

Challenges of addressing MC crashes in Africa

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2 December 2009

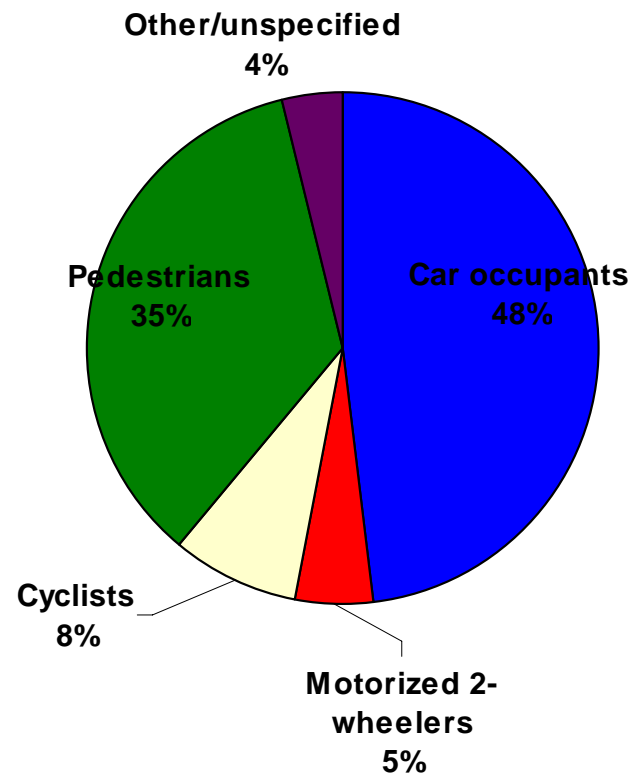
Outline

- Context: traffic crashes in Africa
- Policy & management challenges
- Environmental challenges
 - Physical
 - Socio-economic
- The vehicles
- Passenger challenges
- Post-crash care

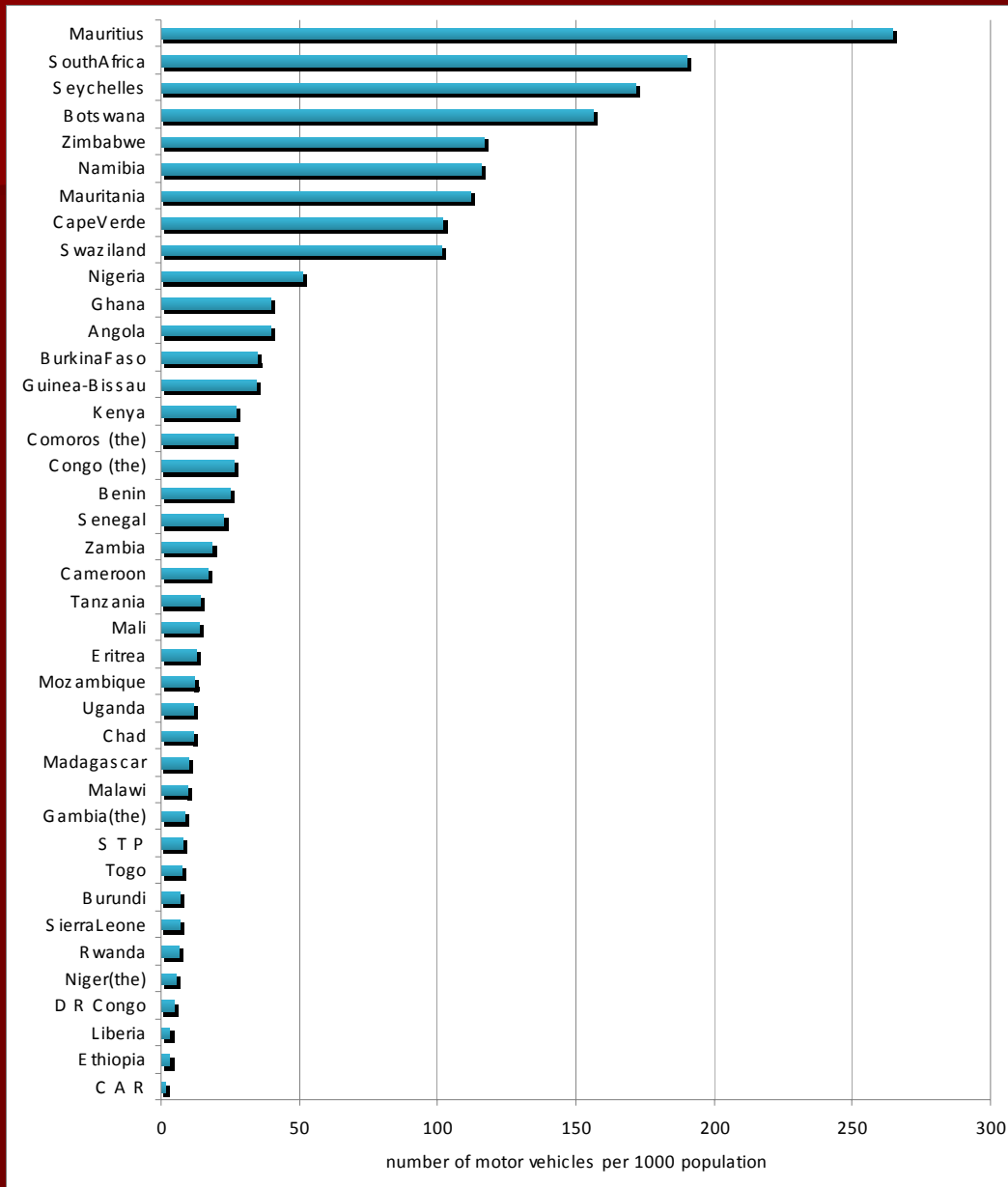
Modeled road traffic fatalities, rates (per 100 000 pop)

WHO region	n	Mortality rate
African region	234 768	32.2
Region of the Americas	142 252	15.8
South-East Asia	285 020	16.6
Eastern Mediterranean	175 668	32.2
European Region	117 997	13.4
Western Pacific	278 321	15.6
Global	1 234 026	18.8

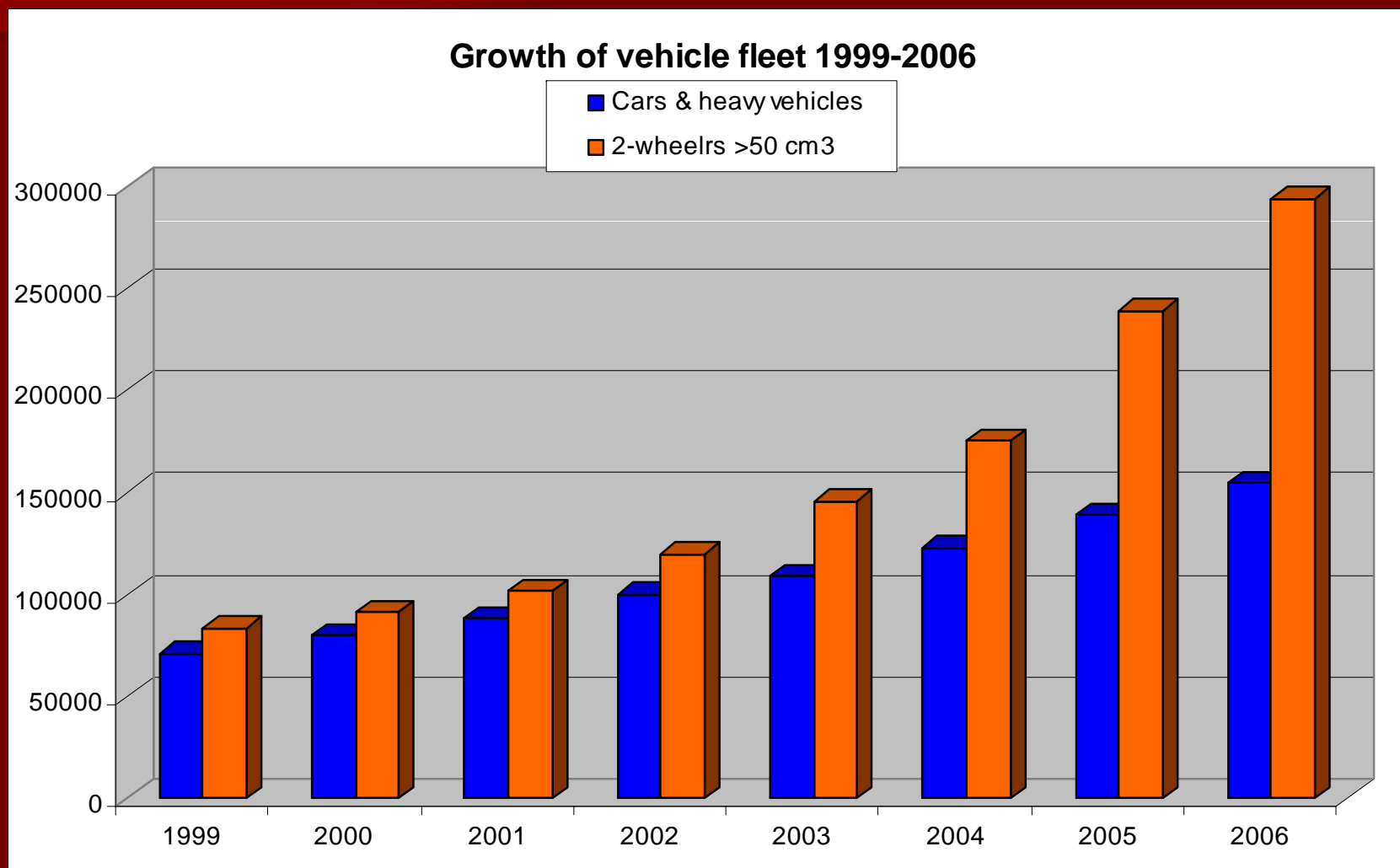
Reported deaths by road user type 24 African countries.



Number of registered vehicles per 1000 population (40 countries)



Motorization rate in Burkina



Road safety management

Road safety management in 41 African countries	N	%
Countries with lead agency	36	87.8
Countries with lead agency and funding allocated to the agency	32	78.0
Countries with a national strategy (regardless of endorsement)	20	48.8
Countries with national strategy that is endorsed by government	14	34.1
Countries with a funding for its strategy	26	63.4
Countries with national measurable targets	11	26.8
Countries with national strategy that is endorsed by government, sets target and has funding	10	24.4

Road safety policies & plans

- Many road safety interventions benefit more than one type of road user
 - Reduction of speed
 - Reduction of alcohol use among road users
 - Safe / Improved infrastructure (that caters for all road users)
 - Improved visibility
 - Improved post crash care
 - Strengthened road safety laws & enforcement

The vehicle

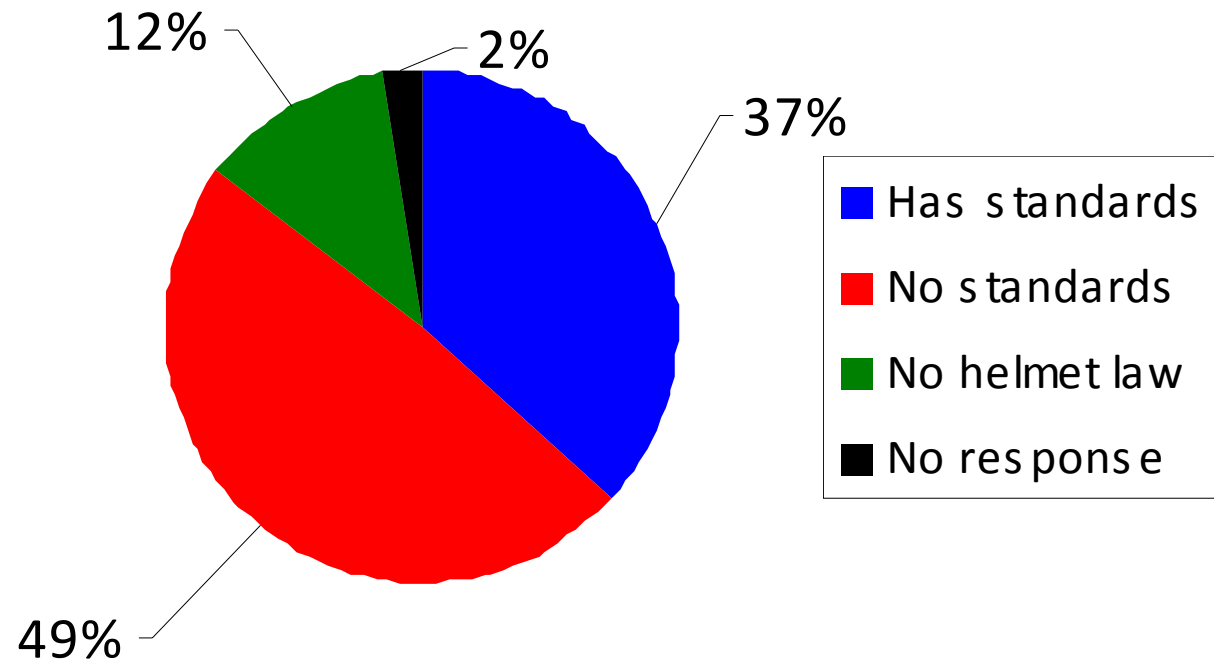
- Not enough known on what types (engine size) are on African roads
- Variations on classification, many countries likely not to have data
- No data on what proportion are used as commercial taxis
- Data needed for appropriate policies, laws, standards



The passenger: Use of helmets

- Proper use of MC helmet reduces risk of severe injury by 70% & death by 40%
- 85% of countries have a helmet law
- All except 4 apply this to all engine types
- Only 24% rated their enforcement as effective
- Very low helmet wearing rates in most countries

Helmet law and standards in 41 countries



Helmet use in countries with high prop of 2- & 3-wheelers

Country	Proportion of motorized 2 & 3 wheelers (%)	Helmet law	Standards	Enforcement ratings 0-10	Helmet wearing rate (%)
Burkina Faso	31	Yes	Yes	1	No data
CAF	77	Yes	Yes	3	No data
Chad	52	Yes	No	3	51
Mauritius	43	Yes	Yes	9	No data
Nigeria	40	Yes	Yes	2	<5
Rwanda	37	No ^a	n/a	n/a	No data
Sao Tome & Principe	66	Yes	No	No data	No data
Togo	71	No	No	2	1 ^b

Reasons for non-use

- Low awareness of benefit
- No law, or no standards, low enforcement
- Low availability
- Cost
- Discomfort in hot weather
- Commercial MC – disincentive to share helmets
- Head dress not compatible with helmets

Standards

- The following elements are necessary for protective motorcycle helmet:
 - provides sufficient coverage to protect the head in the event of an impact
 - remains on the head, buckled, before, during and after the crash or impact sequence
 - provides *adequate* impact protection during an impact
 - manufacturer provides sufficient information regarding proper fit, use and care of the helmet
 - should be *economical, lightweight and well ventilated for use in the tropics*



How can Africa halt & reverse the MC crash rates?

- Deal with road safety holistically (recs of WRR TIP, Status Report)
 - Inc public transport policy
- Specific interventions (helmet manual)
 - Safe infrastructure for 2-wheelers
 - Helmet laws and standards (which standard?)
 - Local manufacturing? (discussions in Nigeria)