

LISBOA 2010
IRF 16th WORLD MEETING
May 25 – 28, 2010

LASER INTERNATIONAL PRESENTATION :

**Specificities and challenges
of the African Western
countries**

*Co authors : Mrs. Ndèye Awa SARR – President
Dr Daouda SAGNA- Director of Projects*



Specificities and challenges of the African Western countries

Introduction

A – SPECIFIC PROBLEMS IN THE SUB REGIONAL COUNTRIES:

- 1 –LACK OF SAFETY DEVICES**
- 2 – PROBLEM of MAINTENANCE OF the INFRASTRUCTURES**
- 3 – PROBLEMS OF THE VEHICLE INSPECTION**
- 4 – NO RESPECT OF THE LAWS**
- 5 – DECAY OF PUBLIC TRANSPORT**

B – EFFORTS OF THE STATES: A NEW CHALLENGE FOR DEVELOPING COUNTRIES:

- 1- REALIZATIONS**
- 2 – PROJECTS**

C – TOWARDS A NEW VISION OF COLLABORATION:

- 1 - NORTH - SOUTH**
- 2 - SOUTH – SOUTH**



Conclusion

INTRODUCTION:

- Africa Region: a disproportionate share of global road fatalities.
- Forecast for the next ten years: third cause of disease after Malaria and AIDS.
- 60% of increases (WHO- MOSCOW 2009).
- An average of 32 road deaths in Africa against 19 per 100M inhabitants in developed countries.



IT'S TIME FOR ACTION

A – SPECIFIC PROBLEMS IN THE SUB REGIONAL COUNTRIES:

1- Lack of SAFETY DEVICES:

- Lack of Road signs (not enough, destroyed or stolen).
- Lack of crossing devices: Bridges, crosswalk, traffic light.
- Lack of highways parking space and trucks terminals.
- No separate pathway for the pedestrians, cyclists and rickshaw puller: road conflict generating a lot of crashes.
- Those issues induce that most of the existing roads and highways are in need of safety audit.



2 – PROBLEMS IN EXISTING ROAD MAINTENANCE:

- Specially on the urban road systems (because of Lack of funds and programs).
- Invasion of roads by sand in dry season
- water during rainy season (lack and maintenance of pipes)
- Deficit of Maintenance technician.

As a summary:

The quality of the road arrive at a second position as a factor causing accidents.

In a third one the quality of the vehicle is thus a major element of crash cause



3 – PROBLEMS IN VEHICLES INSPECTION:

- Most of the cars are more than 15 to 25 years old.
- Lack of inspection vehicle (irregular standards and under capacity center).
- High level of fake vehicle spare parts.

4- PROBLEMS OF RIGOR IN LAW APPLICATION

- Major Rules exist: restraints system, high Speed, overloading, but should be enforced.
- Some are still waiting to be voted : like irregular occupation of the road by sellers, animals and beggars,
- Limitation of time for trucks and public transport drivers.



5 – DECAY AND INSUFFICIENT PUBLIC TRANSPORT:

- Public transportation is the first mean of mobility, and if private cars are concerned by 30% of road crashes, they're followed by the urban and interurban minibus and bus.
- The urban taxis came in the third place with 14% on average over the period 2004-2009.

a- The age of the fleet:

- A major problem: renovation and maintenance of too old fleets :
50% of the total vehicle fleet are taxis, bus and trucks are majority are too old.



b- Types and volume of loading:

- 2002 - 2006, 60% of vehicles involved in road crashes were transport passengers ones, and only 3% are of goods transporting .

And overloading is not as fancied the main cause of the accidents, only 1/10, but are often fatal.

Controls should be strict on vital functions of the vehicle: braking, airbag and lighthouse of car





CRASH IN OVERLOADED SITUATIONS



B - Efforts of the states:

A new challenge:

Improving road safety policies:

- * integrating action plans
- * following WAEMU, ECOWAS, UN, WHO and MOSCOW recommendations.

1- REALIZATIONS:

Forums and meetings raised:

- *a determining political will and commitment
- *a strong will in accompanying NGO's to take action for fighting this plague in this new decade for action.

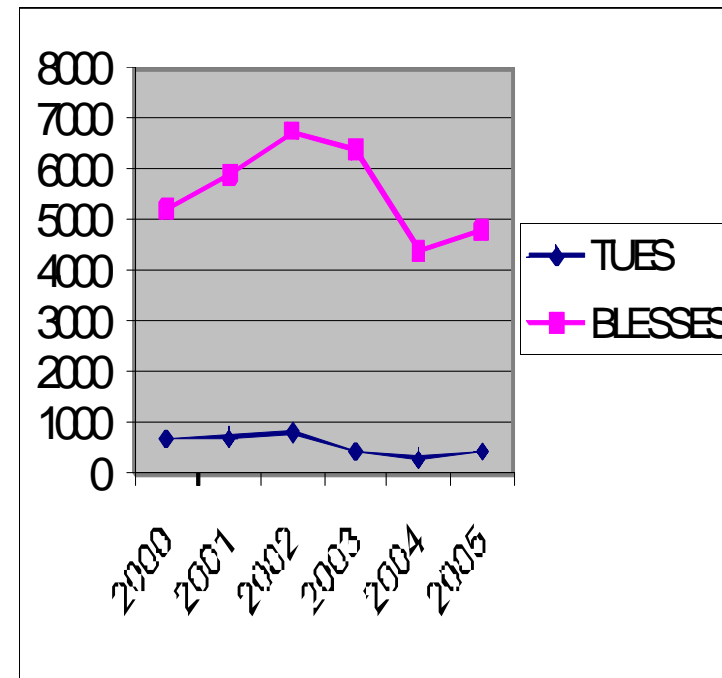
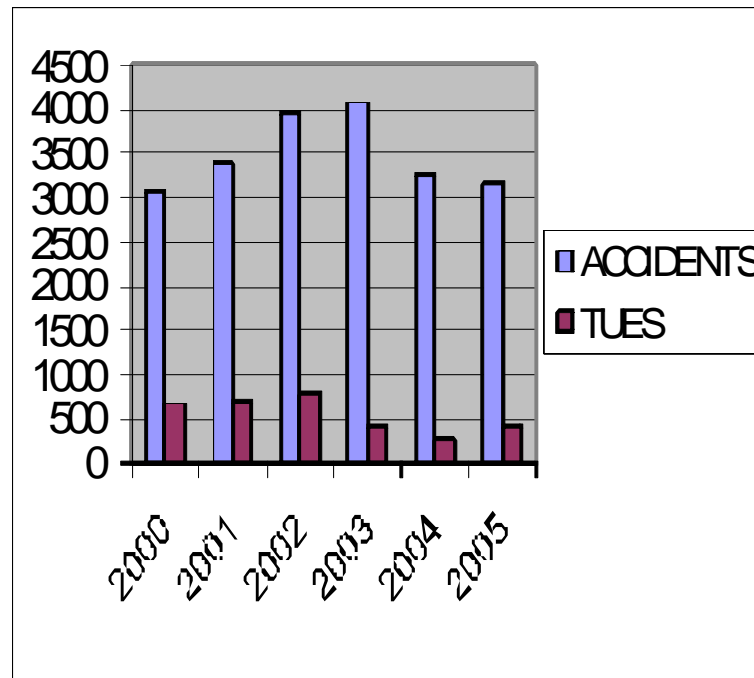


a- Some Citizen Stakes:

- Some states such as Ivory Coast, Senegal, Malia have been pioneers in road safety struggle.
- In Senegal example of the "Route des Niayes" road safety « pilot project », one of the « darkest spot » in Dakar region, managed to reduce the drastic mortality on this road by 50%; meaning a decrease from 673 in 2000 to 320 in 2007 for road crashes.
- This shows that when governments really want it, things can change in a short period of time.**



- The following statistics again from Senegal show how the combined actions of public and private sector since 2000 have brought significant decrease of road crashes, and deaths.



Road crashes and accidents Statistics Senegal

Source BAAC

(Bulletin d'Analyse des Accidents Corporels) – DTT



	<i>ACCIDENTS</i>	<i>DEATHS</i>	<i>INJURIES</i>
<i>2000</i>	3057	673	5211
<i>2001</i>	3381	689	5904
<i>2002</i>	3942	780	6770
<i>2003</i>	4073	415	6400
<i>2004</i>	3277	268	4391
<i>2005</i>	3161	418	4803

Source BAAC
(Bulletin d'Analyse des Accidents Corporels) – DTT

- some of the measures and programs exposed below, allowed as in many sub saharan countries these results in Senegal



b- Setting up of road safety Boards :

- Local, Sub Regional and Regional Road Safety Traffic Board are being set up; to provide a co-ordinate Management.
- policies strengthened and step by step organized
 - * through National technical committees
 - * WAEMU and ECOWAS through sub regional harmonization of rules and regulations
 - * WHO and UNECA by drawing regional plans
- The collaboration of those with NGO's and stakeholders through committees, has been a big Step ahead compared to prior situation; and brought dramatic changes.



c- Sub regional and regional forums on road safety:

- These new approaches addressing the road safety issue only, have had visible results.
- They have allowed : road safety declarations, agendas and first national actions plans as in Senegal (achievements of the Accra conference and sub regional forums held those past 4 years)
- The first Regional Forum held in DAKAR on May 2010 gathered more than 15 countries with international institutions, Fleet forum, WHO to exchange on best practices and on the first African regional road safety action plan.



d-Direct Road Safety Awareness Measures:

Urgent direct measures against risk factors with direct influence on crash involvement, crash severity, and severity of post crash injuries have been taken:

- Deep changes in the delivery of driving license
- New legislation : on seat belts, helmets....
- Enforcement of rules governing road traffic offenses : trucks and public transport loadings; insurance policy mandatory for all the drivers.
- Pilot experiences on dark spot sites with special road safety disposals that reduced by more than 70% the number of deaths.



- Measures to renew the fleets of public transport
- More and more new and effective programs for rehabilitation and maintenance of roads .
- Road building projects with budget percentage dedicated to road safety and environment (mandatory with governments, development banks projects...).
- Despite the efforts made on the major risk factors, governments and private sector are called to work harder on them.



e-New Pre and post crash Hospital care services:

- Aiming to provide prompt and best medical care, (right from the site of crash to the hospital and during the post hospital care period); emergency services like “SOS Médecins” (recognized ISO) and the National SAMU.

f- New tools for analyzing and reporting data:

- BAAC is authorizing now steps ahead in subsequent analysis and diagnostic.
- Allowing to identify the priority fields of action in order monitor the effects and the measures.
- Efforts are made: to harmonize data base(police, emergency services, direction of transport...)



2- PROJECTS:

- Programs of helmet wearing (Malia ,Togo, Benin, Burkina Faso, Senegal...)
- New technical control center in Ivory Coast and Senegal.
- A western African production unit for helmets.
- Bulding new facilities and highways.



C- TOWARDS A NEW VISION OF COLLABORATION:

1-North - SOUTH:

- EU, WB and Total with Western African countries on corridors, on environment and safety.
- Fleet forum and Laser international.
- FIA Foundation with Niger.



2-SOUTH - SOUTH:

a-Intercontinental Level :

- Through NGO's such as LASER International, working in partnership with the government, some programs are runned like:
 - Global Helmet Vaccine Initiative with Vietnam and Sénégal: “le casque de sécurité, un PLU S pour la vie” with AIPF. Being implemented in Uganda, Nigeria.
 - India with TATA brand units of production for renewing of taxis et urban bus.
 - Malia, Burkina Faso, Guinea, Niger and Senegal common work on the African corridors with Union European, World Bank.





b-Sub regional level:

- WAEMU, ECOWAS resolutions and recommendations harmonize and reinforce road safety policies and measures within their country members, as regional and sub regional boards.
- Gambia and Senegal (youth parliament, YOURS, LASER).
- The Sub Regional and Regional Road Safety Forum gathering more than fifteen countries.
- Goals: face and tackle together road safety specific issues. Promote local road safety's best practises and expertise with sub regional solution.



CONCLUSIONS and PERSPECTIVES:

- As 80 % of road accidents (source Memento DTT Senegal) are due to driver negligence and fault, so there is a need to monitor driver training regarding their facilities available (equipment, quality control on drivers but on instructors too, strict delivery of driving licenses, regular health checkups).

- Most of the States, NGO's partners from public and private sectors have decided to face the problem.

But the limits all that good still remain the scarcity of resources, often due to many others priorities.



- Stated that the burden of road deaths in West African countries affects undoubtedly their development, declarations of intents should leave the place now to concrete support.

As every Death or injured people involve a human and economic disaster. The challenge is to keep the curve definitely decreasing.

A citizen engagement of the civil society, multisectoral public and private sector, with the real financial support of partners in development.

what we call now is for not « help », but a new strong and clear partnership to save our children.



THANK YOU
MERCI
DIEUREU DIEUFF
OBRIGADO

Contact : Laserinternational@hotmail.com
WWW.laserinternational.com

