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	No
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	No response
75	Contents of RS education/campaigns	Pedestrian road use, over speeding, drunk driving, helmet use, seatbelt use, & child restraints
76	Media used for RS campaigns	TV, Radio, flyers, posters
77	Coordination of RS campaigns with enforcement	No response

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	Yes
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	Yes
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes, regularly all the road network
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Financial resources, training & commitment

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	Yes
91	Presence of vehicle manufacturing standard	Yes
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	Yes
94	Requirement of vehicles to have seatbelts fitted/installed	No
95	Enforcement of vehicle safety standard regulations	Moderately
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	No response
98	Enforcement of vehicle inspections	Strictly
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	Prvt & Gvt vehicles with private plate numbers (conflicts with # 101 response)
103	Enforcement of compulsory insurance	Very strictly
104	Data on vehicle fleet	Provided (but not historical)
105	Main problems in maintaining vehicle safety	Human & financial resources, training & commitment

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	No
108	Presence of special emergency telephone number	No
109	Coverage of emergency medical service	Limited to ambulance services in urban areas
110	Extent of emergency medical service	Bad
111	Driver's training curriculum containing First Aid procedure	Yes
112	Means of transporting road crash injuries	Ambulance & vehicles involved in accidents
113	Main problems in providing emergency medical service	Financial resources, training, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoT, Police, MoH
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	Yes
119	Percentage amount of RS allocations from the RF	Yes
120	Agency receiving RF allocation	MoT & MoW
121	Other financial sources of RS	No response

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	No
123	Cost estimate of road traffic accidents	1-3% of GDP in 1995

XVI. Tunisia**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	Yes
2&3	Legal instrument covering RS	Yes
4&5	Road safety lead agency & name	Yes, National Road Safety Observatory
6	Representatives in the lead agency	MoT, Polic, MoH, MoE, HAI, NGO, and others
7	Lead agency accountability	Mol
8	Legal power of lead agency over safety standards/regulations	Not at all
9	Legal power of lead agency to enforce safety standards/regulations	Not at all
10	Law defining the relationship of road safety actors	Yes
11	Road safety legislation up-to-date	No
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Others

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	Yes
15	Multi-sector RS National Action Plan with measurable targets	No
16	National target	No response
17	National target translated into achievable and measurable targets of all RS stakeholders	No response
18	Human and financial allocation for the Action Plan	No response
19	Progress of the Action Plan	No response
20	Problems of the Action Plan implementation	No response

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	All injury accidents
24	Definition of road traffic death	Death within 30 days
25	Standardization & uniformity of reporting system	No
26	Coverage of accident reports	Identifies responsible causes, and provides precise information on location
27	Accident recording system computerised?	Yes
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	Yes
31	Road safety research	Yes
32	Main problems of accident recording system	Facilities & logistics
33	5 years traffic accident data	Provided
34	Gender proportion	83.5% male/16.5% women
35	Three main causes of accidents	Over speeding, inattentive driving & fail to respect the right of way

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical and practical on the road
37	Driver training provider	Pvt & schools
38	Standardization of drivers training curriculum	No
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & practical on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for both riders & passengers
45	Exceptions of helmet use	No
46	Helmet standard requirement	Yes
47	Enforcement of helmet use	Moderate
48	Rate of helmet use (opinion)	No response
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Moderate
52	Rate of seatbelt use	50% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	No
54	Enforcement of child-restraint use	Not at all
55	Rate of child restraint use	0% opinion
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	Yes
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment, vehicle types
61	Presence of default speed limits for urban roads	Yes
62	Enforcement of speed limits	Moderate

5. Traffic Legislations and Enforcement (cont.)

S/N	Item	Response
Drink-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes
65	Presence of special alcohol limit for novice/young drivers	Yes, 0.5 g/l of blood
66	Methods of enforcing drunk driving legislation	Random breath test, alcohol check, patrolling in
high risk areas		
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	Yes
69	Level of law enforcement of drunk driving	Moderate

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	No response
71	Training of teachers to deliver RS education	No
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, over speeding, drunk driving, helmet use, seatbelt use, & child restraints
76	Media used for RS campaigns	TV, Radio, flyers, poster & others
77	Coordination of RS campaigns with enforcement	Not commonly

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	No
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	No
82	Presence of RS Audit and Inspection standard manuals	No
83	RS audits performed on a regular basis	No
84	RS inspections performed on a regular basis	No
85	Black spot identification and treatment on the road network	Yes, but limited in extent
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human & financial resources and training

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	Yes
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	No response
95	Enforcement of vehicle safety standard regulations	Strictly
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	One year, 6 months and one year
98	Enforcement of vehicle inspections	Strictly
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	N/A
103	Enforcement of compulsory insurance	strictly
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	No response

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	Yes
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	Yes
110	Extent of emergency medical service	Fair
111	Driver's training curriculum containing First Aid procedure	Yes

9. Emergency Medical Service (cont.)

S/N	Item	Response
112	Means of transporting road crash injuries	Ambulance & volunteer driver
113	Main problems in providing emergency medical service	Human & financial resources as well as, facilities and equipment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	Police, RS lead agency
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	Yes
119	Percentage amount of RS allocations from the RF	Yes
120	Agency receiving RF allocation	Police & RS lead agency
121	Other financial sources of RS	NGO & others

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Yes
123	Cost estimate of road traffic accidents	US\$190 million, 1% of GDP in 2011

XVII. Uganda**1. Policy, Legislation and Lead Institution**

S/N	Item	Response
1	Road safety policy	No
2&3	Legal instrument covering RS	No
4&5	Road safety lead agency & name	Yes, NRSC
6	Representatives in the lead agency	MoWT, Police, MoH, MoE, PTC, HAI, NGO
7	Lead agency accountability	MoWT
8	Legal power of lead agency over safety standards/regulations	Partially
9	Legal power of lead agency to enforce safety standards/regulations	Not at all
10	Law defining the relationship of road safety actors	No
11	Road safety legislation up-to-date	Partially, some legislation is pending
12	Road safety legislation enforcement	Moderately
13	Main problems of enforcement	Commitment, human & financial resources, equipment & facilities, incentives & corruption

2. Road Safety Action Plan and Targets

S/N	Item	Response
14	Road safety promoted as national issue	To some extent
15	Multi-sector RS National Action Plan with measurable targets	No
16	National target	N/A
17	National target translated into achievable and measurable targets of all RS stakeholders	N/A
18	Human and financial allocation for the Action Plan	N/A
19	Progress of the Action Plan	Not progressing
20	Problems of the Action Plan implementation	Lead agency, coordination of stakeholders, financial & human resources & commitment

3. Accident Data System/Statistics

S/N	Item	Response
21	Regular accident investigation and recording system	Yes
22	Responsible body for accident investigation and recording	Police
23	Accident severity levels investigated and reported	All injury accidents
24	Definition of road traffic death	Death within one year and one day after crash
25	Standardization & uniformity of reporting system	Yes
26	Coverage of accident reports	Not sufficient details, identifies responsibilities and contributing factors & broad information on location
27	Accident recording system computerised?	No
28	Presence of central source of traffic accident data	Yes
29	Use of accident statistics for developing policies, programmes or campaigns	Yes
30	Traffic accident summary	No
31	Road safety research	No

3. Accident Data System/Statistics (cont.)

S/N	Item	Response
32	Main problems of accident recording system	Human & financial resources, training, facilities & commitment
33	5 years traffic accident data	Provided
34	Gender proportion	No response
35	Three main causes of accidents	Over speeding, drunk driving & fatigue, poor training, unsafe roads and vehicles

4. Driver Training and Testing

S/N	Item	Response
36	Requirement of training for driver licensing	Theoretical and practical away & on the road
37	Driver training provider	Pvt
38	Standardization of drivers training curriculum	Yes
39	Provisions of legislation for learners to use roads	No
40	Type of driver test required for driver licensing	Theoretical & practical away & on the road
41	Standardization of drivers testing	Yes
42	Categorization of driving license by vehicle types	Yes
43	Requirement of passing a test for license renewal	No

5. Traffic Legislations and Enforcement

S/N	Item	Response
Helmet Use		
44	Legislation requiring helmet use for motor cyclists	Yes for both riders & passengers
45	Exceptions of helmet use	No
46	Helmet standard requirement	No
47	Enforcement of helmet use	Rarely
48	Rate of helmet use (study)	40% & 0%, & 5 & 0% (opinion) riders & passenger
49	Legislation requiring helmet use for pedal cyclists	No
Seatbelt Use		
50	Presence of legislation requiring seatbelt use	Yes
51	Enforcement of seatbelt use	Rarely
52	Rate of seatbelt use	11% opinion
Child-Restraint		
53	Presence of legislation requiring child restraint	No
54	Enforcement of child-restraint use	No response
55	Rate of child restraint use	<1% (opinion)
Speed Limit		
56	Presence of legislation on traffic speed and over-speeding	Yes, present
57	Jurisdiction	National
58	Authorities and municipalities to set speed limits	No
59	Design standards specify recommended speed limits	Yes
60	Presence of variations of speed limits	Road functions, environment, vehicle types
61	Presence of default speed limits for urban roads	Yes, 50 km/h
62	Enforcement of speed limits	Moderately
Drunk-driving		
63	Presence of legislation on drunk driving with Blood Alcohol Limit	Yes
64	Harsh penalties of drunk driver involved in crash	Yes 0.08% or 80 mg/100ml
65	Presence of special alcohol limit for novice/young drivers	Yes
66	Methods of enforcing drunk driving legislation	Random breath test, alcohol check points &
patrols in high-risk areas		
67	Sufficiency of policy facility for enforcing law on drunk driving	No
68	Specialised police training for enforcing law on drunk driving	No
69	Level of law enforcement of drunk driving	Moderately

6. Safety Education and Campaigns

S/N	Item	Response
70	Safety education at schools	Yes
71	Training of teachers to deliver RS education	Yes
72	Sufficiency of RS teaching materials (quantity/quality)	No
73	Presence of RS campaigns on a regular basis	Yes
74	Design of RS campaigns based on accident data targeting certain road safety issues/road user groups	Yes
75	Contents of RS education/campaigns	Pedestrian road use, over speeding, drunk driving, helmet use & seatbelt use
76	Media used for RS campaigns	TV, Radio, flyers, posters & other means
77	Coordination of RS campaigns with enforcement	Not commonly

7. Road Infrastructure Safety

S/N	Item	Response
78	Incorporation of RS standards in national design manuals	Yes
79	Mainstreaming RS in Road Infrastructure Agencies	Yes
80	Use of accident database by Road Agencies to manage RS on road-network	No
81	RS standards applied when funds are available	Yes
82	Presence of RS Audit and Inspection standard manuals	Yes
83	RS audits performed on a regular basis	Yes
84	RS inspections performed on a regular basis	Yes
85	Black spot identification and treatment on the road network	Yes, but limited extent
86	Presence of funds earmarked for RS activities	Yes
87	RS considerations in road sector development programs	Yes
88	Main problems in maintaining RS in road infrastructure	Human & financial resources & training

8. Vehicle Safety

S/N	Item	Response
89	Presence of vehicle import standard	Yes
90	Presence of vehicle import limits on vehicle age	N/A
91	Presence of vehicle manufacturing standard	No
92	Presence of safety standards for vehicles in use	Yes
93	Presence of vehicle age limit for roadworthiness	No
94	Requirement of vehicles to have seatbelts fitted/installed	Yes
95	Enforcement of vehicle safety standard regulations	Rarely
96	Presence of mandatory periodic vehicle safety inspections	Yes
97	If yes, vehicle safety inspection intervals: private, public & freight	Annually only for Public
98	Enforcement of vehicle inspections	Not at all
99	Practice of on-the-spot vehicle safety inspections	Yes
100	Presence of vehicle insurance regulation:	Yes
101	Are all vehicles subjected to compulsory insurance?	Yes
102	If not, which vehicles are exceptions?	N/A
103	Enforcement of compulsory insurance	Strictly
104	Data on vehicle fleet	Not provided
105	Main problems in maintaining vehicle safety	Financial resources & commitment

9. Emergency Medical Service

S/N	Item	Response
106	Presence of emergency medical service regulation/procedure	No
107	Presence of emergency medical service for road crash	Yes
108	Presence of special emergency telephone number	Yes
109	Coverage of emergency medical service	Limited to ambulance services in urban areas & hospitals
110	Extent of emergency medical service	Bad
111	Driver's training curriculum containing First Aid procedure	No
112	Means of transporting road crash injuries	Volunteer drivers and police patrols
113	Main problems in providing emergency medical service	Human & financial resources, training, facilities and equipment & commitment

10. Funding

S/N	Item	Response
114	If RS has allocated annual budget	Yes
115	RS budget line Government Agency(ies)	MoWT
116	Presence of Road Fund (RF)	Yes
117	If RF legislation has provisions for RS allocation	Yes
118	If yes, RS allocations are made from the RF on regular basis	Yes
119	Percentage amount of RS allocations from the RF	No
120	Agency receiving RF allocation	NRSA
121	Other financial sources of RS	Donors, Development Banks, Pvt sectors, NGOs

11. Cost of Road Crash

S/N	Item	Response
122	Previous study on the cost of road accidents	Yes
123	Cost estimate of road traffic accidents	≈126 million USD 2.7% of GDP 2009



AFRICAN DEVELOPMENT BANK GROUP

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