



***A Regional Map for Road Safety in East
Africa:
Challenges and Evidence for Policy***

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Worldwide, Road Traffic Injuries are # 8th leading cause of death

Top 10 global causes of deaths, 2016

- 1** Ischaemic heart disease
- 2** Stroke
- 3** Chronic obstructive pulmonary disease
- 4** Lower respiratory infections
- 5** Alzheimer disease and other dementias
- 6** Trachea, bronchus, lung cancers
- 7** Diabetes mellitus
- 8** Road injury
- 9** Diarrhoeal diseases
- 10** Tuberculosis



Target 3.6 calls for a 50% reduction in the number of road traffic deaths by 2020 which remains far from sufficient unless urgent actions is undertaken

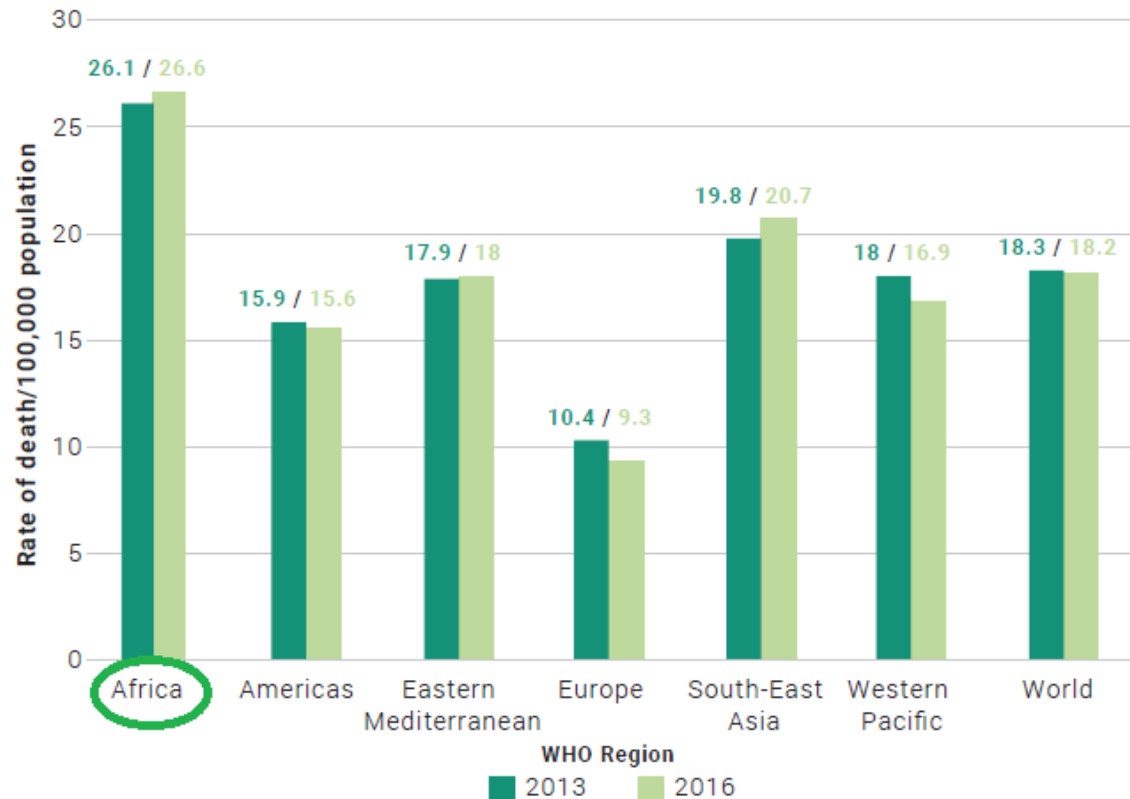


The objective :

- To describe the status of road safety in 16 countries of the East African region based on the newly published data of the 4th Global Status Report for Road Safety.
- To analyse data of the 5 pillars of road safety :
 - Road safety management
 - Safer roads
 - Safer vehicles
 - Safer road users
 - Post-crash response

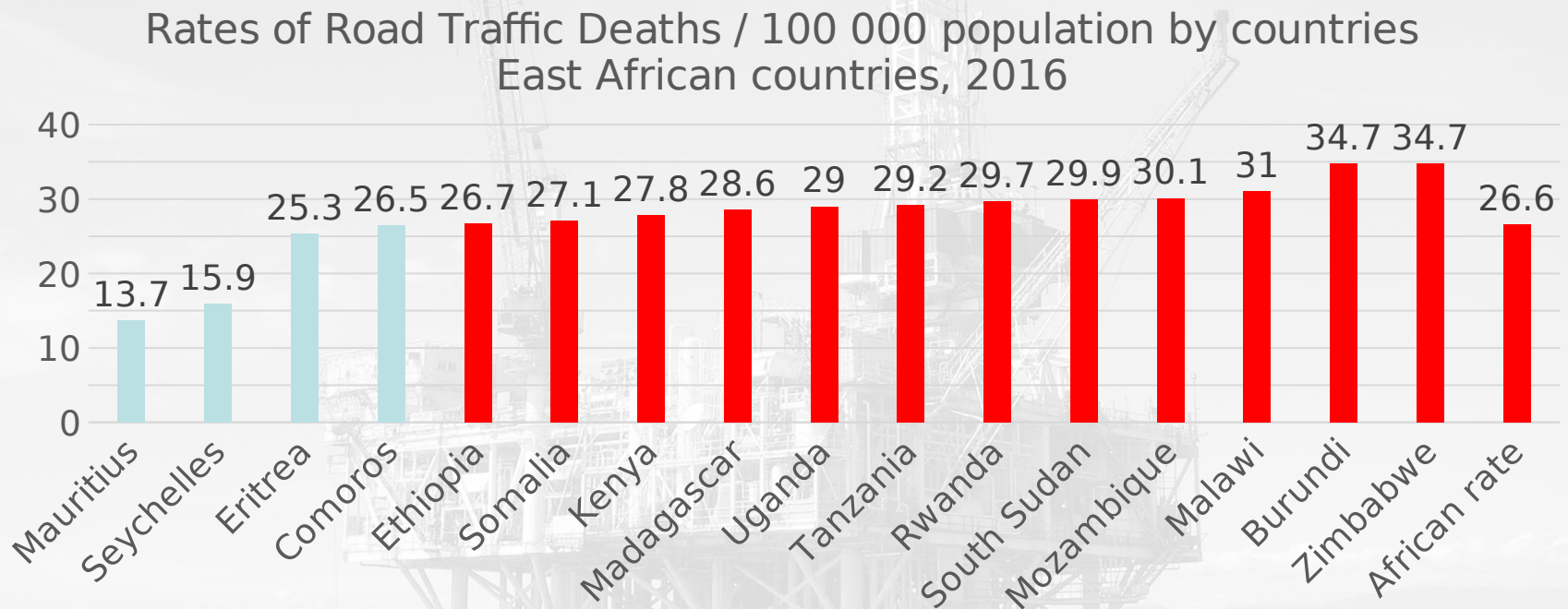
Methods: Data captured based on the newly published data of the 4th Global Status Report for Road Safety – World Health Organization.

Rates of road traffic death per 100,000 population by WHO regions: 2013, 2016



- The rates of road traffic deaths are highest in Africa, when compared to other regions of the world
- Africa is one of the regions that showed increase in the fatality rates between 2013 and 2016

3/4 of the East African countries have an estimated road traffic fatality rates higher than the average African rates



Fatality reduction targets strategies to monitor the progress of interventions and under-reporting

Inadequate Design Standards for Vulnerable Road Users

Non Implementation of 8 of the priority UN vehicle safety standards

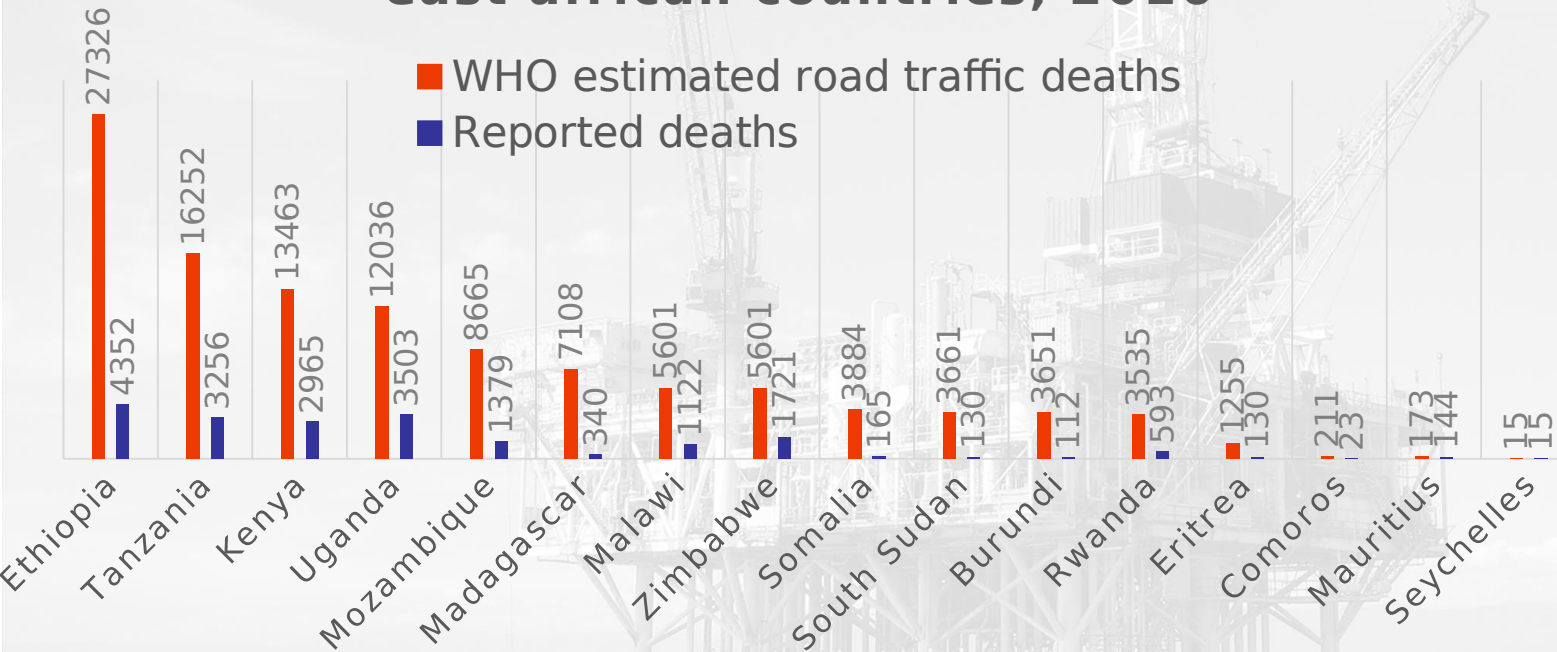
Road safety laws exist but many don't not apply for a good standard law

Universal emergency access , data systems and capacity of human resources in emergency & trauma care need strengthening



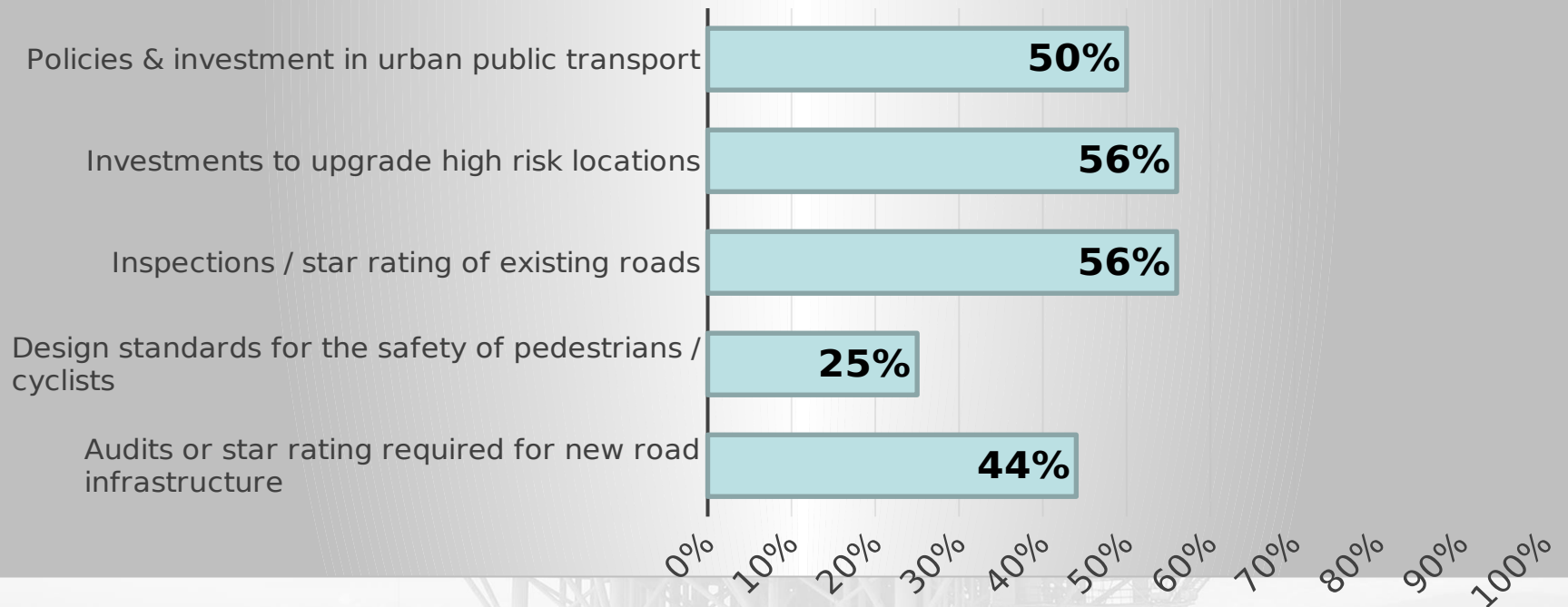
All except one country have a marked under-reporting of road traffic deaths. Some countries have their estimated deaths more than 30 times what is reported.

Reported versus estimated road traffic deaths east african countries, 2016



Only 38% of countries have a fatality reduction targets in their strategies

Infrastructure and roads East Africa, 2016



None in the region implemented 8 of the priority UN vehicle safety standards :

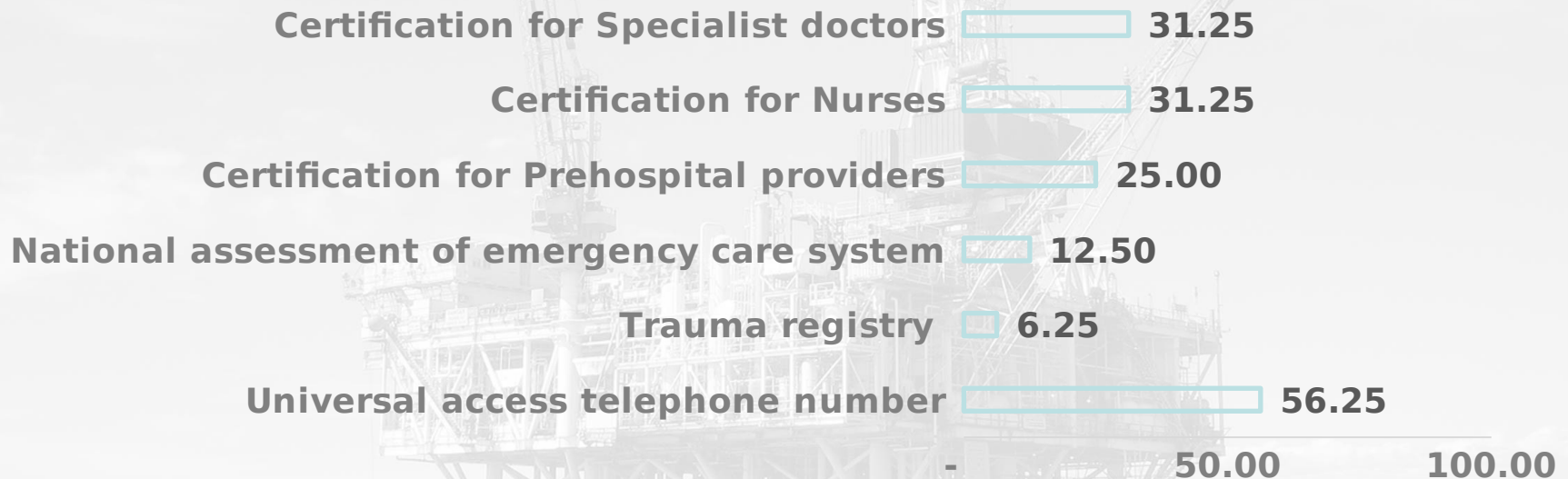
- Seat-belts
- Seat-belt anchorages
- Frontal impact
- Side impact
- Electronic stability control
- Pedestrian protection
- Child seats
- Motorcycle anti-lock braking system

Road safety laws exist but many don't not apply for a good standard law

Law	Definition of WHO good practice law	% of countries with good practice law
Speed	Speed limits on urban roads ≤ 50 km/h and can be modified	25%
Drink-driving	BAC ≤ 0.05 g/dl and BAC for young/novice driver's ≤ 0.02 g/dl	0
Motorcycle helmet	law for all riders, roads, engines, fastening and standard	23%
Seat belt	Seat-belt law applies to all occupants	50%
Child restraints	National child restraint law	13%
Mobile phone use while driving	Applies to hand-held and hand-free phones	19%

Road safety laws exist but many don't not apply for a good standard law

Status of Post-Crash response
East Africa, 2016



- Policy-makers must give due attention to issues related to vulnerable road users to ensure the prioritization of interventions specifically targeted at improving their safety
- Road safety laws do not meet best practice criteria. There is a need to ensure that national laws on all road safety risk factors conform to recommended best practice and to strengthen enforcement through evidence based and cost-effective strategies.
- Adoption and implementation of UN Vehicles safety standards to reduce the likelihood of the occurrence of severe injury in case of a crash. These standards are essential not only to protect car occupants but also to protect vulnerable road users.
- Support and complement policies for sustainable transport and safer road infrastructure with the appropriate regulations to the needs of all road users. These policies will also have other positive co-benefits

- Road safety strategies should be reviewed based on global indicators with defined smart fatal and non-fatal indicators
- Ensure that essential post-crash care components are in place , including development or strengthening of data systems that enhance post-crash response such as emergency room-based injury surveillance systems, vital registration systems and trauma care registries
- Improve the quality of data on deaths, as well as on non-fatal injuries and road traffic-related disability through regular and structured coordination mechanisms linking different sources of road safety data, in particular police and health

Thank you!

A large, complex offshore oil rig structure is shown in the ocean. The rig features multiple levels of platforms, a tall central derrick, and several cranes. The entire structure is supported by a network of legs extending into the water. The background consists of a calm sea and a cloudy sky. The text 'Thank you!' is prominently displayed in the center of the image in a bold, italicized, black font.