

# Preventing Drink Driving in Africa



UNECE - UNECA - IARD  
Road Safety Regional Workshop  
Addis Ababa, Ethiopia  
November 2014 & July 2015



## UNECE, UNECA AND IARD COLLABORATION

This e-book is the outcome of a collaboration between the United Nations Economic Commission for Europe (UNECE), the United Nations Economic Commission for Africa (UNECA), and the International Center for Alcohol Policies (ICAP; now the International Alliance for Responsible Drinking, IARD).

[UNECE](#) is one of the five United Nations regional commissions administered by the Economic and Social Council (ECOSOC). The UNECE Transport Division facilitates the international movement of persons and goods by inland transport modes. It aims to improve competitiveness, safety, energy efficiency, and security in the transport sector. For more than six decades, the UNECE Inland Transport Committee (ITC) has provided a platform for intergovernmental cooperation to facilitate and develop international transport while improving its safety and environmental performance. ITC is the parent body of the Working Party on Road Traffic Safety (WP.1) which is the only permanent body in the United Nations system focussed on improving road safety. WP.1 has created a multilateral legal framework, which includes the Conventions on Road Traffic, and Road Signs and Signals, both of which were done in Vienna in 1968. Many countries across the world have become Contracting Parties to these road safety instruments and benefit from their implementation. UNECE also provides technical assistance and capacity building in road safety management. In this context, the UNECE staff travel across the world to promote accession to, and the better implementation of, the above legal instruments.

[UNECA](#) is another United Nations Regional Commission. Its mandate is to promote the economic and social development of its Member States, foster intra-regional integration, and promote international cooperation for Africa's development. UNECA plays a leading role in efforts to improve the safety of Africa's roads. In this context, it has organised several high-level road safety events on the continent, bringing together different stakeholders to brainstorm about the continent's road safety challenges and opportunities. UNECA spearheaded the preparation of the African Road Safety Action Plan for the period 2011-2020, in the context of the United Nations Global Decade of Action for Road Safety (2011-2020). It also has an important role in monitoring and evaluating the implementation of the Action Plan. Recently, UNECA worked closely with the African Union Commission to prepare the African Road Safety Charter that was endorsed at the Third Ordinary Session of the Conference of African Ministers of Transport, held in Malabo, Equatorial Guinea, from 7-11 April 2014.

The International Alliance for Responsible Drinking ([IARD](#)) is a not-for-profit organisation supported by major international producers of alcohol beverages with a mission to promote understanding of the role of alcohol in society and to help reduce harmful drinking worldwide, including reducing drink driving. Formerly the International Center for Alcohol Policies (ICAP), the organisation has been recognised by the United Nations Economic and Social Council as a non-governmental organisation with Special Consultative Status. In 2013, ICAP and UNECE jointly organised an international symposium as part of Global Road Safety Week "Regional perspectives on preventing alcohol related road crashes involving vulnerable road users" and launched an e-book with papers presented during the symposium.

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Dear Reader,

UNECE, UNECA, and IARD are delighted to share this e-book. It is a key outcome of our collaboration to jointly deliver the workshop on United Nations Road Safety Conventions and Approaches to Preventing Drink Driving in Addis Ababa, Ethiopia, on 12-13 November 2014, and 7-8 July 2015.

The workshops featured briefings for government officials on the United Nations road safety legal instruments, addressed effective approaches to preventing drink driving, and reviewed progress on the implementation of the African Road Safety Action Plan. Importantly, the events also offered an opportunity for valuable dialogue among Member State representatives, non-governmental organizations and United Nations experts on these significant topics.

We are pleased to report that more than 40 delegates participated in the November workshop, and over 30 participated in the July workshop. Attendees included representatives of two United Nations regional commissions, Government Ministries, National Road Safety Authorities and Councils and non-governmental organizations. The presentations and discourse proved true to our collective intention of raising awareness of United Nations road safety agreements and reducing drink driving across the African continent.

The event also represented an extension of a broader collaboration between UNECE and IARD, and focused on engaging governments outside of Europe in discussions of the United Nations road safety legal instruments and effective approaches to preventing drink driving.

Thank you for taking the time to read this publication. We hope that you will join us in our mission to combine local knowledge and priorities and global good practices in the advancement of road traffic safety in Europe, Africa and beyond.

Sincerely,

Dr. Eva Molnar



Director,  
UNECE  
Transport Division

Mr. Stephen Karingi



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# BACKGROUND

With more than 1.3 million people killed on roads every year, the road safety crisis in the world has reached an alarming magnitude. In March 2010, the United Nations General Assembly proclaimed the period 2011–2020 to be the Decade of Action for Road Safety. The General Assembly, in its “Resolution on Improving Road Safety” [\(64/255\)](#) called for intensive work to reduce global road traffic fatalities by increasing activities at the national, regional and global levels. It also requested the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Decade as a guiding document to support the implementation of its objectives. The overall goal of the United Nations Global Plan for the Decade of Action for Road Safety is to stabilise, and then reduce, the forecast level of road traffic fatalities around the world.

There are proven means of increasing road safety and reducing fatalities. They are embodied in the United Nations agreements and conventions on international transport. These agreements and conventions set standards for essential road safety components such as traffic rules, signs and signals, and for criteria such as the safety level cars must meet, or what requirements are needed to allow the carriage of dangerous goods by road in safe conditions.

As international road transport grows, the United Nations road safety instruments increase in significance as they provide a common framework for national standards and legislation on key road safety issues. However, not all governments are familiar with the United Nations road safety instruments and many

governments are not yet Contracting Parties. In particular, in the regions of Africa, Asia, and Latin America and the Caribbean, the number of Contracting Parties remains relatively low.

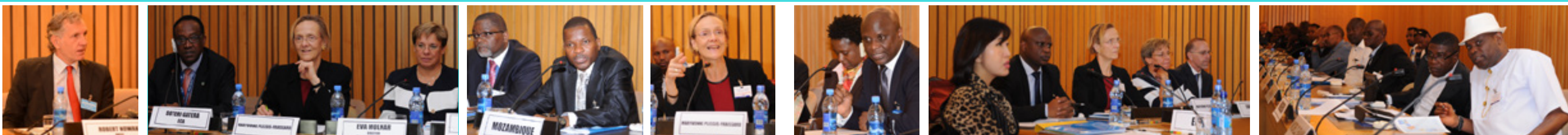
The African continent is experiencing unprecedented sustained economic growth. Africa has also embraced economic transformation within its development agenda, with many countries already implementing medium to long term

development strategies that seek to elevate them from low- to middle- income status.

Investment in infrastructure, particularly roads, partly account for the recent economic growth of many African countries. Improvement in the coverage and quality of Africa’s roads may have the unintended consequence of increasing the number of road crashes. Rapid economic growth is also resulting in an increase in car ownership, which in turn is increasing the risk of road crashes. This, in essence, also exacerbates Africa’s challenging road safety situation.

It is against this background that UNECE, UNECA and IARD gathered in Addis Ababa with international experts and stakeholders from across Africa to hold in-depth discussions about road safety.





## SUMMARY OF PROCEEDINGS

The United Nations Conference Centre in Addis Ababa, H.E. Tekletsadik Reba, State Minister of Transport of the Federal Democratic Republic of Ethiopia, commenced the workshop with opening remarks. Additional introductory remarks were made by Mr. Stephen Karingi, Director of the Regional Integration and Trade Division of UNECA; Dr. Eva Molnar, Director of the Transport Division of UNECE; Mr. Brett Bivans, Senior Vice President, IARD; and Dr. Maurice Niaty-Mouamba, Transport Economist at the African Union Commission. The proceedings were moderated by international road safety expert Ms. Maryvonne Ples-sis-Fraissard and staff from UNECA, UNECE, AUC, and IARD.

More than 70 delegates attended the workshops—they included representatives of two United Nations regional commissions, Government ministries, the International Alliance for Responsible Drinking (IARD), National Road Safety Authorities and Councils and non-governmental organizations including Cameroon Road Safety Foundation (CAROSAF). The delegates came from the 34 following countries: Algeria, Benin, Botswana, Burkina Faso, Burundi Cameroon, Chad, the Congo, Côte d’Ivoire, the Democratic Republic of the Congo, Djibouti, Ethiopia, Gabon, Gambia, Ghana, Kenya, Lesotho, Malawi, Mali, Morocco, Mozambique, Namibia, the Niger, Nigeria, Rwanda, Senegal, Swaziland, Switzerland, Tanzania, Togo, Tunisia, Uganda, the United States and Zimbabwe. The African Union Commission (AUC), the Economic Community of West Africa States (ECOWAS) and the Association of Southern African National Road Agencies (ASANRA) were also represented at the workshop.

The full list of participants is included in [Annexes 1a and 1b](#).

The first day of the two-day workshops focused on briefing government officials about the United Nations international road safety-related agreements and conventions, as well as reviewing the progress of the implementation of the African Road Safety Action Plan. The second day was focused on addressing alcohol-related road traffic crashes, international good practices in addressing drink driving, and challenges in the implementation of measures aimed at curbing drink driving in African countries.

The complete workshop programme is included in the [Annexes 2a and 2b](#).

The UNECA Outcome Document from the event is available online in [English](#) and in [French](#).



## UNITED NATIONS ROAD SAFETY INSTRUMENTS

UNECE manages a total of 58 transport-related international legal instruments, which are negotiated by governments and become legally binding for countries that accede to them. These road safety legal instruments cover:

- Traffic rules
- Road signs and signals
- Construction and technical inspection of vehicles
- Road infrastructure
- Driving times and rest periods for professional drivers
- Transport of dangerous goods by road

These [road safety legal instruments](#) also cover related social legislation for professional drivers and transport operators, regulatory frameworks for liability and insurance, as well as economic regulations governing international road transport. All of the UNECE conventions are administered by Working Parties and/or Administrative Committees in charge of updating and amending these instruments.

The UNECE secretariat incorporates a governance structure that offers a multi-dimensional approach in effectively assisting governments to accede to United Nations road safety legal instruments, as well as aiding in their implementation.

WP.1, the main coordinating body in the area of road safety, works in conjunction with other working parties to offer a platform that enables cooperation and the exchange of information and good practices among governments.

The Working Party on the Transport of Dangerous Goods (WP.15) addresses all issues regarding inland transport of dangerous goods, and more particularly those concerning road transport.

In [A/RES/68/269](#), the General Assembly has affirmed the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic, the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals and the 1958 and 1998 agreements of the World Forum for Harmonization of Vehicle Regulations, in facilitating road safety at the global, regional and national levels, and encourages Member States that have not yet done so to consider becoming contracting parties and, beyond accession, applying, implementing and promoting their provisions or safety regulations.

The main United Nations instruments pertaining to road safety are as follows:

### International Conventions and Agreements

The [Convention on Road Traffic, of 19 September 1949](#), and the [Convention on Road Traffic, of 8 November 1968](#), with their latest amendments, set up commonly agreed rules on all factors influencing international road traffic and its safety, including the driver and the vehicle, and is the reference for many national road traffic codes all over the world. Whilst there is no explicit mention of drinking and driving in either the 1949 or 1968 Conventions on Road Traffic, there is an overarching and implicit duty of care of drivers towards pedestrians and other road users. Drivers must be in a fit state to drive and control a vehicle safely.

The [1968 Convention on Road Signs and Signals](#) sets up more than 200 commonly agreed reference road signs and signals, prescribes common norms for traffic light signals and uniform conditions for road markings. Some of the key provisions under the convention are the three categories of road signs: danger warning, regulatory and informative.

The [European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport \(AETR\), of 1 July 1970](#), provides provisions to regulate the work and rest periods of professional drivers of trucks, buses and coaches.

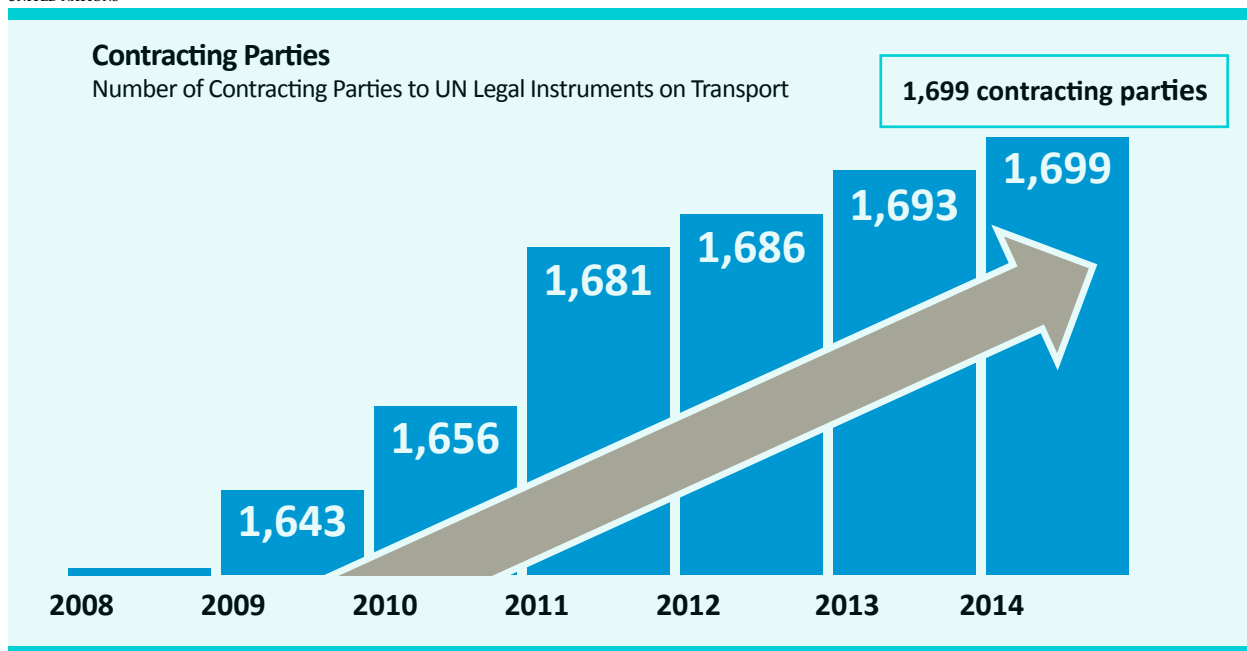
The [European Agreement concerning the International Carriage of Dangerous Goods by Road \(ADR\)](#), has 48 contracting parties. ADR contains the conditions under which dangerous goods, when authorized for transport, may be carried internationally, e.g. as regards their classification, packing, marking and labelling; construction, testing and approval of packagings, tanks and vehicles; loading, unloading and operation of vehicles; training and safety obligations of participants, including in particular drivers' training.

More information about ADR and how to accede to the agreement can be found on the UNECE website [here](#).





## 58 Conventions, 1699 Contracting Parties



### Consolidated Resolutions

The 1968 Conventions on Road Traffic, and on Road Signs and Signals, are complemented by two sets of best practices, known as the Consolidated Resolution on Road Traffic ([RE.1](#)) and the Consolidated Resolution on Road Signs and Signals ([RE.2](#)).

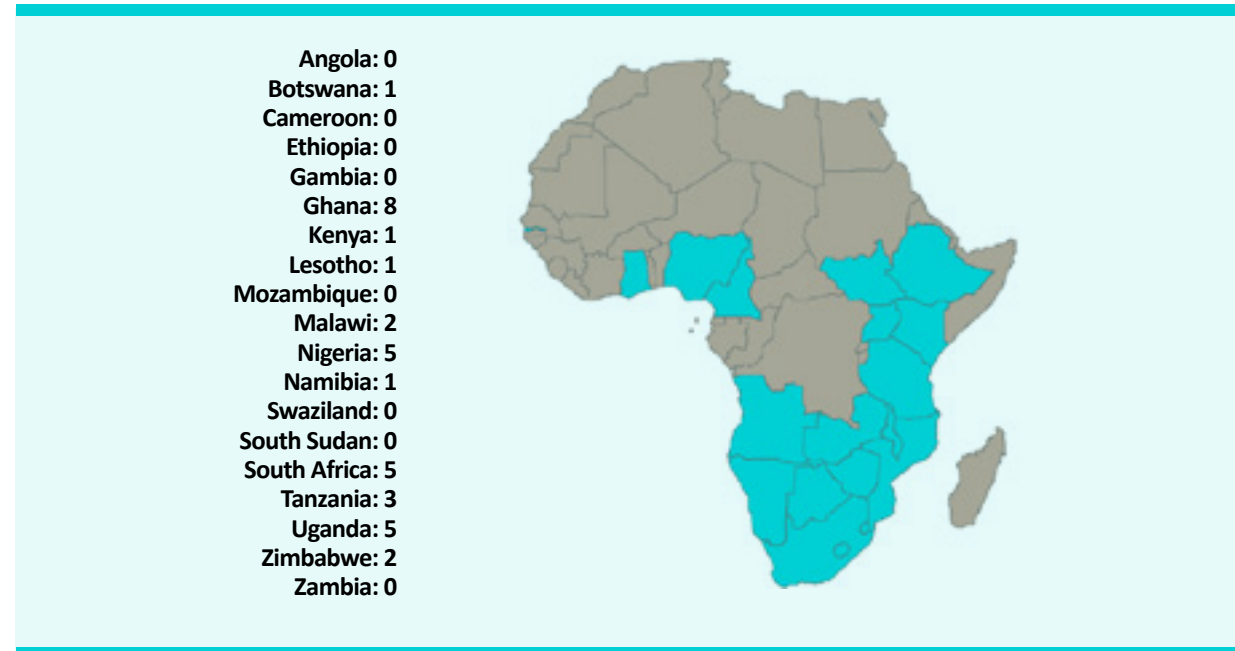
The relationship of alcohol to road traffic crashes has been well established. Drivers who have been drinking have a much higher risk of crash involvement than drivers who have not been drinking, and this risk increases rapidly as blood alcohol concentration (BAC) increases. A legal limit on BAC for motor vehicle drivers is set in many countries and defines when a driver is too impaired to drive. Lower BAC limits are often established for young drivers and for drivers of commercial vehicles.

In this regard, RE.1 recommends the introduction of legislation to cover drink driving offences, the enforcement actions and the penalties. It is vital that alcohol-impaired driving laws are publicized and enforced.

An effective enforcement approach includes frequent, widespread and highly visible roadside checks. Enforcement is based on the principles of certain detection and conviction, swiftness of the proceeding, and on consequences which are severe enough that most drivers would want to avoid them. The penalty strategy found to be most effective is loss of driving privileges. While



## Contracting Parties in Africa



education and public information are necessary, they need to be part of a comprehensive strategy, and seem to work best when linked with highly visible enforcement efforts.

Finally, alcohol-impaired driving may be a symptom of a larger problem of alcohol misuse. Many impaired driving offenders have alcohol dependence problems, and without appropriate assessment and treatment, these offenders are likely to repeat their crime.

Taking into account their cultural, social, legal and economic environments, Governments should develop and implement a comprehensive programme to reduce death and injuries due to alcohol-impaired driving. An effective programme to reduce alcohol-impaired driving should be based on strong leadership, sound policy, good programme management and effective communication.

We invite you to view the following related workshop presentations:

- [UNECE role in addressing the global road safety issue](#)
- [United Nations Road Safety Conventions](#)
- [Transport of Dangerous Goods by Road](#)
- [UNECE international legal instruments in the area of transport](#)
- [Drinking and Driving from the perspective of UN international road safety instruments](#)



## DELEGATE RECOMMENDATIONS

### Regarding United Nations Road Safety Legal Instruments

After much dialogue amongst stakeholders at the workshop, the following recommendations were made in relation to United Nations road safety international legal instruments.

#### UNECE in collaboration with UNECA

- Provide guidance/information on how to access all relevant documents on United Nations Road Safety Conventions, including the Conventions on Road Traffic [of 1949](#) and [of 1968](#), [Convention on Road Signs and Signals of 1968](#), and the [European Agreement concerning the International Carriage of Dangerous Goods by Road \(ADR\)](#).
- Provide advisory services and capacity building to African countries on the accession and implementation of provisions of United Nations road safety conventions.
- Raise the awareness of African countries on the institutional arrangements and benefits of various road safety conventions, such as the ECOSOC [Committee of Experts on Transport of Dangerous Goods](#), the [UNECE Inland Transport Committee \(ITC\)](#) and its [Working Party on Road Traffic Safety](#).
- UNECE and UNECA should design projects to help African countries to accede to the instruments.



#### African Countries and Regional Organisations

- African countries and regional organisations such as the West African Road Safety Association of ECOWAS could participate in meetings of the ECOSOC Committee of Experts on Dangerous Goods and the UNECE Working Party on Road Safety. However, they require funds to enable their participation in such meetings. In this regard, the possibility of establishing Public Private Partnerships to create Trust Funds, as well as other funding options, for the participation of African countries and organisations in these meetings should be explored.
- Some African countries have domestic laws on the transport of dangerous goods. However, these laws are often out of date and not consistent with the international United Nations regulatory system, and African countries lack the capacity to enforce them. Moreover, many national stakeholders are not fully aware of the laws. These countries therefore require capacity building support from development partners in bringing these laws in line with the United Nations Recommendations on the Transport of Dangerous Goods and ADR and their implementation.
- African transport corridor organisations and their relevant stakeholders, including the private sector, should be engaged in efforts to implement road safety laws and regulations and those on the transport of dangerous goods.

#### Other recommendations made at the event included the following:

- Efforts should be made to mainstream road safety in the Post-2015 Development Agenda as well as discussions on the United Nations Sustainable Development Goals.
- In light of the growing road safety challenge posed by the growth in the use of motorcycles, African countries are encouraged to participate in a conference on two-wheelers that will be organized by UNECE in collaboration with other United Nations regional commissions in 2015.



# STATUS OF THE IMPLEMENTATION OF THE AFRICAN ROAD SAFETY ACTION PLAN



The [African Road Safety Action Plan](#) is designed to address Africa's road safety crisis through efforts ranging from improvements in infrastructure and vehicle safety to education, legislation and enforcement.



## **Pillar 1: Road Safety Management**

Modern road safety policies include functioning Lead Agencies, crash information systems producing regular data that is disseminated and used to continuously improve the effectiveness of road safety actions, and substantial coordination between relevant public and private institutions from an array of sectors.

## **Pillar 2: Safer Roads and Mobility**

To ensure basic safety conditions, member countries should carry out safety audits for the most traveled portions of the network throughout planning, designing, and construction and operation stages – and conduct corrective upgrade programmes – so that mitigation measures become part of day to day network management.

## **Pillar 3: Safer Vehicles**

Low standards for vehicles contribute to a significant number of crashes. The private sector has an important role to play in updating the commercial fleet in African countries. Safety standards need to be reviewed for all motor vehicles as well as related safety equipment such as seat belts and helmets for motorcycles and bicycles, and law enforcement needs to be strengthened to ensure compliance.

## **Pillar 4: Safer Road Users**

Standards and rules governing the provision of driving permits to private, commercial and public transport drivers need to be reviewed – including the specific standards for high risk younger drivers. Legislation and institutional framework regarding driving schools, instructor training and testing, driver testing, driving permit systems, and passenger transport need to be reviewed and modernized; enhanced capabilities of traffic control agencies are also necessary.

## **Pillar 5: Post-crash Response**

Post-crash care diagnostics should evaluate capabilities and practices of emergency services to road crash victims on national roads.

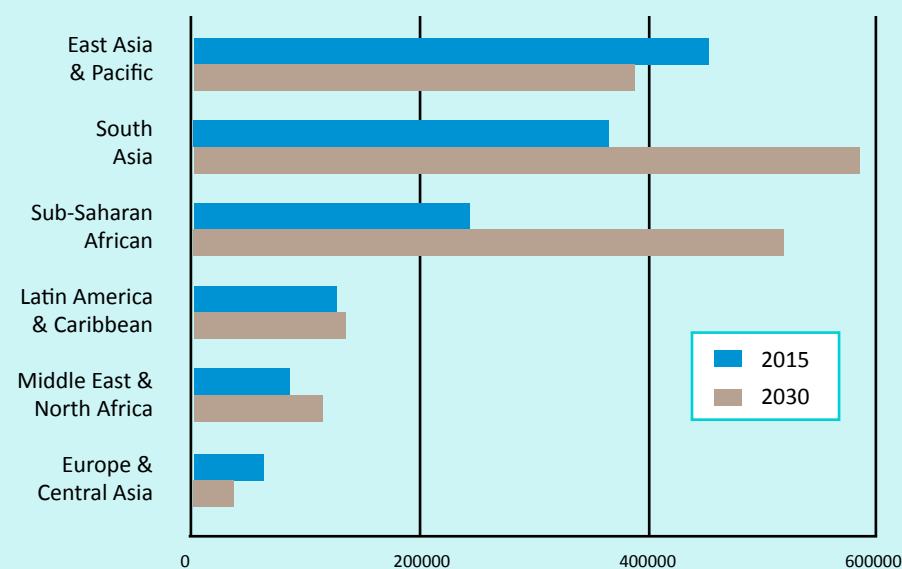
# THE IMPACT OF ALCOHOL ON ROAD CRASHES



Of the total number of road traffic deaths every year, 92% occur in low- and middle-income countries, according to the WHO Global status report on road safety 2013: supporting a decade of action. Alcohol is a factor in 33% to 69% of the fatal crashes in these countries. In addition, road traffic injuries in low- and middle-income countries result in financial costs of an estimated US \$100 billion per year.

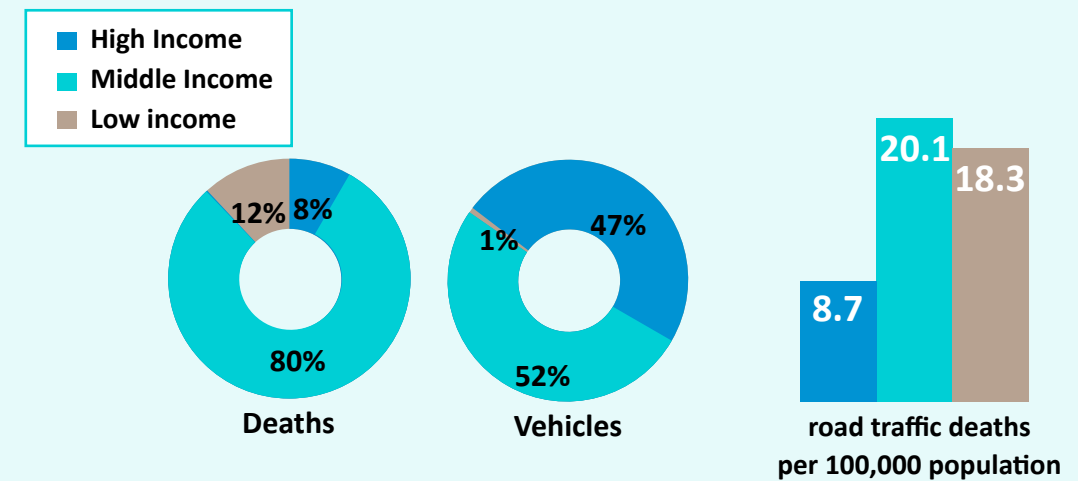
In the last two decades, projected road traffic fatalities in low- and middle-income countries have increased significantly, heightening the need for real action:

## Projected Road Fatalities (Low and Middle Income Countries)



Source: World Health Organisation 2013, Projections of Mortality and Causes of Death 2015 and 2030

## 92% of road traffic deaths occur in low- and middle-income countries



Source: World Health Organisation 2013, Global status report on road safety 2013: supporting a decade of action

This reality is complicated by the fact that in many low- and middle-income countries, data on alcohol-related road traffic deaths are unavailable or unreliable. There are also differences in BAC limits, clear definitions of what constitutes drinking and driving, and efficacy of enforcement efforts. This makes comparison not possible or not meaningful.

### Necessary functions of a system approach to road safety include:

- Results focused approach
- Coordination
- Legislation
- Funding and resource allocation
- Promotion
- Monitoring and evaluation
- Research and development and knowledge transfer

### Key Principles of Successful Programmes

- Strong political commitment to prevent drink driving
- Clearly defined legislation for BAC level and penalties for offences
- Implementing "good practice"
- Strong and well-publicized enforcement campaigns
- Public education to change attitudes toward drinking and driving
- Strict and swift enforcement

### Alcohol Effects on Driving

There is an impact on:

- Reaction times
- Driver vigilance
- Driver visual acuity
- Steering efficiency
- Risk of complications in injury rehabilitation

Although highly motorised countries have been able to reduce drink driving, successful programmes may not always be directly applicable to other countries because:

- Cultural beliefs differ from country to country
- Traffic mix is often very different
- Style and quality of roads can differ
- Education levels vary and communications modes differ

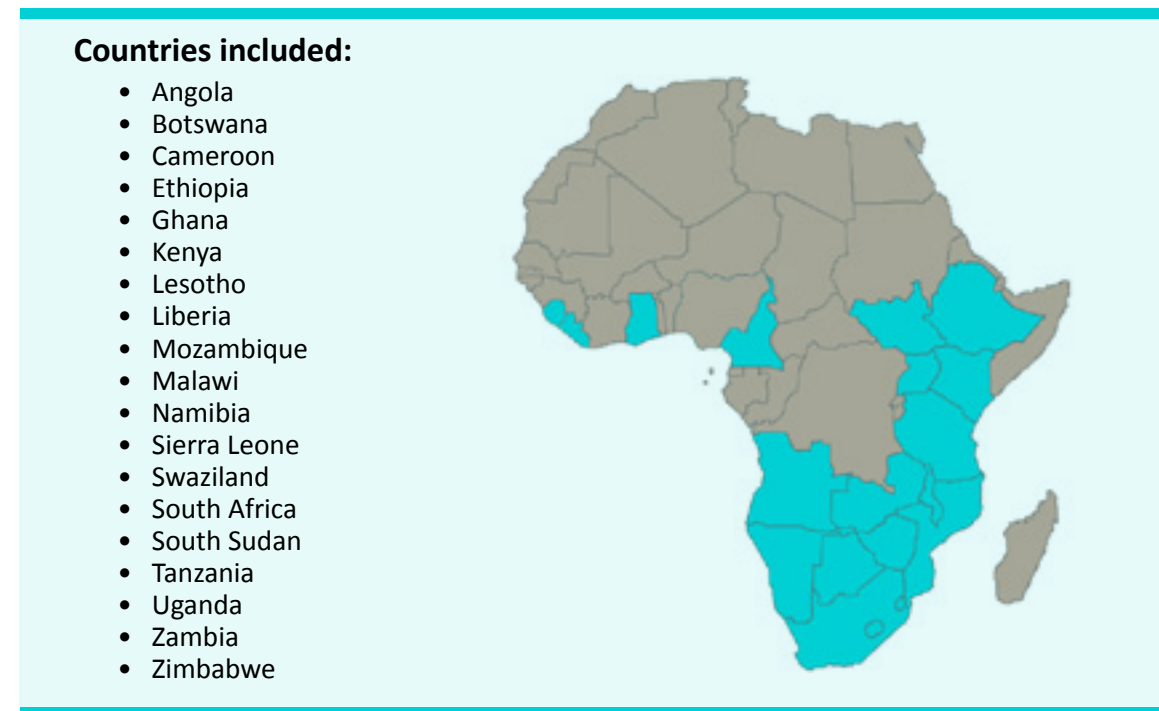
With that said, key principles of successful programmes can be applied. "Good practice" interventions have been proven to contribute to reductions in alcohol-related crashes.

We invite you to view the related [workshop presentation](#).

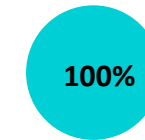
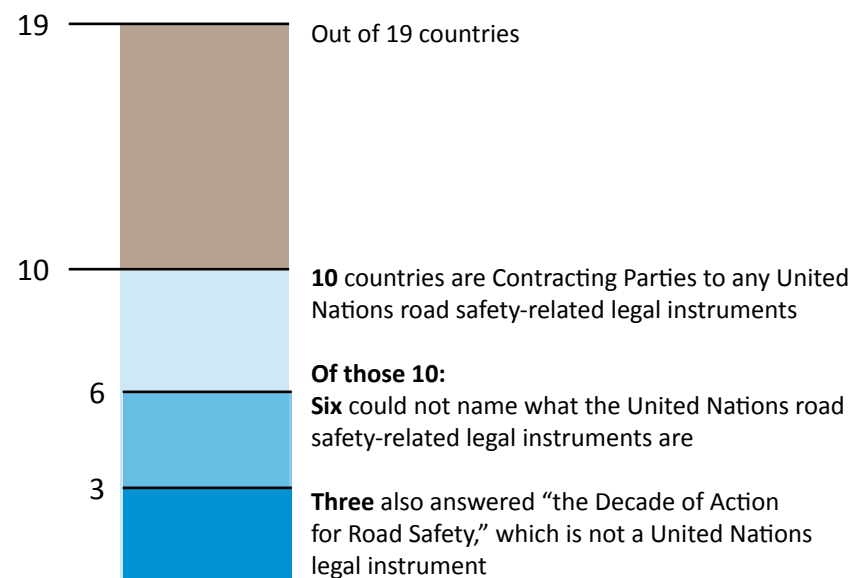
# RESULTS OF SURVEYS

## General Road Safety Survey

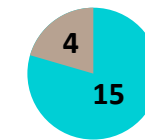
As part of efforts to measure progress on the goals of the United Nations Decade of Action for Road Safety, leaders of the road safety agencies in 19 African countries were surveyed in the second half of 2014. The survey was developed in collaboration with the UNECE, the UNECA and consulting firm smartmove.



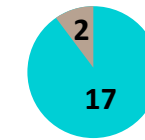
Results of survey:



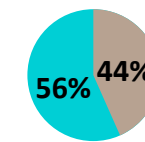
100% of respondents would be interested in receiving more information on United Nations road safety-related legal instruments



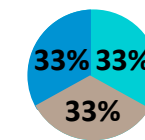
15 countries have lead road safety agencies: Angola, Botswana, Cameroon, Ethiopia, Ghana, Kenya, Lesotho, Mozambique, Malawi, Namibia, Sierra Leone, Swaziland, South Africa, Zambia and Zimbabwe  
Four countries do not have such agencies: Liberia, South Sudan, Tanzania and Uganda



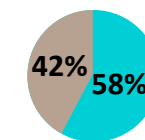
17 countries responded that they collected road traffic crash data: Angola, Botswana, Cameroon, Ethiopia, Ghana, Kenya, Lesotho, Mozambique, Malawi, Namibia, Sierra Leone, Swaziland, South Africa, Tanzania, Uganda, Zambia and Zimbabwe  
Two countries indicated that they did not: Liberia and South Sudan



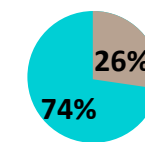
44% of respondents believe that "alcohol-related road crashes frequently involve pedestrians who have been drinking"  
56% do not



33% of respondents thought drinking and driving laws were not strongly enforced by traffic police;  
33% felt that laws were enforced somewhat;  
33% felt that laws were strongly enforced



58% of respondents said that they were not aware of "United Nations legal instruments related to driving times and rest periods for commercial vehicle drivers,"  
42% said that they were aware



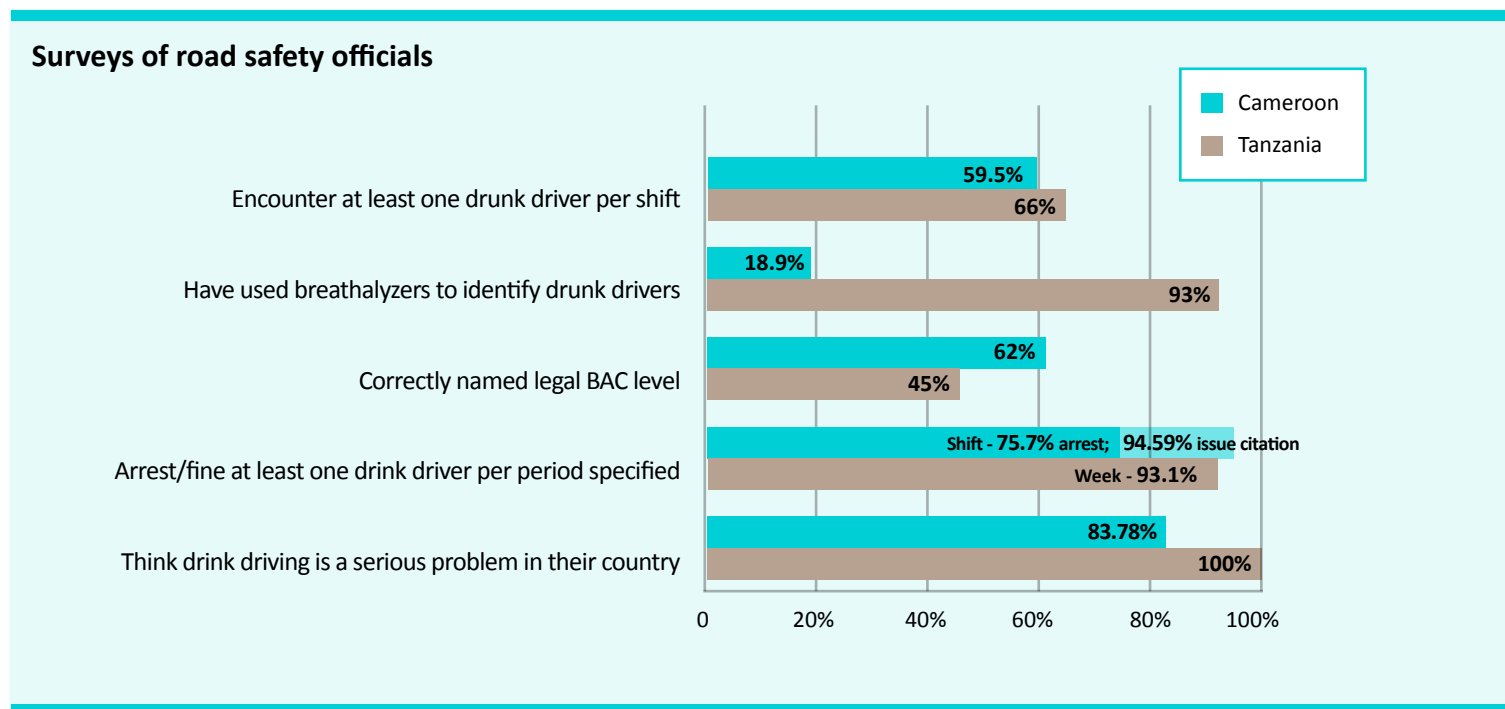
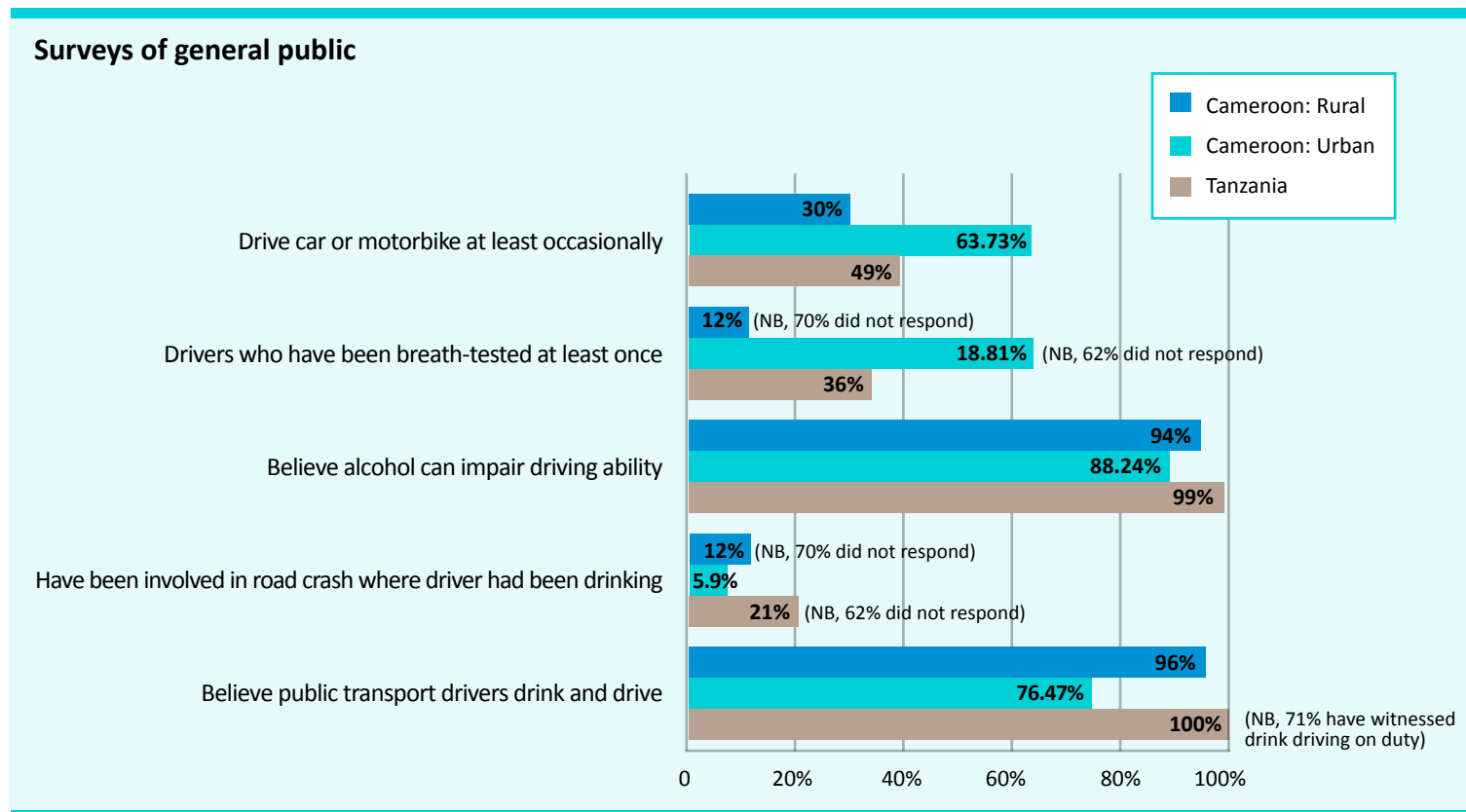
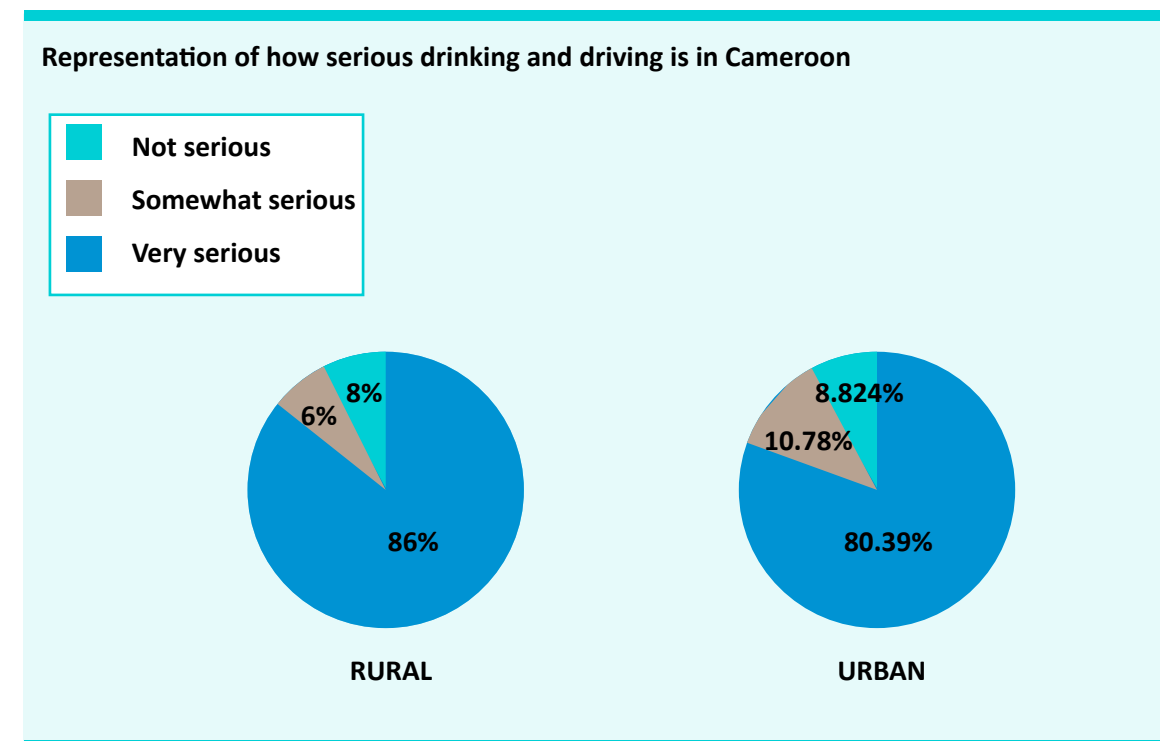
26% of countries reported having "a policy to regulate fatigue among commercial vehicle drivers"  
74% of countries reported no such policy

Based on these results, the following areas have been identified as potential areas for future stakeholder activities in this area:

- Capacity building of Government officials in relation to United Nations road safety legal instruments.
- Continued coordination with road safety agency heads, the maintenance of an up-to-date database of road safety agency heads, and perhaps a resource with good practices and documentation.
- The development and implementation of focused injury prevention programmes in areas that the road safety agencies deem important, useful and currently unsupported, perhaps in partnership with other local stakeholders, such as the traffic police, and with the assistance of United Nations agencies and IARD.

#### Drinking and Driving Surveys in Cameroon and Tanzania

In Tanzania and Cameroon, road crashes are among the leading causes of death. Traffic police and the general public were surveyed about knowledge, attitude and perception of alcohol and road safety.



We invite you to view the related [workshop presentation](#).

# ADDRESSING DRINK DRIVING: INTERNATIONAL GOOD PRACTICE

Designing and implementing effective drink driving programmes requires careful planning and consideration.

## Key aspects of such programmes include:

Engaging stakeholders – Identify and include stakeholders, reach out to partners, and communicate consistently.

Defining the scope – For example, the focus could be a region or a city, or more specifically, a main road or international corridor.

Identifying the issue to be addressed – This could range from alcohol policies and implementation to influencing societal norms or infrastructure improvement.

We invite you to view the related [workshop presentation](#).

A key international good practice guide on drinking and driving programmes, published by the Global Road Safety Partnership (GRSP), is “[Drinking and Driving: A Road Safety Manual for Decision Makers and Practitioners](#).” One of the key principles emphasized in the guide is the importance of conducting situation assessments.

Situation assessments are a vital tool in understanding and addressing drink driving. It is fundamentally important to conduct a situation assessment before implementing a programme to prevent alcohol-related crashes for three main reasons:

- To identify the scale of the problem
- To understand the currently available mechanisms in place
- To provide baseline data for monitoring and evaluation

A properly conducted situation assessment profiles the problem to be addressed and can be used to guide programme development. Importantly, it can identify information gaps, record past experience, and point towards programme objectives, design and evaluation.



## Developing a Situation Assessment

### AGENCY ROLES

Identify agency responsibilities for liquor licensing, driver licensing, vehicle registration, road safety, law enforcement, road infrastructure, healthcare, etc.

### COMMUNITY/DRIVER VIEWS

Identify community/driver views about drink driving

### PAST PROGRAM

Analyze past drink driving programs used by others (program content, activities, approaches and planning experience)

### STAKEHOLDERS

Identify Stakeholders and their likely interest in drink driving

### DRINKING PROFILE

Identify where and when alcohol is consumed to excess (map locations, times and drinking venues)

### DRAFT PROGRAM

Identify possible objectives potential components, and likely evaluation objectives for the future drink driving intervention

### LEGISLATION

Identify licensing laws, drink driving laws, etc.

### OTHERS' EXPERIENCE

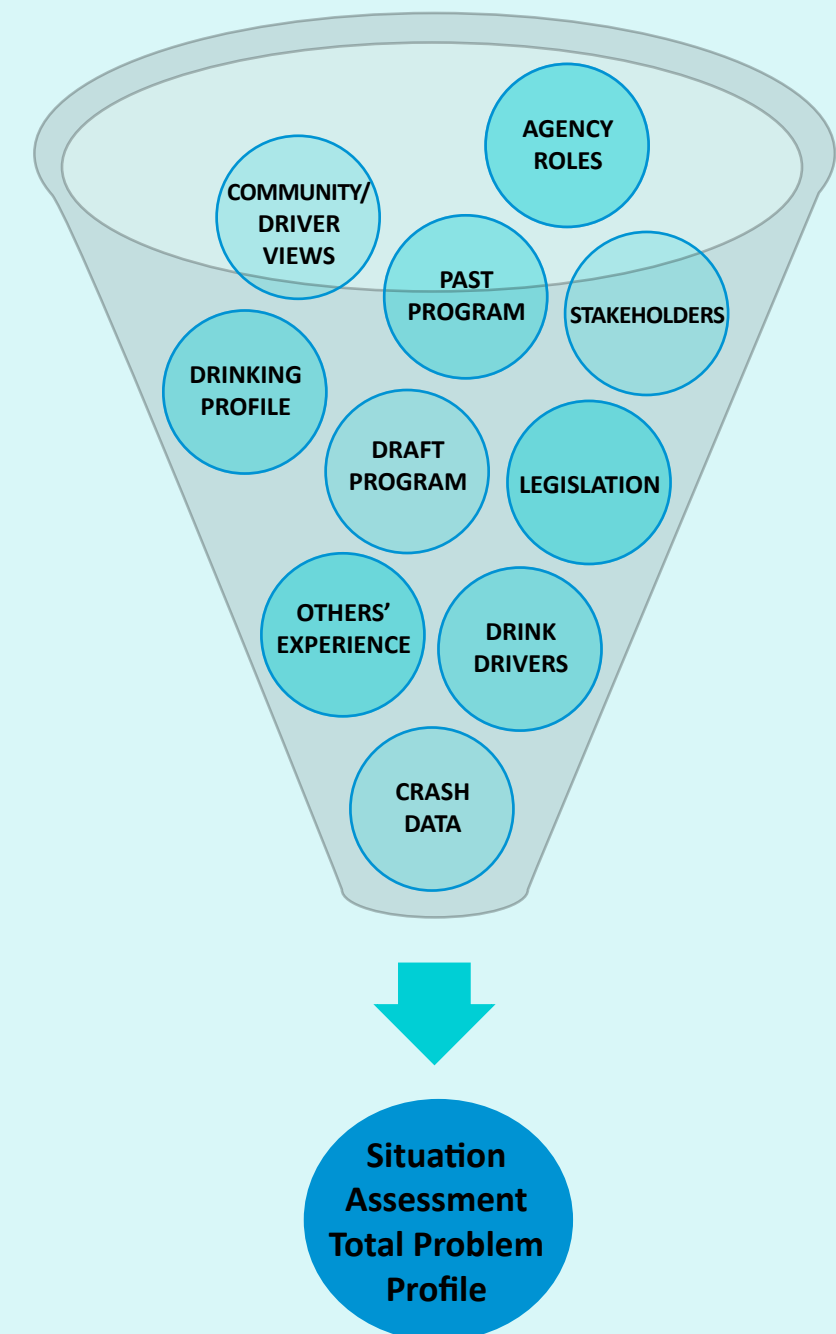
Undertake a literature search on drink driving programs and initiatives

### DRINK DRIVERS

Identify drink drivers target groups and their motivations for drink driving (commission qualitative research, if this information is unavailable)

### CRASH DATA

Collect, collate and analyze crash and injury data



Based on the principles in Chapter 2 of the GRSP guide, [Situation Assessment Guidelines](#) were developed by IARD in conjunction with the three-year set of initiatives launched in 2010, Global Actions on Harmful Drinking. The guidelines were used to conduct situation assessments in six countries: China, Colombia, Mexico, Nigeria, Russian Federation and Vietnam.

Common issues uncovered by this effort included:

- Lack of accurate official statistics
- Lack of public awareness/concern about drink driving
- Lack of legal framework (e.g., legal BAC limit)
- Lack of enforcement resources (training, equipment)
- Lack of alcohol control policies
- Availability of unregulated alcohol beverages
- Cultural acceptance of certain drinking patterns
- Lack of norms about drinking and driving

In addition, IARD has developed a [Drink Driving Training Program Workbook](#). The workbook has been designed for road safety professionals and staff of organisations who are responsible for the preparation and conduct of effective anti-drink driving programmes.

Following the workbook programme will help:

- Build knowledge about the components of an effective drink driving programme.
- Develop skills among participants to enable them to design and establish a drink driving programme and advocate for sustainable policies and actions which target drink driving.
- Provide a commencement to a drink driving programme through development of potential objectives, initiatives and an evaluation design.

Monitoring and evaluating road safety measures is vital to understanding if the objectives were achieved, identifying what worked and what did not, and providing guidance for continuing or scaling the measure. Monitoring and evaluation activities also identify risks and help determine whether the measure is appropriate for the target population. It is particularly important that monitoring and evaluation activities are built into the programme at the very beginning, and that the most appropriate methods for the local society and culture are chosen.

We invite you to view the following related workshop presentations:

1. [The Impact of Alcohol on Road Crashes: Global Overview and Perspectives](#)
2. [Use of Situation Assessments to Understand the Drink Driving Issue](#)
3. [Design & Implementation of an Effective Drinking & Driving Programme](#)
4. [The Impact of Alcohol on Road Crashes: Monitoring and Evaluation](#)

## DISCUSSION GROUP HIGHLIGHTS FROM DRINK DRIVING WORKSHOP

November Workshop delegates participated in three parallel group discussions on the drink driving dimension of the African Road Safety Action Plan (Pillar 4). The groups identified the challenges and enablers to the implementation of measures aimed at curbing drink driving in African countries.

The challenges identified by workshop discussion groups were related to:

- **Legislation and penalties:** African countries generally lack appropriate legislation to deal with drink driving. Existing legislation is generally complicated with loopholes. The diversity of legislation from country to country is confusing for commercial drivers.
- **Enforcement:** Inadequate capacity of traffic police to enforce drink driving legislation including poor working conditions, insufficient and poor quality breath testing equipment, lack of training, low levels of knowledge about drinking and driving including laws and penalties, and poor maintenance of existing breath testing equipment.
- **Judiciary:** Low levels of prosecution rates and inadequate knowledge among the judiciary about the risks of drinking and driving.
- **Road safety management systems:** Road safety management systems differ widely, but are generally still weak and thus ineffective. In some countries, such as Nigeria, Ghana and Kenya, among others, strong systems are now in place.



- **Political will:** Political will to tackle road safety is low in most countries.
- **Accountability:** Politicians and government departments are not held accountable for achieving results.
- **Data and data systems:** In most countries, data systems are still very weak and little attention is paid to undertaking baseline surveys, evaluations and monitoring key performance indicators. There are exceptions such as Kenya and Nigeria, among others.
- **Social norms:** Drinking and driving is tolerated in many countries and still considered to be socially acceptable, notably for political, social and economic leaders.
- **Public knowledge and awareness:** Public knowledge and awareness is low regarding national laws and penalties pertaining to drinking and driving.
- **Knowledge of international standards and conventions:** Many African governments lack sufficient knowledge and understanding about the United Nations legal instruments on road traffic safety.



- **Partnerships:** While efforts are underway in several countries to broker partnerships on key road safety issues involving government, the private sector and civil society, more needs to be done to build strong and effective coalitions.
- **Capacity gap:** There are not enough trained road safety professionals in all relevant disciplines (roads, transport, planning, enforcement, health and education, among others).

The enablers identified by the discussion groups were as follows:

- **Legislation and penalties:** Robust legislation and severe penalties applied to all traffic law violators.

- **Enforcement:** Strong traffic law enforcement efforts including well-trained and equipped police with good working conditions. For instance, modern breath testing that allows results to be printed and provided to drivers immediately, and sufficient supplies of non-reusable breath testing tubes so that a new tube is available for each driver to be tested.
- **Good governance:** Including zero tolerance for corruption and accountability for achieving concrete and measurable road safety results.
- **Results-oriented road safety management:** Road safety management systems led by government departments or agencies with the power to act and a mandate for achieving results.
- **Strong political will:** Reflected in government commitment and politicians championing road safety initiatives.
- **Social norms:** That reject drinking and driving with the public perceiving drink driving as dangerous.
- **A well-informed public:** That is aware of the risks of drink driving as well as the existing legislation and penalties.
- **Active and inclusive partnerships:** Involving government, the private sector and civil society on key road safety issues.
- **Road safety data:** Strong management of data including continual and systematic monitoring of the situation and evaluations of measures.
- **Sharing international and regional good practice.**
- **Work-related road safety programmes:** For organizations operating vehicle fleets including government incentives for such programmes.
- **National development plans:** Must include road safety.



## CONCLUSION: CHALLENGES AHEAD AND ACTIONS AGREED



Workshop delegates expressed appreciation for the opportunity to come together in Addis Ababa, and to take stock in advance of the Second Global High-Level Conference on Road Safety scheduled for November 2015 in Brasilia, Brazil. Speakers and participants voiced determination to effectively implement the African Road Safety Action Plan, as well as United Nations road safety instruments and other international good practice, in African countries.

There was candid discussion about the hard work ahead, and the need for increased action at the national, regional and global levels in order to stabilise, and then reduce, the forecast level of road traffic fatalities worldwide.

There was also consensus among workshop delegates that the true success of such events can only be determined by subsequent meaningful progress in making roads safer and saving lives – in this instance, across Africa. There are distinct challenges ahead in this work, and critical action that must be taken.

### The following specific challenges were identified:

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



In addition, Member States were recommended to take the following actions by end of 2015:



- Increase visible involvement of high-level government officials in road safety events and events addressing drink driving.
- Increase visible efforts to strengthen legislation, penalties and judiciary based on international good practice (respect decisions, particularly on blood alcohol limit, made in the Accra Declaration).
- Undertake capacity building for road safety professionals including the traffic police.
- Continue efforts to put in place strong and results-oriented road safety management systems.
- Create incentives for fleet operators to improve road safety, including the oil and gas industry, extraction industry and United Nations programmes, as well as all other fleet operators.
- Undertake baseline surveys on key road safety issues including drinking and driving.
- Identify key stakeholders for road safety improvement and initiate or strengthen partnerships.
- Make funds available for the purchase of equipment for the traffic police, including modern breath testing equipment, training and maintenance programmes.
- Initiating dialogue within government about becoming a contracting party to the United Nations legal instruments and conventions on road traffic and road traffic safety.

- Share experience on drink driving prevention in Africa.
- Engage beverage alcohol industry in raising awareness about the risks of drinking and driving, legislation and penalties.
- Make road safety data publicly available, as in Kenya.
- Conduct performance evaluation of traffic police and other concerned authorities in relation to crashes on particular stretches of the road.

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## ANNEX 2A: NOVEMBER PROGRAMME

Day One: Wednesday, 12 November 2014	
TOPIC	SPEAKER
<b>Opening of the Workshop: Welcome</b> <ul style="list-style-type: none"> <li>ECA representative</li> <li>UNECE Transport Division</li> <li>International Alliance for Responsible Drinking (IARD)</li> <li>The African Union Representative</li> <li>Representative of the Ethiopian government</li> </ul>	Mr. Stephen Karingi, Director, UNECA Mrs. Eva Molnar, Director, UNECE Mr. Brett Bivans, Senior Vice President, IARD H.E. Tekletsadik Reba, State Minister of Transport - Federal Democratic Republic of Ethiopia
<b>Introduction to the workshop and the United Nations Decade of Action Plan for Road Safety</b> <ul style="list-style-type: none"> <li>Introduction to the workshop</li> <li>The role of UNECE in addressing Global road safety issues</li> <li>African Action Plan for the Road Safety Decade [UNECA]</li> <li>Discussion</li> </ul>	Maryvonne Plessis-Fraissard Mrs. Eva Molnar Soteri Gatera Moderated by Maryvonne Plessis-Fraissard
<b>United Nations road safety instruments and the legal aspect (ECE) Film</b>	Ms. Rebecca Huang, UNECE Mr. Robert Nowak, UNECE
<b>Dangerous Goods</b>	Ms. Alibech Mireles Diaz, UNECE
<b>Presentation of results of road safety survey in ECA countries, discussion</b>	Guest speaker
<b>Country Presentations</b>	Moderated by Soteri Gatera
<b>Moderated Discussion on progress implementing the African Road Safety Plan</b>	Mr. Robert Lisinge
<b>Conclusion of the Day – ICAP, ECA, ECE</b>	Mr. Brett Bivans Mr. Stephen Karingi Mrs. Eva Molnar

Day 2 Thursday, 13 November 2014	
TOPIC	SPEAKER
<b>Introduction to day 2</b>	Maryvonne Plessis-Fraissard
<b>The impact of alcohol on road crashes</b> <ul style="list-style-type: none"> <li>• Global Overview and Perspectives. (20 min)</li> <li>• Perspectives from Europe (20 min)</li> <li>• Drink Driving and road crash situation in Africa – what we know (20 min)</li> </ul>	Mr. Brett Bivans Mrs. Eva Molnar Mr. Robert Lisinge
<b>Surveys in Tanzania and Cameroon</b> <ul style="list-style-type: none"> <li>• Tanzania</li> <li>• Cameroon</li> </ul>	Ms. Neema Swai Mr. Edwin Minang, Cameroon Road Safety Foundation (CAROSAF)
<b>Addressing the Issue of Drink Driving – international good practice</b> The use of situation assessments to understand drink driving issues Design and implementation of an effective drink driving programme	Mr. Brett Bivans Ms. Maryvonne Plessis-Fraissard Ms. Kathleen Elsig
<b>Three Discussion Groups</b> Given the overall commitment of ECA and its Member States to carry out the African Action Plan of the Decade of Action for Road Safety, the discussion groups reviewed and discussed the obstacles and enablers to the execution of the drinking and driving dimension of that Action Plan (Pillar 4).  The discussion groups reported on the key actions to which delegations committed in order to enhance ECA's statements of achievements at the Decade of Action mid-term review in December 2015	Each group appointed a facilitator and a reporter
<ul style="list-style-type: none"> <li>• Reporting from each of the three Discussion Groups,</li> <li>• Q&amp;A</li> </ul>	Moderated by Maryvonne Plessis-Fraissard
<b>Conclusion of the Workshop</b>	Mr. Stephen Karingi Mr. Brett Bivans Mrs. Eva Molnar

## ANNEX 2B: JULY PROGRAMME

Day One: Tuesday, 7 July 2015	
TOPIC	SPEAKER
<b>Opening of the Workshop: Welcome</b> <ul style="list-style-type: none"> <li>• ECA representative</li> <li>• UNECE Transport Division</li> <li>• International Alliance for Responsible Drinking (IARD)</li> <li>• The African Union Representative</li> <li>• Representative of the Ethiopian government</li> </ul>	Mr. Stephen Karingi, Director, UNECA Mrs. Eva Molnar, Director, UNECE Mr. Brett Bivans, Senior Vice President, IARD Maurice Niaty-Mouamba, African Union Tekletsadik Reba, State Minister for Transport, Ethiopia
<b>Introduction to the workshop and the United Nations Decade of Action Plan for Road Safety</b> <ul style="list-style-type: none"> <li>• Introduction to the workshop</li> <li>• The role of UNECE in addressing Global road safety issues</li> <li>• African Action Plan for the Road Safety Decade [UNECA]</li> <li>• Discussion</li> </ul>	Mrs. Eva Molnar  Soteri Gatera, ECA UN
<b>United Nations road safety instruments and the legal aspect (ECE) Film</b>	Mr. Robert Nowak, UNECE
<b>Dangerous Goods</b>	UNECE Olivier Kervella, ECE-UN
<b>Presentation of results of road safety survey in ECA countries, discussion</b>	Vincent Lissom, CAROSAF
<b>Vehicle Regulation</b>	François Guichard, ECE-UN
<b>Country Presentations</b>	Moderated by Soteri Gatera
<b>Moderated Discussion on progress implementing the African Road Safety Plan</b>	Mr. Robert Lisinge
<b>Conclusion of the Day – ICAP, ECA, ECE</b>	Mr. Brett Bivans Mr. Stephen Karingi Mrs. Eva Molnar

## ANNEX 3A: Outcome Document English

### United Nations Outcome Documents

#### Road safety workshop held by the Economic Commission for Africa, the Economic Commission for Europe and the International Alliance for Responsible Drinking: United Nations road safety conventions and approaches to preventing drink-driving

- 1. Introduction**

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

It is against this background that the Economic Commission for Africa (ECA), the Economic Commission for Europe (ECE) and the International Alliance for Responsible Drinking (IARD) jointly organized a workshop on United Nations road safety conventions and approaches to preventing drink-driving. The objectives of the workshop, held in Addis Ababa on 7 and 8 July 2015, was to provide an overview of the progress made by African countries in implementing the African Road Safety Action Plan (2011-2020), to increase the awareness of government officials about United Nations legal instruments on road safety and to review and promote effective approaches to preventing drink-driving.
- 2. Opening ceremony**

Opening remarks were made by Mr. Stephen Karingi, Director, Regional Integration and Trade Division, ECA, United Nations; Ms. Eva Molnar, Director, Transport Division, ECE, United Nations; Mr. Brett Bivans, Senior Vice-President, International Alliance for Responsible Drinking; and Mr. Maurice Niaty-Mouamba, Transport economist, African Union Commission. The Ethiopian State Minister for Transport, Mr. Tekletsadik Reba, also made introductory remarks.
- 3. Participants**

The workshop was attended by more than 30 delegates, including representatives of many ministries, national road safety authorities and councils, regional commissions of the United Nations, the International Alliance for Responsible Drinking and non-governmental organizations (Cameroon Road Safety Foundation (CAROSAF)). The delegates came from the following countries: Algeria, Benin, Burkina Faso, Burundi, Cameroon, Chad, the Congo, Côte d'Ivoire, the Democratic Republic of the Congo, Djibouti, Ethiopia, Gabon, Mali, Morocco, Namibia, the Niger, Rwanda, Senegal, Switzerland, Togo, Tunisia, and the United States of America. The full list of participants is contained in an annex to the present document.
- 4. United Nations legal instruments on road safety**

*Issues discussed*

  - What do African countries stand to gain from acceding to United Nations legal instruments on road safety if they already partly implement certain elements of such instruments, for instance, the road regulations of the Central African Economic and Monetary Community, which borrow heavily from the language of United Nations conventions?
  - How does the poor quality of African roads, especially in rural areas, affect countries' possibility of acceding to United Nations road safety conventions?
  - What is the role of organizations based in Africa, such as ECA, in helping African countries to accede to United Nations conventions and in ensuring their effective implementation at the national level?
  - Acceding to United Nations conventions demonstrates a State's desire to become part of the international community. African countries that apply certain elements of United Nations legal instruments have been encouraged to formalize their actions by acceding to such multilateral conventions and agreements.
  - The process of accession or succession to these legal instruments by countries that already apply certain elements of the conventions owing to their colonial heritage was discussed.
  - Regional economic communities (RECs) have regulations that refer to or incorporate parts of conventions to which States are not necessarily contracting parties. These organizations have been encouraged to facilitate the accession of their member States to United Nations legal instruments, even if accession is done at the national level.
  - Participants raised the issue of the prioritization of the conventions. Specifically, they raised the question of whether a State must accede to the 1949 and the 1968 Conventions on Road Traffic if it was sufficient to accede only to the Conventions of 1968. States themselves may choose the order of accession, depending on their priorities. However, the road safety conventions deal with different topics and should be recognized as forming a whole.
  - The issue of periodic technical inspections and vehicle maintenance was identified as critical for road safety.
  - African countries do not adequately regulate the road transport of dangerous goods. Only Morocco and Tunisia are contracting parties to the relevant United Nations agreement regarding such international transport (European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)). Some countries apply the regulations of the Central African Economic and Monetary Community with regard to the transport of dangerous goods, but those regulations, which are based on an older version of ADR, are not up to date. African countries should be encouraged to accede to ADR and to apply its provisions on domestic traffic, or at least to bring their national and regional regulations into line with the United Nations model regulation on the transport of dangerous goods and ADR. This would both improve safety and facilitate international transport through multimodal harmonization.
  - African countries struggle to obtain modern safety equipment for vehicles, all the more so as their vehicle fleet is ageing. It was noted that the work of the World Forum for Harmonization of Vehicle Regulations (WP.29), in particular the technical regulations developed under the 1958 and 1998 agreements, could be useful in meeting such challenges. With WP.29, each African State could, at its own pace and without rushing its domestic market, establish requirements for better technology (electronic stability programme (ESP), airbags, etc.) and use regulatory tools to improve vehicle maintenance.

Day 2 Wednesday, 8 July 2015	
TOPIC	SPEAKER
<b>Introduction to day 2</b>	Mr. Brett Bivans
<b>The impact of alcohol on road crashes</b> <ul style="list-style-type: none"> <li>• Global Overview and Perspectives. (20 min)</li> <li>• Perspectives from Europe (20 min)</li> <li>• Drink Driving and road crash situation in Africa – what we know (20 min)</li> </ul>	Mr. Brett Bivans Mr. Robert Nowak Mr. Robert Lisinge
<b>Surveys in Burkina Faso and Cameroon</b> <ul style="list-style-type: none"> <li>• Burkina Faso</li> <li>• Cameroon</li> </ul>	Mr. Sanon Casimir Mr. Vincent Lissom, CAROSAF
<b>Addressing the Issue of Drink Driving – international good practice</b> The use of situation assessments to understand drink driving issues Design and implementation of an effective drink driving programme	Mr. Brett Bivans Ms. Kathleen Elsig
<b>Three Discussion Groups</b> Given the overall commitment of ECA and its Member States to carry out the African Action Plan of the Decade of Action for Road Safety, the discussion groups reviewed and discussed the obstacles and enablers to the execution of the drinking and driving dimension of that Action Plan (Pillar 4). The discussion groups reported on the key actions to which delegations committed in order to enhance ECA's statements of achievements at the Decade of Action mid-term review in December 2015	Each group appointed a facilitator and a reporter.  Moderated by Ms. Kathleen Elsig
<ul style="list-style-type: none"> <li>• Reporting from each of the three Discussion Groups,</li> <li>• Q&amp;A</li> </ul>	Moderated by Mr. Robert Lisinge
<b>Conclusion of the Workshop</b>	Mr. Stephen Karingi Mr. Brett Bivans Mrs. Eva Molnar

**Road safety workshop held by the Economic Commission for Africa, the Economic Commission for Europe and the International Alliance for Responsible Drinking: United Nations road safety conventions and approaches to preventing drink-driving (Continued)***Recommendations*

- ECE and ECA should raise the awareness of African countries about the benefits of acceding to United Nations legal instruments on road safety.
- ECE and ECA should design projects to help African countries to accede to these instruments and should explore options for funding such projects through the United Nations Development Account.
- Regional organizations (RECs) should encourage their member States to accede to these instruments.
- The African Union Commission should encourage RECs to facilitate the accession of their member States to these instruments.
- States should take the initiative in acceding to United Nations road safety conventions.

## 5. Progress on implementation of the African Road Safety Action Plan (2011-2020)

*Issues discussed*

- Several leading agencies do not have comprehensive information on the implementation of road safety measures, or on their impact in their countries.
- A better understanding is needed of the relationship between the priority given to road safety politically and the allocation of substantial resources to such efforts.
- One approach to funding road safety measures is to involve those which pay claims for damages, and which would therefore have an interest in paying less in damages. For instance, it is in the interest of insurance companies to support initiatives to reduce accidents because there should be fewer claims for damages.
- In terms of funding, a distinction should be made between the road safety initiatives that are part of an investment project (e.g. road safety audits and road signage), and those that are not.
- Lack of data has resulted in an underestimation of the road safety situation in Africa.
- The lack of expert evaluations seriously hampers the implementation of road safety measures.
- The failure to crack down on road safety offenders is a major challenge for African countries.
- Regional and subregional organizations should explore mechanisms to provide incentives for their member States to finance the implementation of road safety measures. In that connection, it was observed that the goal of the African Road Safety Charter was to strengthen the commitment of African countries to implement road safety measures.
- It is necessary to gain a better understanding of the impact of road safety measures in African countries.
- The importance of introducing road safety education in schools has been widely recognized; however, the implementation of such education initiatives is hindered by insufficient funding, including funding for teacher training.

*Recommendations*

- Member States and regional organizations should promote the involvement of insurance companies in road safety initiatives.
- Development partners should ensure the financial support of African States to finance road safety initiatives that are not covered by investment projects.
- Member States should provide statistics on road safety with a view to strengthening future cases for investment in road safety measures.
- Development partners should provide technical assistance in order to create a road network on road safety.
- African countries should be made aware of the need to acquire new vehicle fleets. Such acquisitions are taking place successfully in some countries.
- African countries should increase the allocation of funds for road safety, for instance in road funds.
- African countries should explore new measures, especially those related to funds allocated for vehicle technical inspections in order to finance road safety.
- The African Union and ECA should establish a permanent mechanism with a midterm review on road safety for their member States, particularly with regard to the management of data and the financing of initiatives on road safety.
- Road safety organizations should consider using instruments such as the African Road Safety Action Plan and the African Road Safety Charter to increase awareness and encourage political action at the national level.
- Road safety organizations should be actively engaged in the global process, for instance, by improving United Nations resolutions and the outcome documents of major conferences.

Such documents should consequently be used to increase political and financial support at the national level. In that connection, countries should participate actively in the second Global High-level Conference on Road Safety, to be held in Brasilia in November 2015, and ensure that road safety is well represented in discussions on the post-2015 development agenda.

- Follow up on road safety initiatives within the framework of the sustainable development goals.
- Encourage the African Union to adopt rapidly the African Road Safety Charter and to make it public with a view to supporting African countries in their commitment to improve road safety.
- The African Union and ECA should study niche opportunities for funding national road safety action plans.
- ECA and ECE should draw up a list of insurances made available by international partners to speed up implementation of the African Road Safety Action Plan.
- There is a need to increase awareness about and advocacy for road safety on the occasion of African Road Safety Day.

**Road safety Atelier de la CEA, la CEE et l'ICAP sur la sécurité routière : Conventions de l'ONU sur la sécurité routière et méthodes de prévention de la conduite en état d'ivresse**

## 1. Introduction

L'Afrique connaît une croissance économique sans précédent. Le continent a choisi la transformation économique comme programme de développement, de nombreux pays africains mettant déjà en œuvre des stratégies de développement à moyen ou à long terme, visant à les faire passer du statut de pays à faible revenu à celui de pays à revenu moyen. L'investissement dans les infrastructures, en particulier les routes, explique partiellement la croissance économique récente de nombreux pays africains. L'accroissement du réseau routier et l'amélioration de la qualité des routes africaines peuvent avoir eu comme effet pervers l'augmentation du nombre d'accidents de la route. Une croissance économique rapide se traduit également par une augmentation du nombre de véhicules et, partant, par une multiplication des incidents et accidents sur les routes du continent. Cela pourrait donc aggraver la situation, déjà mauvaise, de la sécurité routière en Afrique.

C'est dans ce contexte que la Commission économique pour l'Afrique (CEA), la Commission économique pour l'Europe (CEE) et l'International Alliance for Responsible Drinking (IARD) ont organisé conjointement un atelier sur les Conventions de l'ONU en matière de sécurité routière et les méthodes de prévention de la conduite en état d'ivresse, le 7 et 8 Juillet 2015 à Addis-Abeba (Éthiopie). L'objectif de cet atelier était de faire le bilan des progrès réalisés par les pays africains dans la mise en œuvre du Plan d'action 2011-2020 pour la sécurité routière africaine, de permettre aux responsables des pouvoirs publics de prendre davantage conscience des instruments juridiques des Nations Unies en matière de sécurité routière, et d'examiner et promouvoir des méthodes efficaces de prévention de la conduite en état d'ivresse.

## 2. Cérémonie d'ouverture

Des allocutions d'ouverture ont été prononcées par M. Stephen Karingi, directeur de la Division de l'Intégration Régionale et du Commerce de la CEA ; Mme Eva Molnar, directrice de la Division des Transports de la CEE-ONU ; M. Brett Bivans, Premier Vice-Président de l'IARD ; M. Maurice Niaty-Mouamba, économiste en matière de transport de la Commission de l'Union Africaine ; et M. Tekletsadik Reba, Ministre d'État chargé des transports de la République Fédérale Démocratique d'Éthiopie, qui a également ouvert l'atelier.

## 3. Participation

Plus de 30 délégués ont participé à l'atelier, y compris des représentants de nombreux ministères gouvernementaux, d'autorités et conseils nationaux de sécurité routière, de commissions régionales de l'ONU, de l'International Alliance for Responsible Drinking (IARD) et d'organisations non-gouvernementales (fondation camerounaise de sécurité routière (CAROSAF). Les délégués provenaient des pays suivants : Algérie, Bénin, Burkina Faso, Burundi, Cameroun, Congo Brazzaville, Congo RDC, Côte d'Ivoire, Djibouti, Gabon, Mali, Maroc, Niger, Rwanda, Sénégal, Tchad, Togo, Tunisie. La liste complète des participants est jointe au présent document (annexe 1).

## 4. Les instruments juridiques des Nations Unies en matière de sécurité routière

*Questions soulevées*

- Quels sont les bénéfices pour les pays africains d'adhérer aux instruments juridiques des Nations Unies en matière de sécurité routière quand ceux-ci ont déjà mis en œuvre partiellement certains aspects de ces instruments : par exemple, le code de la route CEMAC, très inspiré par le texte des conventions de l'ONU.
- Quelles sont les implications du mauvais état des routes africaines et particulièrement en zones rurales, sur la possibilité d'adhésion aux Conventions ONU sur la sécurité routière.
- Quel est le rôle des Organisations Continentales telles que la CEA pour aider des pays africains à adhérer aux Conventions de l'ONU et pour la mise en œuvre efficace au niveau national.
- L'adhésion aux Conventions de l'ONU démontre la volonté d'un Etat à intégrer la communauté internationale. Les pays africains qui appliquent certains aspects des instruments juridiques ONU ont été encouragés à formaliser leurs actions en adhérant à ces Conventions et Accords Multilatéraux.
- Le processus d'adhésion/succession à ces instruments juridiques par les pays qui appliquent déjà certains aspects de ces conventions en raison de leur héritage colonial, a été discuté.
- Les organisations Régionales d'Intégrations Economiques (RECs) proposent des réglementations qui font référence ou incorporent des parties des Conventions auxquelles les Etats ne sont pas parties contractantes. Ces organisations ont été encouragées à faciliter l'adhésion de leurs états membres aux instruments juridiques de l'ONU, même si l'adhésion se fait au niveau national.
- La question de la priorisation des Conventions a été posée. En particulier, il a été demandé si l'on doit adhérer aux Conventions de 1949 et de 1968 ou s'il est suffisant d'adhérer à celles de 1968. Les Etats peuvent choisir eux-mêmes l'ordre d'adhésion, cela dépendant de leurs priorités. Mais elles adressent différents sujets et il faut reconnaître que ces conventions sur la sécurité routière forment un tout.
- Le sujet du contrôle technique périodique et la maintenance des véhicules a été identifié comme un point critique pour la sécurité routière.
- Les pays africains ne réglementent pas de façon appropriée le transport routier des marchandises dangereuses. Seuls le Maroc et la Tunisie sont partis contractantes à la convention pertinente de l'ONU (ADR) pour le transport international. Certains pays appliquent la réglementation de la CEMAC sur le transport des marchandises dangereuses, mais cette réglementation, basée sur une ancienne version de l'ADR n'est pas à jour. Les pays africains devraient être encouragés à adhérer à l'ADR et à appliquer ses dispositions au trafic domestique; ou au moins à mettre à jour leurs règlements nationaux ou régionaux pour tenir compte du Règlement type de l'ONU pour le transport des marchandises dangereuses et l'ADR afin d'améliorer le niveau de sécurité et à la fois de faciliter le transport international par le biais de l'harmonisation multimodale.

## ANNEX 3A: Outcome Document French

# United Nations Outcome Documents

### Road safety Atelier de la CEA, la CEE et l'ICAP sur la sécurité routière : Conventions de l'ONU sur la sécurité routière et méthodes de prévention de la conduite en état d'ivresse (a continué)

- Les pays africains font face à des difficultés pour obtenir les équipements de sécurité modernes dans les véhicules. Cela est accentué par l'âge grandissant de la flotte de véhicules. Il a été noté que les travaux du Forum Mondial sur l'harmonisation des Règlements concernant les véhicules (WP.29) - en particulier les Règlements techniques élaborés dans le cadre des Accords de 1958 et de 1998 pourraient être très utiles pour adresser cette question. Avec le WP.29, chaque Etat Africain pourrait, à son rythme, sans brusquer son marché intérieur, exiger les meilleures technologies (ESP, airbag, etc.) et utiliser des outils réglementaires pour un meilleur niveau de maintenance des véhicules.
- Il y a une tendance dans certains pays à contourner les mesures de sécurité, comme par exemple, en évitant de porter la ceinture de sécurité.

#### Recommandation

- La CEE-ONU et la CEA doivent sensibiliser les pays Africains aux avantages d'adhérer aux instruments juridiques de l'ONU concernant la sécurité routière.
- La CEE-ONU et la CEA devraient développer des projets pour aider les pays africains à adhérer à ces instruments et explorer les moyens de financement de ces projets par l'intermédiaire d'UNDA.
- Les Organisations régionales (RECs) devraient encourager leurs Etats membres à adhérer à ces instruments.
- AUC devrait encourager le RECs à faciliter l'adhésion de leurs états membres à ces instruments.
- Les Etats doivent faire l'effort d'adhérer aux conventions de l'ONU sur la Sécurité Routière.

5. Les avancées de la mise en œuvre du plan d'action de la décennie de la Sécurité Routière africaine

#### Questions soulevées

- Plusieurs Agences Leader ne disposent pas d'information complète sur la mise en œuvre des mesures de sécurité routière, ainsi que l'impact de celles-ci dans leurs pays ;
- Il y'a un besoin d'améliorer la compréhension de la corrélation entre la priorisation donnée à la Sécurité Routière au niveau politique et l'affectation des ressources conséquentes à cette activité ;
- Une approche de financement de la Sécurité Routière consisterait à mettre à contribution ceux qui paient les sinistres d'accidents, et qui auraient donc intérêt à ce qu'il y ait moins de sinistre à payer. C'est par exemple avantageux pour les Compagnies d'Assurance de soutenir les actions qui réduiraient les accidents parce que le montant des sinistres à payer s'en trouverait réduit ;
- Il y'a une distinction à faire entre le financement des activités de sécurité routière relevant d'un projet d'investissement (par exemple, les audits de sécurité routière, la signalisation routière), et celles qui n'en relèvent pas.
- L'insuffisance de données entraîne une appréciation sous-estimée de la situation de sécurité routière en Afrique ;
- Le manque d'expertises est une sérieuse entrave à la mise en œuvre des mesures de sécurité routière
- La répression des contrevenants aux règles de sécurité routière est un défi majeur pour les pays Africains ;
- Les Organisations régionales et sous-régionales devraient explorer différents mécanismes pour motiver leurs Etats membres à financer la mise en œuvre des actions de sécurité routière. A cet égard, il a été relevé que l'objectif de la Charte Africaine de la Sécurité Routière était de renforcer l'engagement des pays africains à mettre en œuvre les actions de sécurité routière ;
- Il est nécessaire d'améliorer la compréhension de l'impact de la mise en œuvre des mesures de sécurité routière dans les pays africains ;
- L'importance de l'introduction de l'éducation à la sécurité routière dans les écoles a été amplement reconnue; mais elle est confrontée à l'insuffisance des financements, y compris les fonds pour la formation des enseignants.

#### Recommandations

- Les Etats membres ainsi que les organisations régionales doivent promouvoir l'implication des compagnies d'assurance dans les activités de sécurité routière.
- Les partenaires au développement devraient garantir le soutien financier aux Etats africains pour financer les activités de la sécurité routière qui ne sont pas prise en compte dans les projets d'investissement.
- Les Etats membres devraient fournir des statistiques sur la sécurité routière dans le but du renforcement en cas d'investissement dans les mesures de sécurité routière
- Les partenaires au développement devraient fournir l'assistance technique en vue de créer un réseau routier sur la sécurité routière.
- Les Etats africains devraient être sensibilisés au renouvellement du parc automobile vieillissant. Pour le moment ce renouvellement se déroule avec succès dans certains pays.
- Les pays africains doivent accroître les allocations de fonds, par exemple dans les fonds routiers pour la sécurité routière
- Les pays africains devraient explorer de nouvelles mesures notamment sur les fonds mobilisés pour les visites techniques des véhicules pour financer la sécurité routière
- L'Union africaine et la CEA devraient établir un mécanisme permanent de revue à mi-parcours sur la sécurité routière pour les Etats membres, particulièrement en ce qui concerne la gestion des données et le financement des activités de la sécurité routière.
- Les organisations de la sécurité routière pourraient utiliser les instruments tels le plan d'action de la sécurité routière en Afrique et la charte africaine de la sécurité routière pour susciter plus d'attention ainsi que la mobilisation au niveau politique sur le plan national

## ANNEX 3A: Outcome Document French

# United Nations Outcome Documents

### Road safety Atelier de la CEA, la CEE et l'ICAP sur la sécurité routière : Conventions de l'ONU sur la sécurité routière et méthodes de prévention de la conduite en état d'ivresse (a continué)

- Les organisations de la sécurité routière se doivent d'être activement engagées dans le processus global, par exemple en améliorant les résolutions des Nations Unies, ainsi que les documents issus de grandes conférences. Lesdits documents devraient conséquemment être utilisés pour augmenter l'appui politique et financier au niveau national. Dans ce contexte les pays devraient participer activement à la deuxième conférence des Nations Unies de Haut niveau sur la sécurité routière, qui se tiendra à Brasilia au Brésil en novembre 2015, et aussi s'assurer que la sécurité routière est bien représentée dans les discussions de l'après 2015.
- Etre prêt au suivi des actions de la sécurité routière dans le cadre des objectifs durables du développement.
- Encourager l'Union Africaine à adopter rapidement la charte africaine de la sécurité routière et la rendre public en vue de soutenir les Etats africains dans leur engagement d'améliorer la sécurité routière
- La Commission de l'Union Africaine et la CEA devraient entreprendre une analyse des niches pour le financement des plans d'actions nationaux de la sécurité routière.
- La CEA et la CEE devraient établir la liste des assurances disponibles de la part des partenaires internationaux pour accélérer la mise en œuvre du plan d'action africain de la sécurité routière
- Renforcer la sensibilisation et le plaidoyer pour la sécurité routière lors de la célébration de la journée africaine de la sécurité routière.





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Economic Commission for Europe



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