



United Nations  
Economic Commission for Africa

# AFRICAN ROAD SAFETY CHARTER

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Addis Ababa

- **Date of Adoption: January 30, 2016**
- **Available for signature and ratification by AU Member States**
- **Will come into force upon ratification by 15 AU Member States**

## *Objectives*

### **1. The main objectives of the Charter are:**

- To serve as a policy framework for Road Safety improvement in Africa.
- To serve as an advocacy tool and instrument for Road Safety improvement on the
- Continent aimed at facilitating the creation of an enabling environment to drastically
- reduce the road traffic crashes.

### **2. The specific objectives are to:**

- Facilitate the formulation of comprehensive Road Safety policies at country level;
- Speed-up implementation of national, regional and continental Road Safety programs;
- Contribute to the coordination of Road Safety in the Continent;
- Promote better coordination of interventions by Development Partners in the Road Safety area;
- Enhance Private sector, Civil Society Organisations, Non-Governmental
- Organisations participation in Road Safety issues;
- Promote the harmonization of the collection, treatment and dissemination of Road Safety data.

# Structure

## 31 Articles

1. CHAPTER I : GENERAL PROVISIONS
2. CHAPTER II : OBJECTIVES AND PRINCIPLES
3. CHAPTER III: ROAD SAFETY MANAGEMENT
4. CHAPTER IV: SAFER ROAD AND MOBILITY
5. CHAPTER V : FINANCING, MONITORING AND EVALUATION
6. CHAPTER VI : FINAL PROVISIONS

# Governance

(Article 19)

- 1. Highest political decision-making body: A Conference of States Parties.**
- 2. The Conference of States Parties shall consist of Ministers responsible for Road Safety.**
- 3. The Conference of State Parties shall adopt rules of procedures for itself and for any subsidiary body it may establish**
- 4. AUC will serves as Secretariat for the Charter**



## Benefits

- The Charter will serve as mandate for the establishment of ARSO
- The Conference of the Parties will serve as high level advocacy body
- The ratification of the Charter should serve as internal advocacy tool for Officials
- Countries are obliged to set the fundamentals of Road Safety: national strategy, action plan, lead Agency, data management system, standards, etc
- Countries will have a synergy action for Data management

Think the after  
“entry into  
force”

- Draft the rule of procedures of the Conference of the State parties (CSP)
- Build an Expert body to support the CSP
- Draft a 3-years Action plan for the CSP
- Define a M&E mechanism for the Charter
- Engage a resource mobilization
- Could ARSO serves as The executing Agency of the Charter ?





**THANK YOU!**