



## SETTING THE UNITED NATIONS DECADE OF ACTION FOR ROAD SAFETY IN MOTION IN THE SADC REGION

**SADC REGIONAL ROAD SAFETY PROGRAMME IN SUPPORT OF  
THE UN DECADE OF ACTION ROAD SAFETY 2011-2020**



Together  
We can save  
millions  
of lives.

*I call on Member States, international agencies, civil society organizations, businesses and community leaders to ensure that the Decade leads to real improvements. As a step in this direction, governments should release their national plans for the Decade when it is launched globally on 11 May 2011.*

Mr Ban Ki-moon, UN Secretary-General

## 1 BACKGROUND

The SADC Secretariat recognises the global burden of approximately 1.2 million fatalities and 20-50 million non-fatal traffic-related injuries that occur annually. The Secretariat is also aware of the demands of modern day approaches to road safety management and the fact that the road safety lead agencies in SADC member countries exhibit different degrees of readiness or willingness to implement road safety. SADC has therefore committed itself to provide guidance on road safety management strategies in the Region and to launch the United Nations General Assembly's proclaimed period 2011-2020 as the Decade of Action for Road Safety in SADC.

The SADC Protocol on Transport, Communications and Meteorology addresses, in principle, various aspects of road safety relevant to Africa and global resolutions. The Region has and is still developing and implementing a number of harmonization instruments on road traffic and safety matters. However this has not been done in a concerted or integrated manner.

As an attempt to approach the road safety issue in a holistic manner, the Association of Southern African National Road Agencies (ASANRA) conducted a desk top study on the development of Harmonised Guidelines on Road Safety Procedures focusing on international strategic elements of road safety management as well as strategic elements for Africa and the SADC Region. Member States provided information on challenges, successes, countermeasures implemented, institutional capacity to develop road safety strategies, capacity to implement and sustain road safety activities; integration of road safety elements within relevant sectors; and the main problems in terms of initiating and sustaining programmes within the country or region.

As part of the Study, a draft Implementation Plan for the management of road safety in the SADC Region was developed. This draft implementation plan was based on events at global and Africa level and on findings in regard to the status of road safety in SADC Countries.

The SADC Secretariat convened a meeting of road safety experts in the Region in Gaborone, Botswana, on 23 and 24 March 2011. The overall objective was to provide SADC Member States with examples of good road safety practice within the region on which to set up the building blocks toward attaining the desired 50% reduction in road crashes. The meeting, amongst others, developed a regional programme and action plan on road safety aimed at reducing road crashes in the Region in support of Decade of Action for Road Safety 2010-2020.

## 2 ROAD SAFETY IN THE SADC REGION

### 2.1 Introduction

SADC as a Regional Economic Community (REC) will support the United Nations Resolution regarding “A Decade of Action for Road Safety, 2010 to 2020” through the harmonisation of country initiatives in the region by taking into account:

- (i) SADC Protocol on Transport, Communications And Meteorology In The Southern African Development Community (SADC) Region
- (ii) The Ministerial Declaration of Africa Ministers in Accra (2007)
- (iii) Decisions taken in a follow-up meeting in Dar-es-Salaam (2009)
- (iv) Global Ministerial Declarations in Moscow (November 2009)
- (v) UN Resolution on the “Decade of Action for Road Safety” (March 2010)

The declarations made at the Ministerial conference in Moscow have important implications for SADC countries. There is an expectation at global level that all countries will make some progress in road safety and that Ministers will be expected to report back on such progress over the next decade, with a milestone meeting within 5 years.

### 2.2 SADC Road Safety Status Quo

Statistics for the Region are based on the WHO Global Status Report on Road Safety. There is a significant difference between reported crash statistics and crash statistics estimated by the World Health Organisation (WHO).

The WHO adjusted all crash information through modelling (based on a 30 day follow-up scenario and other assumptions). According to the WHO report Tanzania, Mozambique, Madagascar, and DRC statistics have been underreported to a large degree, while the accident statistics of Malawi, Zambia, Zimbabwe, and Angola have also been significantly underreported. Table 10 gives an indication of the reported accident statistics for the latest available year per country (2007 or 2008) and Figures 3 – 5 the number of reported fatalities per 100k population, per 10k vehicles and the percentage of pedestrians killed.

**Table 1. Reported accident statistics for latest available year (2007 or 2008) and selected demographic figures for the SADC region**

SADC COUNTRIES	Population 2006	Registered vehicles	Fatalities	Non-fatal injuries	Motorisation level (veh./1000 population)
Angola	17,024,084	671,060	1,814		39.4
Botswana	1,881,504	293,755	497	7142	156.1
DRC	62,635,723	311,781	281	3478	5.0
Lesotho	2,007,833		402	2427	0.0
Madagascar	19,683,358	197,981	550	5190	10.1
Malawi	13,925,070	130,000	839	2130	9.3
Mauritius	1,261,641	334,125	140	2915	264.8

<b>Mozambique</b>	21,396,916	258,680	1,502	7,065	12.1
<b>Namibia</b>	2,074,146	239,612	368	6137	115.5
<b>Seychelles</b>	86,606	14,880	14	370	171.8
<b>South Africa</b>	48,576,763	9,237,574	14,920	219,978	190.2
<b>Swaziland</b>	1,141,427	116,050	235	4584	101.7
<b>Tanzania</b>	40,453,513	577,949	2,595	16,308	14.3
<b>Zambia</b>	11,921,999	222,188	1,266	9,258	18.6
<b>Zimbabwe</b>	13,349,434	1,556,536	1,037	13,819	116.6
<b>Total</b>	257,420,017	14,162,171*	26,460	300,801	55.0*

Figure 1. Number of reported fatalities per 100k population (SADC – 2007/2008)

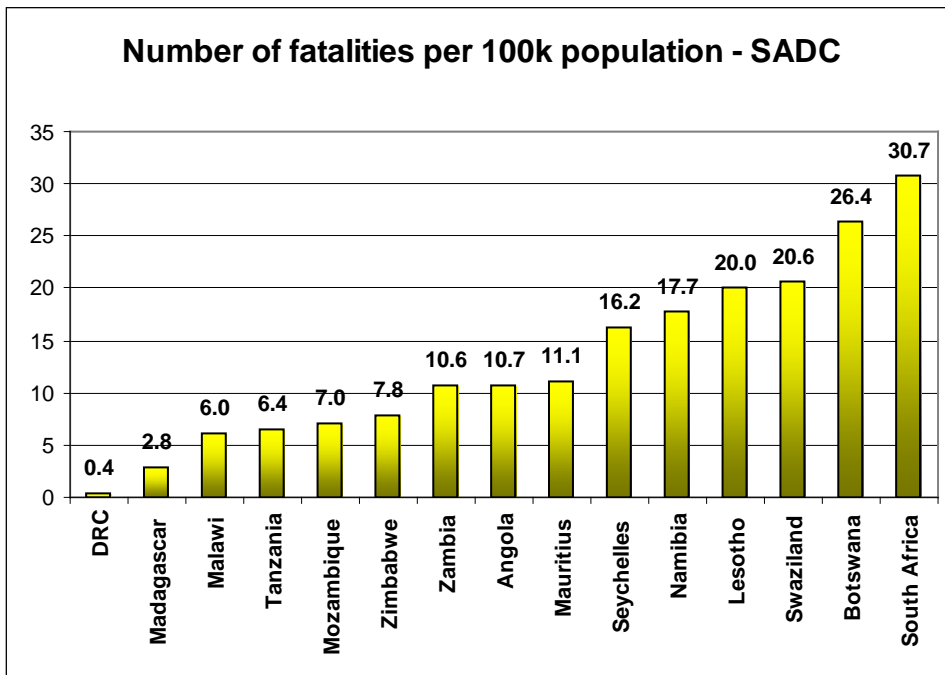


Figure 2. Number of fatalities per 10k vehicles

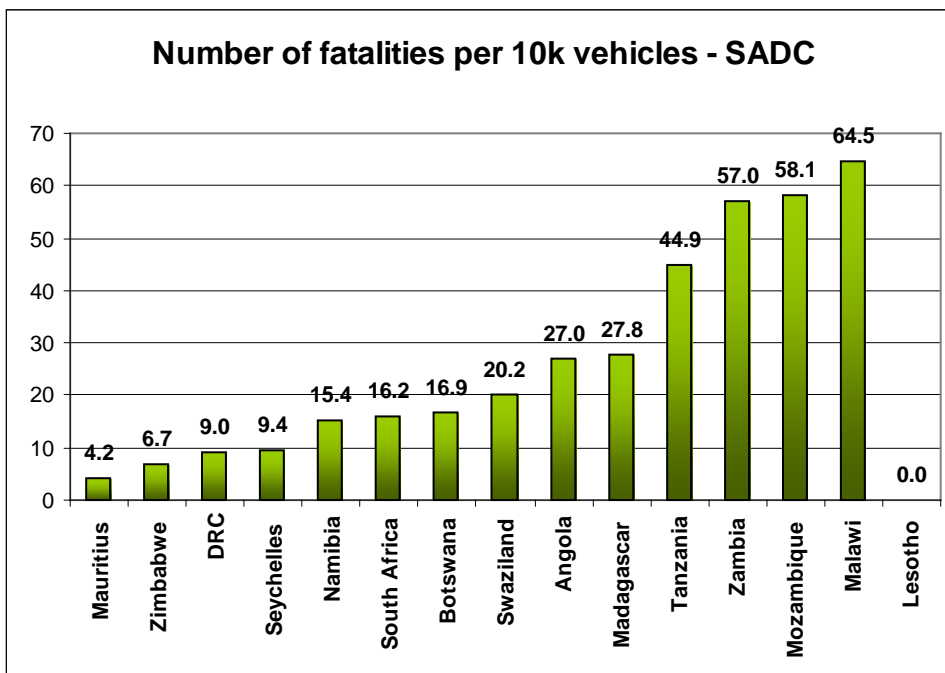
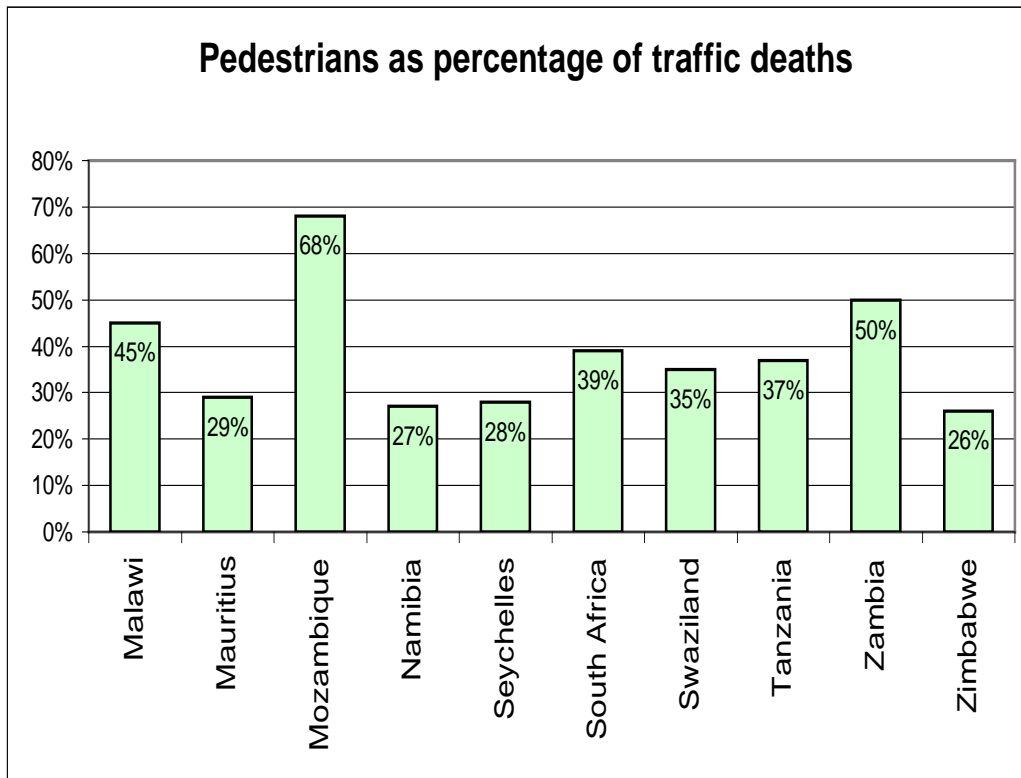


Figure 3. Pedestrian fatalities



### 3 UNITED NATIONS DECADE OF ACTION FOR ROAD SAFETY

#### 3.1 Background

There is growing awareness that the current road safety situation constitutes a crisis with devastating social and economic impacts that threaten the recent health and development gains that have been achieved. The continuous efforts by international organisations lobbying for high-level international attention to the growing global road safety situation during the last decade has gained new momentum and placed it on the United Nations agenda. A number of documents have been developed that describe the magnitude of the road traffic injury situation, its social, health and economic impacts, specific risk factors, and effective interventions. These have resulted in the adoption of a number of resolutions that call on Member States and the international community to include road safety as a global policy issue, making specific recommendations for action. The resolutions have called for international collaboration to be strengthened.

The United Nations Road Safety Collaboration (UNRSC) was established as a follow up to General Assembly resolution 58/289 of April 2004, recognizing the need for the United Nations system to support efforts to address the global road safety crisis. Resolution 58/289 invited the World Health Organisation (WHO), working in close cooperation with the United Nations regional commissions, to coordinate road safety issues within the United Nations System. The Collaboration is chaired by the WHO, with the United Nations regional commissions as rotating vice chairs. It has brought together international organizations, governments, nongovernmental organizations,

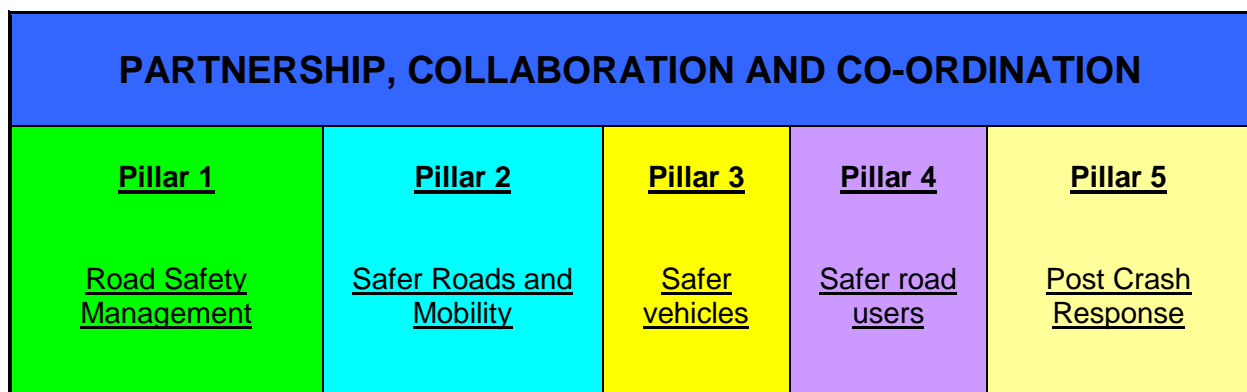
foundations and private sector entities to coordinate effective responses to road safety issues since 2004. It is an informal consultative mechanism whose members are committed to road safety efforts and which provides governments and civil society with good practice guidelines to address the major road safety risk factors.

It is evident that current initiatives and levels of investment are inadequate to stop the predicted rise in road traffic deaths. The United Nations Secretary- General's 2009 report on the global road safety crisis notes that despite evidence of growing awareness of and commitment to road safety issues, political will and funding levels are not sufficient to address the problem. According to the United Nations Secretary-General the crisis requires ambitious vision, increased investment, and better collaboration. The First Global Ministerial Conference on Road Safety that was held in Moscow in November 2009 is regarded as a major opportunity for developing action plans and action steps.

During the Moscow Ministerial Conference the Ministers present adopted the Moscow Declaration for a Decade of Action in Road Safety. On 2 March 2010 the United Nations Resolution, 64/255, proclaiming 2011 – 2020 as a Decade of Action for Road Safety was adopted unanimously by more than 100 states. The main goal of the Resolution is to stabilise and then reduce the forecasted level of road traffic fatalities around the world by increasing activities conducted at national, regional and global levels. The Resolution calls upon Member States to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, road safety education and the post-crash response. It further stresses the need for multi-sector partnership.

Following the adoption of the resolution, the United Nations Road Safety Collaboration developed a strategy for the Decade of Action based on the five key pillars of road safety management, viz. safer roads, safer vehicles, safer road users, and improved trauma care and rehabilitation services.

**Figure 4: The Five Pillars of the Decade of Action**



Many countries, organizations and the international community launched the Decade of Action on Road Safety on Wednesday, 11 May 2011. The main objective of the launch events around the globe was to release national and local plans for the Decade of Action. Key aspects of the launch were:

- (i) To draw attention to the impact of the global road safety crisis with special focus on the local actions for the coming decade as possibilities for prevention;
- (ii) To emphasize the need to work in partnerships of government, business, and civil society;
- (iii) To provide an opportunity to all stakeholders to announce their respective plans for the Decade.

A Decade of Action for Road safety would provide a timeframe for action to encourage political and resource commitments both globally and nationally. Donors could use the Decade as a stimulus to integrate road safety into their assistance programmes. Low-income and middle-income countries can use it to accelerate the adoption of effective and cost-effective road safety programmes while high-income countries can use it to make progress in improving their road safety performance as well as to share their experiences and knowledge with others.

### **3.2 Implementation Principles for the Decade of Action**

The fundamental approach for planning the implementation of the Decade of Action is that traffic crashes cannot be completely avoided and that a road environment and transport system must be created to accommodate human error and to take into consideration the vulnerability of the human body. This approach is in line with the modern day road safety management strategy of creating a comprehensive and integrated “Safe System”.

The goal of a safe system is to ensure that crashes do not result in serious human injury. The approach takes into consideration the limitations of what the human body can stand in terms of kinetic energy. Road users, vehicles and the road network/environment are addressed in an integrated manner through a wide range of interventions with greater attention to speed management and vehicle and road design than in traditional approaches to road safety.

The systems approach includes those who design the road transport system, road managers, the automotive industry, police, politicians and legislative bodies. There are, however, many other players who also have responsibility for road safety, such as health services, the judicial system, schools, and nongovernment organizations. The individual road users have the responsibility to abide by laws and regulations.

The importance of ownership at national and local levels and of involving multiple sectors and agencies is an important cornerstone of the Decade of Action. Activities towards achieving the goal of the Decade should be implemented at the most appropriate level and the involvement of a variety of sectors (transport, health, police, justice, urban planning etc) should be encouraged. Nongovernmental organizations, civil society, and the private sector should be included in the development and implementation of national and international activities towards meeting the Decade's goals.

### **5.3 Goal and Specific Objectives of the Decade of Action**

The overall goal of the Decade of Action will be to *stabilize* and then *reduce* the forecast level of road traffic fatalities around the world by 2020. This will be attained through:

- (i) adhering to and fully implementing the major United Nations road safety related agreements and conventions, and use others as principles for promoting regional ones, as appropriate;
- (ii) developing and implementing sustainable road safety strategies and programmes;
- (iii) setting an ambitious yet feasible target for reduction of road fatalities by 2020 by building on the existing frameworks of regional casualty targets;
- (iv) strengthening the management infrastructure and capacity for technical implementation of road safety activities at the national, regional and global levels;
- (v) improving the quality of data collection at the national, regional and global levels;
- (vi) monitoring progress and performance on a number of predefined indicators at the national, regional and global levels;
- (vii) encouraging increased funding to road safety and better use of existing resources, including through ensuring a road safety component within road infrastructure projects; and
- (viii) building capacities at national, regional and international level to address road safety.

### **3.4 Support provided on International Level**

The Decade of Action and the implementation of its Plan will be evaluated at regular intervals by the World Health Organization and the United Nations regional commissions, within the framework of the United Nations Road Safety Collaboration. Baseline data will be obtained through country surveys conducted for the 2nd *Global road safety status report on road safety* due for publication in 2012 and other regional and sub-regional statistics. A third report will be published in 2014 and additional status reports will be developed. During the evaluation process, both outcome and process indicators will be assessed. The status reports and other monitoring tools implemented at national, regional and global level will serve as a basis for discussion in mid-term and end-term regional and global review events. At the national level, each country will set its own monitoring system. Countries are encouraged to develop and publish national reports and organize events to discuss progress and adapt plans.

The support and monitoring that will take place on international level by institutions such as the WHO and the UN Road Safety Collaboration is indicated in Table 5.



**Table 2. International Support and Monitoring Activities**

Activity 1	<p>Encourage, where appropriate, an increase in funding for road safety through:</p> <ul style="list-style-type: none"> <li>• support for regional and global road safety mechanisms;</li> <li>• new and innovative approaches to funding;</li> <li>• encouraging countries to allocate 10% of their road infrastructure investments for road safety; and</li> <li>• outreach to new public and private sector donors.</li> </ul>
Activity 2	<p>Advocate for road safety at the highest levels and facilitate collaboration among multiple stakeholders (such as nongovernmental organizations, international financial institutions), including through:</p> <ul style="list-style-type: none"> <li>• United Nations and World Health Assembly road safety resolutions, where appropriate;</li> <li>• countries acceding to and/or implementing road safety UN legal instruments;</li> <li>• countries signing up to regional or international road safety campaigns;</li> <li>• regional and sub-regional organizations and institutions taking steps to address road safety;</li> <li>• setting regional or sub-regional targets to reduce road traffic fatalities by 2020; and</li> <li>• including road safety in appropriate high-profile meetings such as G8/20, World Economic Forum, Clinton Global Initiative, etc.</li> </ul>
Activity 3	<p>Increase awareness of risk factors and the need for enhanced prevention of road traffic crashes through:</p> <ul style="list-style-type: none"> <li>• the use of public awareness campaigns including global road safety weeks as well as regional and sub-regional social marketing initiatives;</li> <li>• celebrating the annual World Day of Remembrance for Road Traffic Victims;</li> <li>• collaboration with appropriate nongovernmental organizations and other civil society initiatives aligned with the Decade's goals and objectives; and</li> <li>• support for private sector initiatives aligned with the Decade's goals and objectives.</li> </ul>
Activity 4	<p>Provide guidance to countries on strengthening road safety management systems and implementing road safety good practices and trauma care through:</p> <ul style="list-style-type: none"> <li>• countries implementing relevant UN resolutions and instruments;</li> <li>• countries implementing UN, United Nations Road Safety Collaboration or other internationally recognized good practice guidelines;</li> <li>• development of additional "good practice" guides; and</li> <li>• providing technical support to countries for implementation of good practices.</li> </ul>
Activity 5	<p>Improve the quality of road safety data collected through:</p> <ul style="list-style-type: none"> <li>• implementing good practice guidelines on data information systems;</li> <li>• standardization of definitions and reporting practices building on existing tools;</li> <li>• promoting investment in the development of national crash analysis</li> </ul>

	<p>systems and related surveillance systems maintained by health, labour and worker's compensation agencies;</p> <ul style="list-style-type: none"><li>• investigation of crashes to identify their causes, circumstances and consequences;</li><li>• encouraging the development of road safety data management systems (e.g. by peer-to-peer support promoted by the International Road Traffic Accident Database Group [IRTAD] members); and</li><li>• communicating lessons learned from both successes and failures.</li></ul>
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#### 4 SADC REGIONAL ROAD SAFETY PROGRAMME IN SUPPORT OF THE UN DECADE OF ACTION ROAD SAFETY 2011-2020

Table 3. Road Safety Management (Pillar 1)

ITEM	ACTIONS AT COUNTRY LEVEL	ACTIONS AT SADC REGIONAL LEVEL	DECADE OF ACTION MONITORING INDICATORS	TIME FRAME	RESPONSIBILITY
LEGAL INSTRUMENTS	<ul style="list-style-type: none"> <li>Encourage the creation of new regional instruments.</li> <li>Adhere to and/or fully implement the major United Nations road safety related agreements and conventions</li> </ul>	<p>Establish a Regional Steering Committee to monitor progress of the implementation of Decade of Action Activities. The core functions should include:</p> <ul style="list-style-type: none"> <li>To advocate for road safety to become one of the focus areas for harmonisation in SADC</li> <li>To formally be represented SADC in international road safety forums</li> <li>To advocate for road safety at the highest levels and facilitate collaboration among multiple stakeholders</li> <li>To implement a series of capacity building/training sessions focused on road safety management themes, including global good practice on the management of the major risk factors: seat belt wearing, speeding, helmets, drinking and driving.</li> </ul>	<ul style="list-style-type: none"> <li>Number of new regional road safety legal instruments developed (and number of countries participation in them)</li> <li>Number of countries which have adhered to the United Nations road safety related agreements and conventions</li> </ul>	<ul style="list-style-type: none"> <li>2014</li> <li>2011</li> <li>2011 -2012</li> <li>2011 - 2015</li> </ul>	<ul style="list-style-type: none"> <li>ASANRA &amp; SADC SECRETARIAT</li> <li>SADC SECRETARIAT</li> <li>ASANRA &amp; SADC SECRETARIAT</li> <li>ASANRA ,SADC SECRETARIAT AND SADLEC</li> </ul>

ROAD SAFETY AGENCY	<ul style="list-style-type: none"> <li>Establish a lead agency (and associated coordination mechanisms) on road safety involving partners from a range of sectors</li> <li>Develop a national strategy (at a cabinet or ministerial level) coordinated by the lead agency</li> <li>Set realistic and long-term targets for national activities based on the analysis of national traffic crash data</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate discussion on progress around the development of national road safety targets and plans</li> <li>Provide a framework with minimum requirements for road safety plans in order to ensure that identified issues within road safety plans in the region are harmonised</li> <li>Provide a platform for sharing good practice, e.g., depository of or link to road safety plans on the SADC/ASANRA website</li> </ul>	<ul style="list-style-type: none"> <li>Number of countries which have a clearly empowered agency leading road safety</li> <li>Number of countries with a national strategy</li> <li>Number of countries with time-based road safety targets</li> <li>Number of countries that have made progress towards achieving their defined targets</li> </ul>	<ul style="list-style-type: none"> <li>2011 – 2015</li> <li>2011 -2015</li> <li>2011 -2015</li> </ul>	<ul style="list-style-type: none"> <li>SADC SECRETARIAT</li> <li>SADC SECRETARIAT</li> <li>SADC SECRETARIAT &amp; ASANRA</li> </ul>
FUNDING	<ul style="list-style-type: none"> <li>Work to ensure that funding is sufficient for activities to be implemented</li> </ul>	<p>SADC to encourage, where appropriate, an increase in funding for road safety through:</p> <ul style="list-style-type: none"> <li>support for regional and global road safety mechanisms;</li> <li>new and innovative approaches to funding;</li> <li>encouraging countries to allocate 10% of their road infrastructure investments for road safety;</li> </ul> <p>outreach to new public and private sector donors.</p>	<ul style="list-style-type: none"> <li>Number of countries that have dedicated funds to implement their road safety strategy;</li> </ul>	<ul style="list-style-type: none"> <li>2011 - 2015</li> </ul>	<ul style="list-style-type: none"> <li>SADC SECRETARIAT &amp; COMMITTEE OF TRANSPORT MINISTERS</li> </ul>
•	<ul style="list-style-type: none"> <li>Establish and support data systems for on-going monitoring and evaluation to include a number of process and</li> </ul>	<ul style="list-style-type: none"> <li>Establish a data systems working group to harmonise the approach to data management in the Region.</li> <li>Improve capacity regarding</li> </ul>	<ul style="list-style-type: none"> <li>Number of countries with data systems in place to monitor progress in achieving road safety targets;</li> </ul>	<ul style="list-style-type: none"> <li>2011</li> </ul>	<ul style="list-style-type: none"> <li>WORKING GROUP CONSISTING OF LEAD AGENCIES AND Motor Vehicle Accident Funds</li> </ul>

	outcome measures	<p>data management through data systems training sessions</p> <ul style="list-style-type: none"> <li>• Establish SADC road safety information protocols to propose data definitions for key crash data. This recommendation could be done in conjunction with the SADC Regional Statistical Programme</li> <li>• Define minimum requirements for reporting</li> <li>• Use 30 days as the statistical definition for a death as a result of a crash</li> <li>• Harmonise vehicle and driver registration data systems</li> </ul>	<ul style="list-style-type: none"> <li>• Number of countries that collect annual road traffic crash data consistent with internationally accepted definitions.</li> </ul>		
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Table 4. Safer Roads and Mobility (Pillar 2)

ACTIONS AT COUNTRY LEVEL	ACTIONS AT SADC REGIONAL LEVEL	DECADE OF ACTION MONITORING INDICATORS	TIME FRAME	RESPONSIBILITY
<ul style="list-style-type: none"> <li>• Promote road safety ownership and accountability among road authorities, road engineers and urban planners</li> </ul>	<ul style="list-style-type: none"> <li>• Revision and adoption of SADC standards for main roads to enhance uniformity of road infrastructure</li> <li>• Support to capacity building of officials and local safety engineers</li> </ul>	<ul style="list-style-type: none"> <li>• number of countries where road authorities have statutory responsibility to improve road safety on their networks;</li> <li>• number of countries with a defined allocation of expenditure for dedicated road infrastructure safety programmes;</li> <li>• number of countries with specialist infrastructure road safety units monitoring safety</li> </ul>	<ul style="list-style-type: none"> <li>• 2011 – 2012</li> <li>• 2011 - 2015</li> </ul>	<ul style="list-style-type: none"> <li>• ASANRA AND SADC SECRETARIAT</li> </ul>

		aspects of the road network;		
<ul style="list-style-type: none"> <li>Promote the needs of all road users as part of sustainable urban planning, transport demand management and land-use management</li> </ul>	<ul style="list-style-type: none"> <li>Provide policy directives for transport and land use planning</li> </ul>	<ul style="list-style-type: none"> <li>number of countries that have adopted sustainable urban mobility policies;</li> </ul>	<ul style="list-style-type: none"> <li>2015</li> </ul>	<ul style="list-style-type: none"> <li>SADC</li> </ul>
<ul style="list-style-type: none"> <li>Promote safe operation, maintenance and improvement of existing road infrastructure</li> </ul>	Peer review mechanism on good road management practices	number of countries which have adhered and/or fully implement the regional road infrastructure agreements developed under the auspices of the United Nations regional commissions;	<ul style="list-style-type: none"> <li>2011</li> </ul>	<ul style="list-style-type: none"> <li>SADC &amp; ASANRA</li> </ul>
<ul style="list-style-type: none"> <li>Promote the development of safe new infrastructure that meets the mobility and access needs of all users</li> </ul>	Peer review mechanism on good road management practices	<ul style="list-style-type: none"> <li>number of countries with a target to eliminate high-risk roads by 2020;</li> <li>number of countries with systematic safety audit, safety impact and/or road assessment policies and practices in place;</li> </ul>	<ul style="list-style-type: none"> <li>2011</li> </ul>	<ul style="list-style-type: none"> <li>SADC &amp; ASANRA</li> </ul>
<ul style="list-style-type: none"> <li>Encourage research and development in safer roads and mobility</li> </ul>	<ul style="list-style-type: none"> <li>Develop good practice guidelines regarding traffic calming and setting of speed limits</li> <li>Provision of harmonised guidelines for land use and transport planning</li> </ul>	<ul style="list-style-type: none"> <li>number of new regional road infrastructure instruments developed (and number of countries participating to them);</li> </ul>	<ul style="list-style-type: none"> <li>2011</li> </ul>	<ul style="list-style-type: none"> <li>SADC &amp; ASANRA</li> </ul>

Table 5: VEHICLE SAFETY (PILLAR 3)

ACTIONS AT COUNTRY LEVEL	ACTIONS AT SADC REGIONAL LEVEL	DECADE OF ACTION MONITORING INDICATORS	TIMELINES	RESPONSIBILITY
<ul style="list-style-type: none"> <li>Encourage implementation of new car assessment programmes in order to increase the availability of consumer information about the safety performance of motor vehicles.</li> </ul>		<ul style="list-style-type: none"> <li>Number of countries that participate in NCAP ("New Car Assessment") programmes</li> </ul>		
<ul style="list-style-type: none"> <li>Encourage agreement to ensure that all new motor vehicles are equipped with seatbelts and anchorages that meet regulatory requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Improve the seatbelt wearing rate through a regional awareness campaign</li> </ul>	<ul style="list-style-type: none"> <li>Number of countries enacting laws that prohibit the use of vehicles without seatbelts (front and rear)</li> <li>Development of SADC Regional Awareness Campaign and Action Plan</li> <li>Adoption at Country-level</li> </ul>	<p>End of 2011</p> <p>Beginning of 2012</p>	<p>SADC SECRETARIAT/TRIPARTITE</p> <p>ASANRA, FESARTA,</p>
<ul style="list-style-type: none"> <li>Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards.</li> </ul>	<ul style="list-style-type: none"> <li>Provide recommendations for harmonised standards for imported and modified vehicles</li> </ul>	<p>Development of Recommendations on harmonization of standards for imported vehicles</p> <p>Adoption at Country-level</p>	<p>End of 2012</p> <p>End of 2015</p>	<p>SADC SECRETARIAT/TRIPARTITE</p> <p>ASANRA, FESARTA,</p>
<ul style="list-style-type: none"> <li>Encourage managers of</li> </ul>	<ul style="list-style-type: none"> <li>Identify relevant good</li> </ul>			

governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection	practice guidelines and facilitate implementation in SADC member states, including training programmes			
<ul style="list-style-type: none"> <li>Encourage Member States to apply and promulgate motor vehicle safety regulations as developed by the United Nation's World Forum for the Harmonization of Vehicle Regulations (WP 29).</li> </ul>	<ul style="list-style-type: none"> <li>Develop an implementation plan for crucial harmonisation issues, including the integration of international resolutions and conventions into SADC traffic legislation: <ul style="list-style-type: none"> <li>(i) Fitness of Vehicles</li> <li>(ii) Vehicle dimensions</li> <li>(iii) Overload control</li> <li>(iv) Transportation of dangerous goods</li> <li>(v) Transportation of abnormal loads</li> <li>(vi) Vehicle equipment</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Number of countries who participate in the United Nations World Forum for Harmonization of Vehicle Regulations and apply relevant standards</li> <li>Development of Regional Guidelines on harmonization of vehicle regulations and standards in all the identified areas and Adoption at Country-level</li> </ul>	<p>End of 2012</p> <p>2011 - 2015 End of 2012</p>	<p>SADC SECRETARIAT/TRIPARTITE</p> <p>ASANRA, FESARTA, SADC SECRETARIAT/TRIPARTITE</p>
	Identification of relevant good practice guidelines and facilitate	Inventory of what good practice guidelines will be needed and disseminate to member states	End of 2012	SADC SECRETARIAT/TRIPARTITE



	implementation in SADC member states, including training programmes	for input Adoption at Country-level	End of 2015	ASANRA, FESARTA,
	Advocate support for local industry development in terms of motor vehicle assembly plants and spare parts.	Develop advocacy campaigns at Regional and National level	End of 2012	SADC SECRETARIAT/TRIPARTITE  ASANRA, FESARTA,

Table 6 : Safer Road Users (Pillar 4)

ITEM	ACTIONS AT SADC LEVEL	DECADE OF ACTION MONITORING INDICATORS	TIMELINE	REPSONSIBILITY
Safe Road users	<p><b>INCREASE AWARENESS</b></p> <p>a) Road safety part of school curriculum-primary schools</p> <p>b) Regional working group established ,</p>	<ul style="list-style-type: none"> <li>- 2015 adopted common curricula</li> <li>- Steering committee meeting August to include Education inter ministerial consultation</li> <li>- Report will be presented by senior officials, adopted by Ministers</li> </ul>	<ul style="list-style-type: none"> <li>- Oct 2011 briefing of Transport Ministers</li> <li>- August 2011</li> <li>- Oct 2011</li> </ul>	<ul style="list-style-type: none"> <li>- MOE</li> <li>- Ministerial committee</li> <li>- Road safety councils &amp; Ministry of information</li> <li>- SADC working group ( SA team )</li> <li>- Inter-Ministerial committees</li> </ul>

	<b>SEEK COMPLIANCE OF SPEED LAWS &amp; STANDARDS</b> a) Joint Regional simultaneous Law Enforcement actions	<ul style="list-style-type: none"> <li>- Speed management control systems implemented</li> <li>- Ministerial approval</li> </ul>	<ul style="list-style-type: none"> <li>- Cooperation starts in Sept 2011</li> <li>- Oct 2011</li> </ul>	<ul style="list-style-type: none"> <li>- LEGAL INSTRUMENTS GROUP</li> </ul>
	<b>SEEK COMPLIANCE DRINK-DRIVING LAWS</b> a) Harmonize blood & breath concentration levels b) Joint simultaneous operation	<ul style="list-style-type: none"> <li>- Study on country practices &amp; baseline</li> <li>- Ministerial approval</li> </ul>	<ul style="list-style-type: none"> <li>- Cooperation starts in Sept 2011</li> </ul>	<ul style="list-style-type: none"> <li>- SADC secretariat</li> </ul>
	<b>SEEK COMPLIANCE WITH HELMET LAWS</b> a) Harmonize helmet laws	<ul style="list-style-type: none"> <li>- Number of countries with helmet laws</li> </ul>	<ul style="list-style-type: none"> <li>- 2015</li> </ul>	
	<b>SEAT-BELT LAWS &amp; CHILD RESTRAINTS</b> a) Harmonize laws	<ul style="list-style-type: none"> <li>- Increase of compliance rates</li> </ul>	<ul style="list-style-type: none"> <li>- 2015</li> </ul>	

	<b>SEEK COMPLIANCE WITH TRANSPORT &amp; OHS LAWS</b> a) Harmonize laws	-	- 2015	
	<b>POLICIES REDUCE WORK RELATED TRAFFIC INJURIES</b> a) Establish working group	<ul style="list-style-type: none"> <li>- Appointment</li> <li>- Report of working group</li> </ul>	<ul style="list-style-type: none"> <li>- 27 July 2011</li> <li>- 2015</li> </ul>	<ul style="list-style-type: none"> <li>- SADC secretariat</li> <li>- Inter ministerial committee include labour &amp; social welfare</li> </ul>
	<b>ESTABLISHMENT OF GRADUATE DRIVER LICENCING FOR NOVICE DRIVERS</b> a) Harmonize driver training curricula ( includes secondary schools –simulation )	- Create structure	- Oct 2012	- SADC secretariat

Table 7: POST CRASH RESPONSE (PILLAR 5)

ACTIONS AT COUNTRY LEVEL	ACTIONS AT SADC REGIONAL LEVEL	DECADE OF ACTION MONITORING INDICATORS	TIMELINES	RESPONSIBILITY
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<ul style="list-style-type: none"> <li>• Develop pre-hospital care systems, including the extraction of a victim from a vehicle after a crash, and implementation of a single nationwide telephone number for emergencies, through the implementation of existing good practices.</li> </ul>	<ul style="list-style-type: none"> <li>• Set up bi-lateral and multi-lateral agreements between member states sharing cross-border activities to ensure fast and effective emergency response to incidents.</li> <li>• Take inventory of existing Bilateral and Multilateral agreements and review if necessary and encourage the signing of new agreements where none exist</li> <li>• Develop standardised protocols for dealing with on-scene management and coordination of role players, training of responders, and monitoring of implementation.</li> <li>• Set standards for information collection and reports on incident management.</li> </ul>	<p>Signed Bilateral and Multilateral agreements</p> <p>Number of countries with one national emergency access number</p> <p>Develop protocols and implement training, Protocol documents developed</p> <p>Development of a Coordinated Emergency Rescue Plan/Strategy</p>	<p>End of 2012</p>	<p>SADC Secretariat/Health</p> <p>Health Ministries/Emergency/Disaster</p>
<ul style="list-style-type: none"> <li>• Develop hospital trauma care systems and evaluate the quality of care through the implementation of good practices on trauma care systems and quality assurance.</li> </ul>	<p>SADC Secretariat to compile research to ensure basic guidelines for systems</p>	<p>Hospital Trauma Care System is developed to ensure emergencies are dealt within the “Golden Hour”</p> <p>Number of countries with</p>	<p>End of 2015</p>	<p>SADC Secretariat/Health</p>

		designated trauma care centres		Health Ministries/Emergency/Disaster SADC Secretariat/Health
<ul style="list-style-type: none"> <li>• Provide early rehabilitation and support to injured patients and those bereaved by road traffic crashes, to minimize both physical and psychological trauma.</li> </ul>			End of 2012	Health Ministries/Emergency/Disaster SADC Secretariat/Health
<ul style="list-style-type: none"> <li>• Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims.</li> </ul>		<ul style="list-style-type: none"> <li>• number of countries that require third-party insurance schemes for all drivers</li> </ul>	End of 2015	Health Ministries/Emergency/Disaster SADC Secretariat/Health
<ul style="list-style-type: none"> <li>• Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.</li> </ul>			End of 2015	Health Ministries/Emergency/Disaster SADC Secretariat/Health
<ul style="list-style-type: none"> <li>• Provide encouragement and incentives for employers to hire and retain people with disabilities.</li> </ul>			End of 2015	SADC Secretariat/Health Health Ministries/Emergency/Disaster
<ul style="list-style-type: none"> <li>• Encourage research and development into improving post crash response.</li> </ul>			End of 2012	SADC Secretariat/Health Ministries/Emergency/Disaster