



PLENARY SESSION 2



INTERNATIONAL CONFERENCE
& 19TH GENERAL ASSEMBLY

HOSTED BY



한국교통안전공단
Korea Transportation Safety Authority

FROM PERIODIC INSPECTION TO WHOLE LIFE COMPLIANCE

SEOUL ▶ 2 - 4 April 2019



Soames Job

Global Lead Road Safety
and Head of the Global Road Safety Facility
(GRSF)
World Bank



World Bank Commitments and Activities for Road Safety

CITA International Conference
Seoul, April, 2019



Dr Soames Job

Global Lead Road Safety World Bank

Head of The Global Road Safety Facility

sjob@worldbank.org

(A picture is worth a 1,000 words)

This address: 3 core messages

1. The Global Road Safety Crisis & Economic Costs

2. World Bank & Global Road Safety Facility

- What we are and do

3. Critical Role of Vehicles in road safety

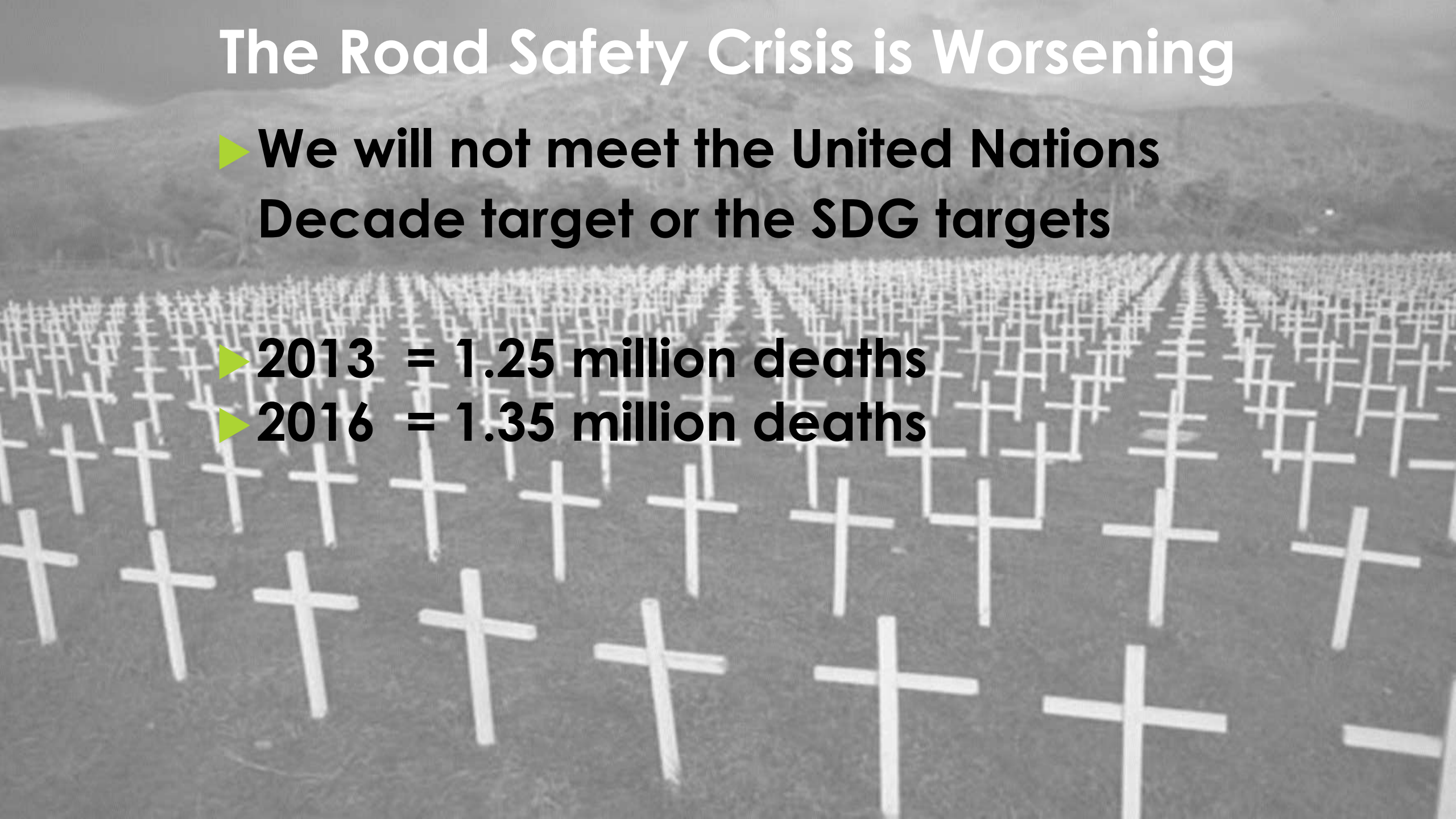
- Action to facilitate vehicle safety

The Road Safety Crisis is Worsening

► **We will not meet the United Nations
Decade target or the SDG targets**

► **2013 = 1.25 million deaths**

► **2016 = 1.35 million deaths**



The Road Safety Crisis is Worsening

- ▶ We will not meet the United Nations Decade target or the SDG targets
- ▶ 2013 = 1.25 million deaths
- ▶ 2016 = 1.35 million deaths
- ▶ Simple extrapolation:.....Brutal prediction:

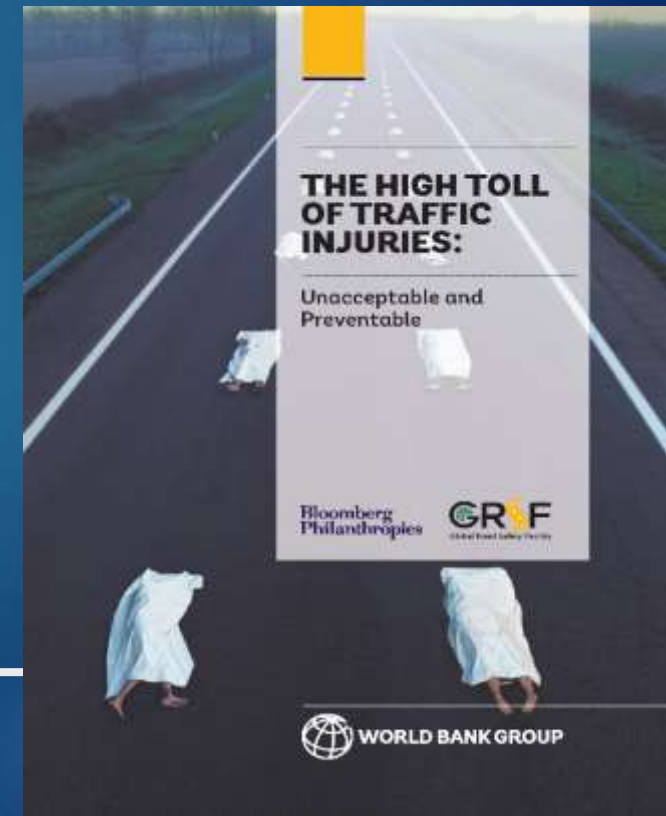
**The decade 2021 to 2030 =
17.4 million deaths and 500m+ injuries
Road crashes are the scale of a World War.**

Economic consequences of crashes

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- ▶ Crash deaths & injuries cost 3-7% of GDP each year in LMICs
- ▶ **Q:** Does halving deaths & injuries = more GDP growth?
- ▶ **A:** YES: Economic analysis of 5 countries by World Bank Bank/GRSF
 - GDP grows faster: 7% to 22% more over 24 years
 - For some countries almost an extra 1% per year.

Road safety = good economic investment



The World Bank

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- ▶ The World Bank ...not a normal Bank... assists LMICs.
- ▶ Twin Objectives:
 - ▶ Eliminate poverty & increase shared prosperity
- ▶ Total World Bank portfolio 1748 projects of \$242billion
- ▶ Transport GP: 181 projects & \$38billion
- ▶ **Many critical road safety components in projects**



The Global Road Safety Facility (GRSF)

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- ▶ The Global Road Safety Facility (GRSF):
 - a global donor-based fund
 - hosted by the World Bank
- ▶ Objectives: Strengthen global, regional and country capacity (especially LMICs), provide evidence based guidance, scale up road safety funding, and mainstream road safety in World Bank projects.



GRSF Current Donors and Funders

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Department
for International
Development

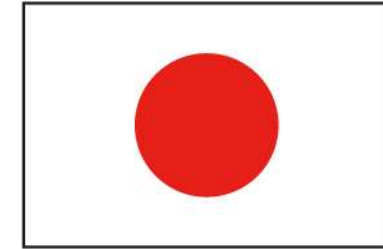


Department
of Health &
Social Care

Bloomberg
Philanthropies



WORLD BANK GROUP



JAPAN GOV
THE GOVERNMENT OF JAPAN



GLOBAL
ROAD SAFETY
PARTNERSHIP

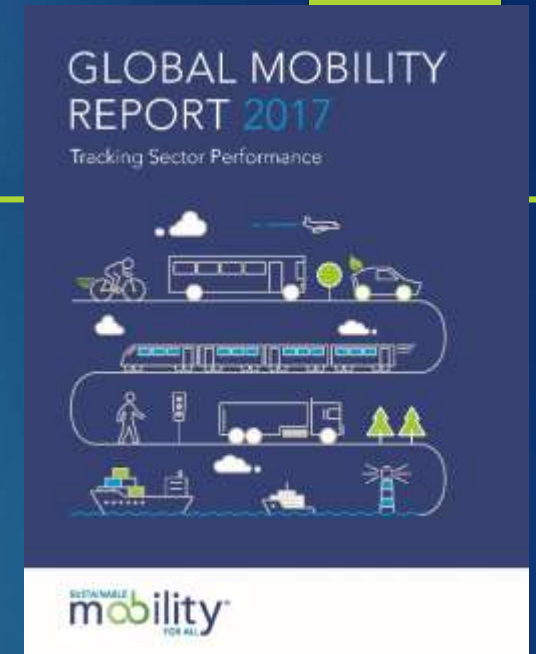


WORLD BANK



Global Road Safety Facility

US\$70m total (donors & funders)- with huge leveraging



GRSF Globally influential reports



GRSF Influential guiding research publications

Measuring progress and projecting attainment on the basis of past trends of the health-related Sustainable Development Goals in 188 countries: an analysis from the Global Burden of Disease Study 2016

GBD 2015 SDG Collaborators*

Summary

Background The 17 Sustainable Development Goals (SDGs) are a set of targets that the world aims to achieve by 2030. The health-related SDGs are SDG 3 (Good Health and Well-being), SDG 4 (Quality Education), SDG 5 (Gender Equality), SDG 6 (Clean Water and Sanitation), SDG 7 (Affordable and Clean Energy), SDG 8 (Decent Work and Economic Growth), SDG 9 (Industry, Innovation and Infrastructure), SDG 10 (Reduced Inequalities), SDG 11 (Sustainable Cities and Communities), SDG 12 (Responsible Consumption and Production), SDG 13 (Climate Action), SDG 14 (Life Below Water), SDG 15 (Life on Land), SDG 16 (Peace, Justice and Strong Institutions), and SDG 17 (Partnerships for the Goals). The health-related SDGs are SDG 3 (Good Health and Well-being), SDG 4 (Quality Education), SDG 5 (Gender Equality), SDG 6 (Clean Water and Sanitation), SDG 7 (Affordable and Clean Energy), SDG 8 (Decent Work and Economic Growth), SDG 9 (Industry, Innovation and Infrastructure), SDG 10 (Reduced Inequalities), SDG 11 (Sustainable Cities and Communities), SDG 12 (Responsible Consumption and Production), SDG 13 (Climate Action), SDG 14 (Life Below Water), SDG 15 (Life on Land), SDG 16 (Peace, Justice and Strong Institutions), and SDG 17 (Partnerships for the Goals).

Re-invigorating and refining Safe System advocacy

R.F. Soames Job

Global Lead for Road Safety, World Bank & Head, Global Road Safety Facility

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Key Findings

- Safe System principle
- However, interpretation
 - The push for road safety is unconvincing for

Global Health Metrics



Global, regional, and national disability-adjusted life-years (DALYs) for 333 diseases and injuries and healthy life expectancy (HALE) for 195 countries and territories, 1990–2016: a systematic analysis for the Global Burden of Disease Study 2016



GBD 2015 DALYs and HALE Collaborators*

Summary

Lancet 2017; 390: 1204–344

*Collaborators listed at the end of the Article

Correspondence to:

Background Measurement of changes in health across locations and epidemiological patterns against health system performance are essential for research, policy development, and programme decision making. In the Global Burden of Disease Study 2016, we drew from two widely used summary

Full Paper – Peer Review

Job et al.

Should We Treat Fatal and Injury Crashes Differently for Road Safety Treatment Selection? The Evidence says Sometimes Yes Sometimes No

R.F. Soames Job^a, Chika Sakashita^b, Karl Pauligk^c, Arthur Konstad^c, Michael Cornish^c, Phoebe Maxwell^d, Simon Raftery^e

^a World Bank; ^b Global Road Safety Solutions; ^c Motor Accident Commission; ^d South Australia Police; ^e Centre for Automotive Safety Research

Abstract

Two opposing views exist regarding use of fatal versus injury crashes to guide selection of road



Department
for International
Development

Before



During



After

Fundamental Roles of Vehicles in Road Safety

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- ▶ Do not contribute to a crash (avoid vehicle failure)
- ▶ Minimize the risk of human error (good ergonomics)
- ▶ Facilitate crash avoidance
- ▶ Protect people in the event of a crash (Passive safety)
- ▶ [Autonomous vehicles: Eventually, take the human out of the equation]

Fundamental Roles of Vehicles in Road Safety

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- ▶ Autonomous vehicles- long way off for LMICs (93% of crash deaths)
- ▶ Will take a lot of factors (& stakeholders) out of the road safety field: great
- ▶ Vehicle inspectors will still be essential.

VEHICLE REGULATION & INSPECTION for ROAD SAFETY

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- ▶ Most apparent roles of initial and regular inspections: Check existence and maintenance of all the features which deliver safety roles just noted
- ▶ Less apparent:
 - ▶ Facilitates and adds credibility to vehicle registration, which is vital to enforcement processes especially automated enforcement
 - ▶ Flow on impacts: Reduce risk



Flow-on.....

Lack of
Vehicle
regulation
and
inspection

=

1. high-risk modifications
2. high risk usage
3. overloading



Vehicles

CITA-GRSF partnership

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- ▶ AVIS (Audit of Vehicle Inspection Scheme) process and value for Road Safety- in CITA Annual report
- ▶ AVIS in Togo funded by GRSF to CITA
- ▶ CITA since became a donor to GRSF
- ▶ Plans for this funding:
 - ▶ Another AVIS
 - ▶ Report on Vehicle safety issues



- ▶ Inspections critical for safety in LMICs
- ▶ (and HICs): Vehicle safety issues under-estimated in HICs and don't count where vehicle fails to save a life even if the crash happens.
- ▶ AVIS process add value for RS- Details in CITA Annual report

CITA – GRSF partnership

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1. WB, analytic/policy guidance on MOTORIZATION MANAGEMENT

- ▶ Funded by Korean Green Growth Trust Fund, and included Korea Transport Safety Authority and CITA as partners.

2. Another AVIS is in development

3. CITA is a donor to GRSF:

- ▶ CITA is a key member of the GRSF Board, bringing vehicle issues into focus
- ▶ Further plans for the funding: **Report/Guide on the value of and policies for sound Vehicle Inspection Schemes**

I promised 3 core messages

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- ▶ Road deaths and injuries are a global crisis of huge economic cost
- ▶ The WB and GRSF are playing key roles in addressing this crisis
- ▶ Vehicle safety matters in the road safety crisis, and the activities of CITA & GSRF/WB in partnership are vital in addressing this

Thank you for your attention

Soames Job





Walter Nissler

Chief of Vehicle Regulations
and Transport Innovations Section
UN ECE





Activities of the United Nations in Road Safety: UN Road Safety Trust Fund & The UN 1997 Agreement on Periodic Technical Inspections

CITA 2019 Conference

2 - 4 April 2019, Seoul

Sustainable Transport Division



UNECE and Road Safety



The 6 most important Conventions for Road Safety

- 1949 and 1968 Convention on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations
- 1997 Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections
- 1998 Agreement on Global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles
- 1957 European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)

UN and Road Safety

UN decade of action for road safety 2011-2020

The plan



The 5 pillars



UN Secretary General's Special Envoy on Road Safety

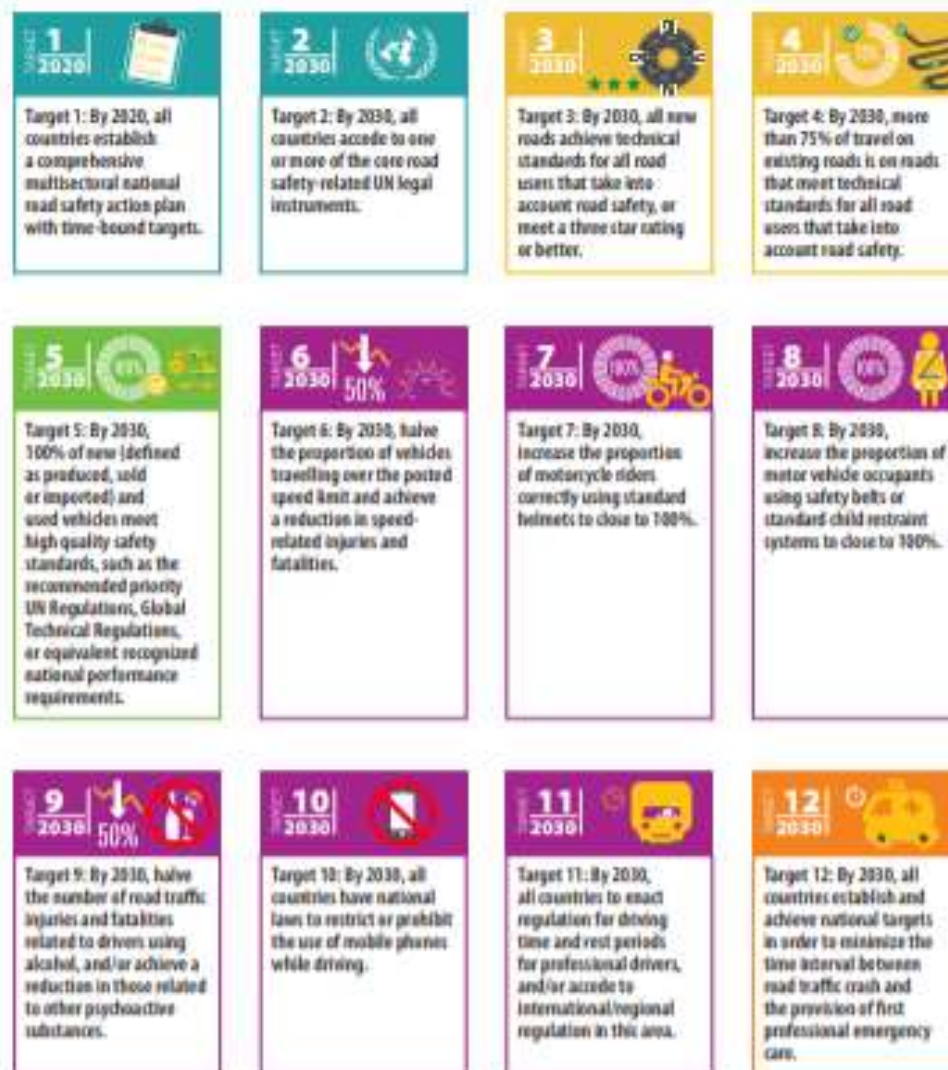
- United Nations Secretary-General Ban Ki-moon announced on 29 April 2015 the appointment of Jean Todt as his Special Envoy for Road Safety.
- to help mobilize sustained political commitment at the global level towards making road safety a priority worldwide
- UNECE, which is the custodian of the UN road safety legal instruments, will act as the secretariat for the Special Envoy.



UN Road Safety Trust Fund



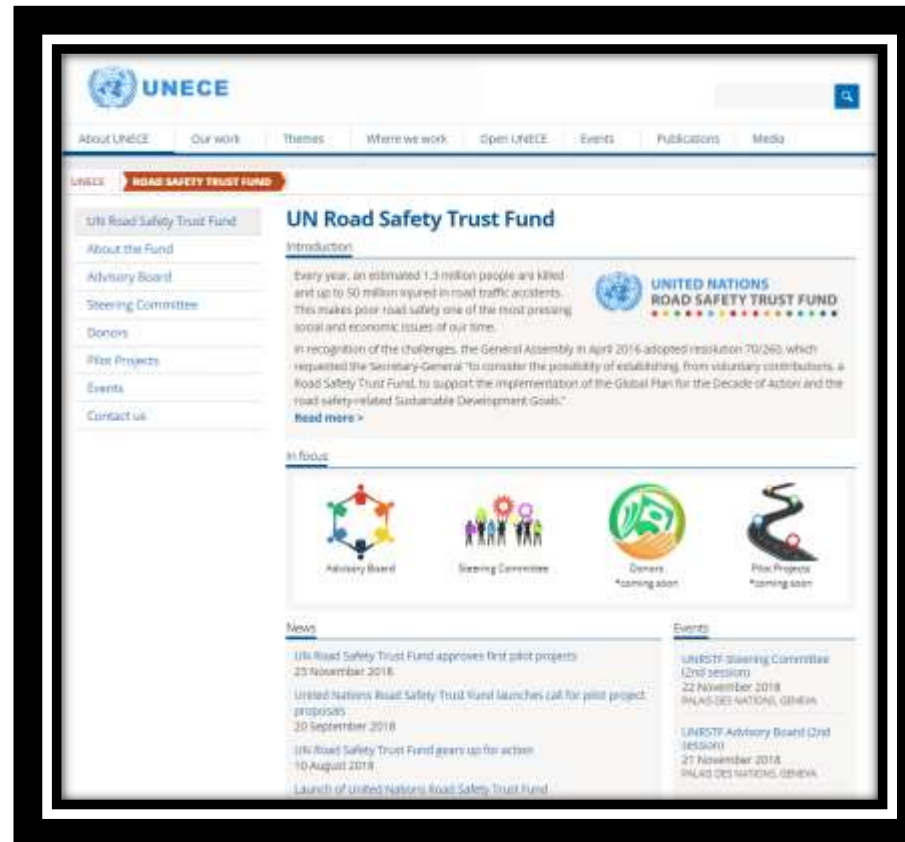
GLOBAL ROAD SAFETY PERFORMANCE TARGETS



■ Pillar 1: Road safety management
 ■ Pillar 2: Safe roads and mobility
 ■ Pillar 3: Safe vehicles
 ■ Pillar 4: Safe road users
 ■ Pillar 5: Post-crash response

UNRSTF Global Framework Plan of Action for Road Safety

- Adopted under the United Nations Road Safety Trust Fund
- Will guide project financing and coordination under the Trust Fund

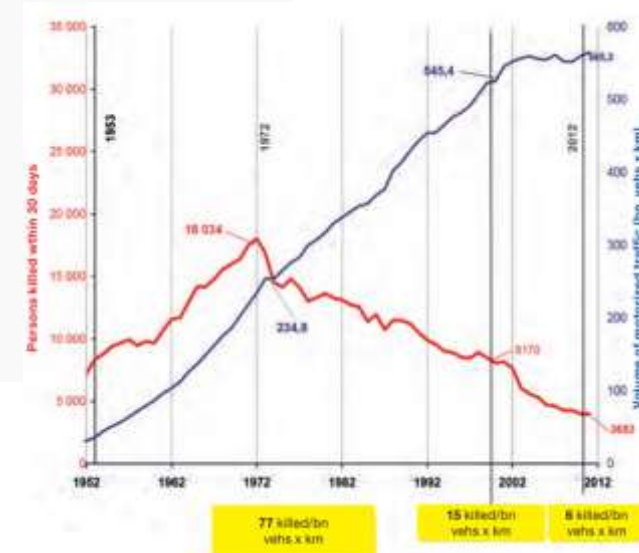


Foundation

- **Holistic approach with the Safe System principles**
(Consultation paper for the establishment of UNRSTF, 2017, p. 10)
- **Holistic and integrated approach recognizing the Safe System principles and promoting costs-efficient approaches**
(Terms of Reference for UNRSTF, p. 4)
- **Performance of a fund greatly depends on the quality of its allocation decisions, the fund results framework and its underlying theory of change**
(UNDG Guidance on Establishing, Managing and Closing Multi-donor Trust Fund, p.14)
- **Build on the experience of best performers**



National Road Safety Systems



Where to start?

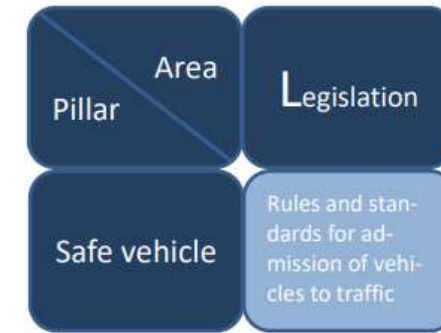
Global Framework Plan of Action for Road Safety

Area Pillar	Area				
	L	E	E	T	I
	egislation	nforcement	ducation	echnology	nternational Regulatory Support
Road safety management					
Safe user	Traffic rules drivers pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Forgiving road design, intelligent road systems	UN RS legal instruments and resolutions, Int. standards WP.1, SC.1
Effective post-crash response	Standards for post-crash response and for crash investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, Int. standards, WP.1, SC.1

- Evolves from the Global Plan for the Decade of Action for Road Safety:
 - five pillars for road safety as the essential blocks for creating sound national road safety systems
 - safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance targets

Area	Legislation	Enforcement	Education	Technology	Research & Support
Pillar	Road safety management				
Safe user	Safe user education	Safe user enforcement	Safe user education	Safe user technology	Safe user research & support
Safe vehicle	Safe vehicle legislation	Safe vehicle enforcement	Safe vehicle education	Safe vehicle technology	Safe vehicle research & support
Safe road	Safe road legislation	Safe road enforcement	Safe road education	Safe road technology	Safe road research & support
Effective post-crash response	Effective post-crash response	Effective post-crash response	Effective post-crash response	Effective post-crash response	Effective post-crash response

Global Framework Plan of Action for Road Safety



Actions - Legislation

- This area focused on rules and standards for admission of vehicles to traffic should comprise the following action:
- 1) Adopt rules for registration of vehicles that include strict vehicle inspection schemes
 - 2) Adopt rules on vehicle's identification marks
 - 3) Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second hand vehicles (braking, electronic stability control, steering, tires, lighting and lighting devices, safety belts, child restraint anchorages (ISOfix), crash protection against front-, lateral- and pole-side- impact, pedestrian protection, child restraint systems and helmets, front and rear underrun protection, safety glazing)
 - 4) Put in place a regime for vehicle certification for both new and/or imported second hand vehicles with requirements for the certification processes, designation of technical services and/or inspectors, their facilities and knowledge, quality control and conformity of production and/or market surveillance.
 - 5) Put in place a regime for periodic technical inspection of vehicles in use (registered) with requirements of scope, frequency of inspections, inspection items, test methods

Area	Legislation	Enforcement	Evaluation	Technology	Resource Support
Pillar					
Safe road					
Safe vehicle					
Safe road					
Effective post-crash response					

Global Framework Plan of Action for Road Safety



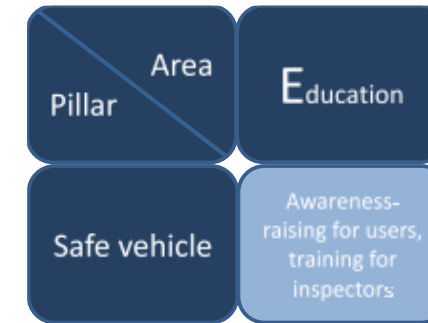
Actions - Enforcement

This area focused on certification and inspections by qualified inspectors should comprise the following action:

- 1) Authorize inspection centers, which may include privately operated workshops, for technical inspections and supervise and audit inspection centers
- 2) Carry out road side technical checks including load securing (police and technical inspectors, enforcement technology e.g. mobile testing stations, portable inspection tools)
- 3) Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections
- 4) **Undertake import/export control on new and used vehicles**
- 5) Apply effectively penalties for use of vehicles with expired certificates
- 6) Apply effectively penalties to inspection centers and use anti-corruption mechanism
- 7) Assess effectiveness of vehicle enforcement activities by use of appropriate indicators
- 8) Ensure sufficient budget for inspection, supervision and audit

Area	Legislation	Enforcement	Education	Technology	Research & Development
Pillar					
Safe user					
Safe vehicle					
Safe road					
Effective post-crash response					

Global Framework Plan of Action for Road Safety



Actions - Education

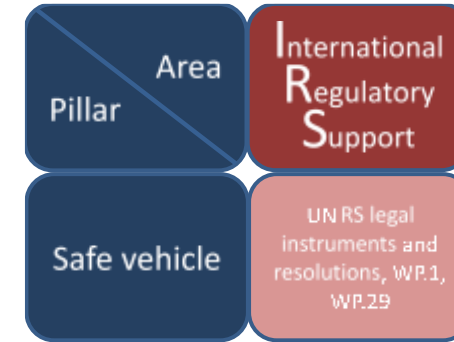
This area focused on awareness-raising for users and training for inspectors should comprise the following action:

- 1) Conduct campaigns to raise general awareness of safety benefits from safety systems of vehicles and proper equipment, **importance of continuous vehicle-maintenance** and proper use of safety related systems and equipment.
- 2) Carry out targeted campaigns for specific groups of users (e.g. equipment for safe transport of children in vehicles, motorcycle helmets)
- 3) **Train, re-train and test inspectors to carry out high quality inspection and technical check**
- 4) Assess effectiveness of education activities by use of appropriate indicators
- 5) Ensure adequate budget for education and training





Global Framework Plan of Action for Road Safety



Actions - International regulatory support

Core United Nations conventions on road safety

- 1949 Convention on Road Traffic
- 1968 Convention on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport
- 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations (Revision 3)
- **1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections**
- 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles
- 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road



Why does it matter?

Why vehicle regulations (new vehicles) ?

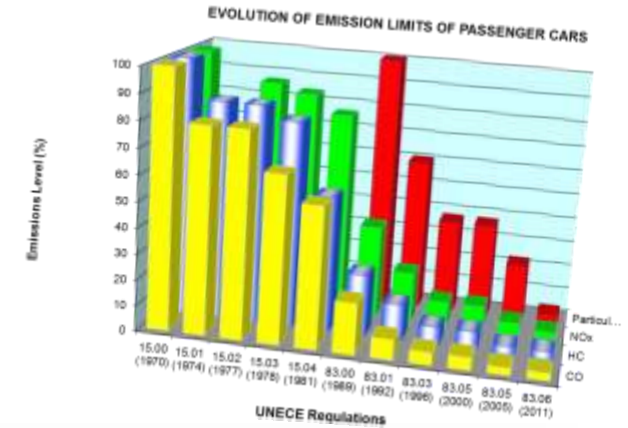
Several versions of a given model are built, because:

- Left Hand Drive
- Right Hand Drive
- The US/Canada version
- The Rest of the World (e.g. for countries with low fuel quality)...

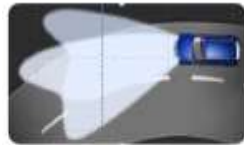


Same type
Same model
Same brut price

Different safety
depending on
national legal
requirements
(no airbags,
lower quality
material, less
welding points,
fewer structure
components,
etc...)



The most important UN Vehicle Regulations to make a change to road safety



Topic	Passenger cars UN Regulation	PTWs UN Regulation	Commercial vehicles UN Regulation
Brakes	R 13 H	R 77 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Electronic Stability Control	R 14		
Steering	R 79		R 79
Tyres	R 30/ GTR 16	R 75	R 54
Mechanical couplings			R 55
Helmets		R 12	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95, R 135/ GTR 14		
Pedestrian safety	R 127/ GTR 9		
Child restraints	R 44		
Recalls (EVSC)		R 13	
Crash strength			R 25
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Underrun protection			R 58 R 93
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48



Effective if supplemented by the right Periodic Technical Inspection

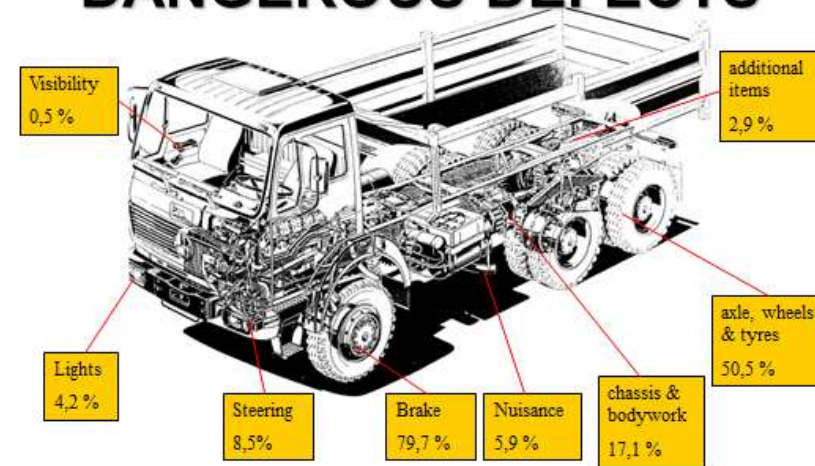
Why does it matter?

Why PTI ?

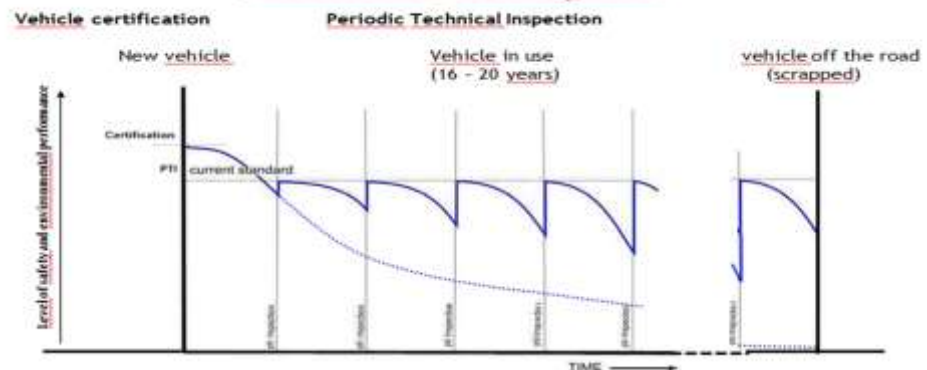
- Evidence base:
 - Technical defects related to fatal accidents (based on in-depth accident analysis)
 - 8 to 15% in high income countries (EU)
 - 15 to 25% in middle income countries
- 1997 Agreement
 - New specifications for new technologies
 - Towards continuous compliance

Example of results of technical roadside inspections (Austria '08)

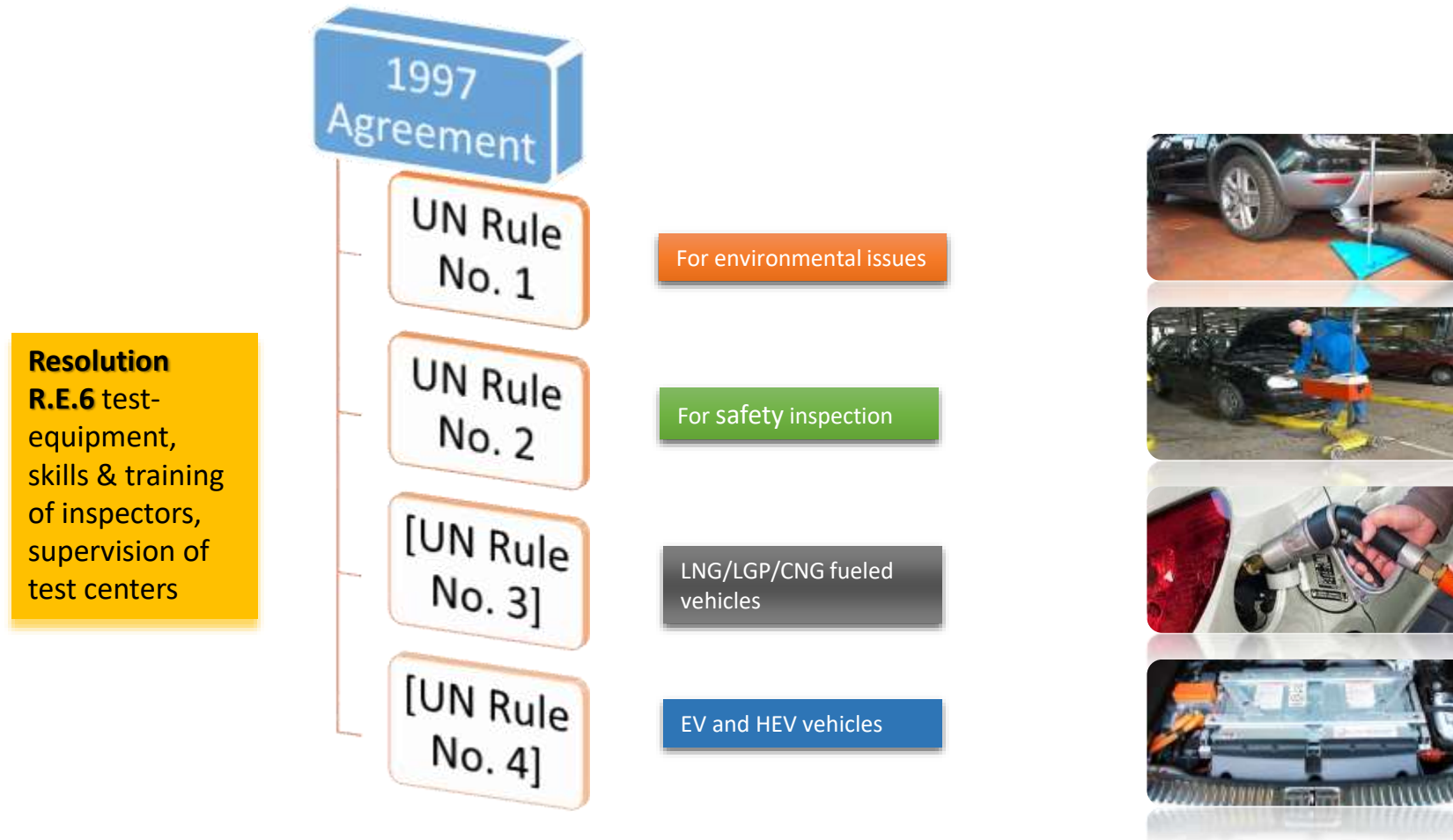
DANGEROUS DEFECTS



Vehicle Lifecycle



Principal Elements of the **1997** Agreement



With the latest amendments to the 1997 Agreement and the new UN Rule Nos. 3 & 4
1997 Agreement is the global lead legislation for PTI

Import/export of used vehicles

- The Inland Transport Committee (ITC) discussed together with UNEP :
 - The safety and environmental issues due to inefficient import/export of used vehicles
 - #roadworthiness, #De-content, #re-use, #spareparts
- Some quick measures are in place
 - E.g. restriction on the age of vehicle and other administrative (paperwork) actions. Effectiveness questioned.
- Technical experts believe in real checks and are exploring the benefits of:
 - PTI before export
 - (Random) PTI at import before vehicle registration (to check against export PTI)
- The technical provisions under the 1997 Agreement provide an excellent basis for such inspections
- Full coverage of various aspects for import/export of used vehicles in the plan of UNRSTF

Automated / autonomous and connected vehicles

- New technologies
- Sensors
- Driving system
- Connectivity V2V, V2I, V2X
- Software updates over the air
- Maps
- Artificial intelligence

 **Whole Life Compliance needed**

Thank you

Walter.Nissler@un.org





Paul Koffi KOFFI

Commissioner in Charge of Community Land
Planning and Transport Department
UEMOA - WAEMU





Bénin



Burkina Faso



Côte-d'Ivoire



Guinée-Bissau

Département de l'Aménagement du Territoire Communautaire, des Transports (DATC)

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SITUATION DE LA SECURITE ROUTIERE DANS LA ZONE UEMOA

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**Présenté par M. Paul Koffi KOFFI
Commissaire chargé du DATC**

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Séoul , le 02 Avril 2019



Mali



Niger



Sénégal



Togo

PLAN D'INTERVENTION

I. CONTEXTE

II. SITUATION DES ACCIDENTS DE LA CIRCULATION DANS LES ETATS MEMBRES DE L'UEMOA

III. MESURES ET DISPOSITIONS COMMUNAUTAIRES EN MATIERE DE SECURITE ROUTIERE

IV. CONCLUSION

I. CONTEXTE

Les accidents de la circulation



Parmi les fléaux dévastateurs de nos sociétés au cours de ces dernières années

Causés en partie par le mauvais état des véhicules

En 2020, sans mesures correctrices, forte probabilité que les accidents occupent le 3ème rang mondial (OMS)

9ème /10 du classement des 10 principales causes du fardeau mondial des maladies

I. CONTEXTE

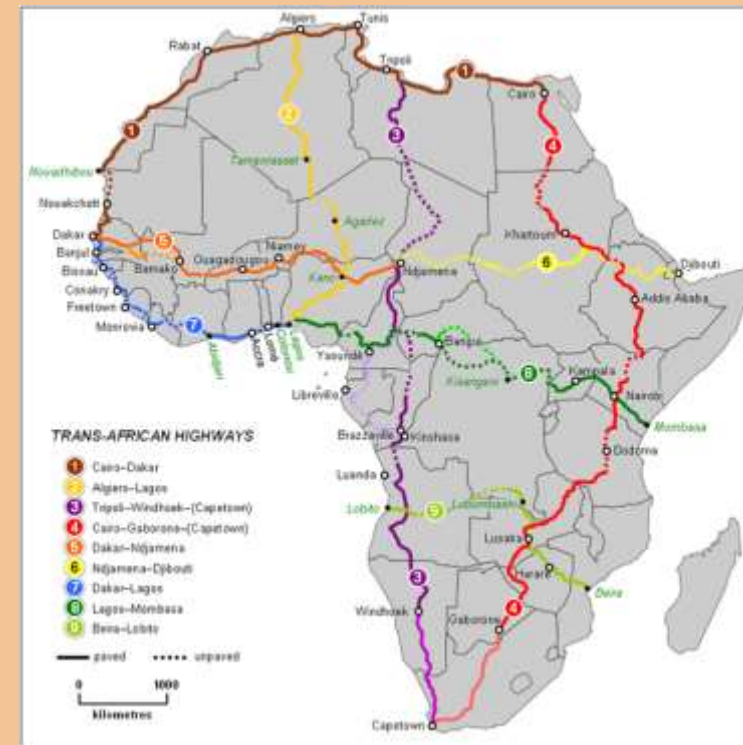
Situation des accidents de la route dans le monde

- En moyenne 1, 2 - 1, 3 millions de morts et 50 millions de blessés par an dans le monde (OMS)
- 1ère cause de mortalité des enfants de 15 à 29 ans
- 2^{ème} cause de mortalité des acteurs de développement âgés de 30 à 44 ans
- Au moins 500 milliards de dollars US de pertes en termes socio-économiques, soit 1 à 2% du PNB des économies des Etats
- Taux de mortalité moyen mondial : 18 tués / 100 000 habitants.

I. CONTEXTE

Situation en Afrique

- Mortalité routière: 48 tués pour 100 000 habitants (OMS)
- 90% des victimes d'accidents routiers dans les pays à revenus faible et moyen, notamment les Etats membres de



II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L'UEMOA



Moyenne annuelle: 4 000 tués et 300 000 blessés



Chiffres sous-estimés en raison de l'état des systèmes de collecte et des réticences des populations aux déclarations des cas d'accidents.



Taux de mortalité routière moyen actuel : 32 tués pour 100 000 habitants

II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L'UEMOA



Facteurs explicatifs

- Facteur humain
- Etat des véhicules
- Etat des routes
- Gouvernance en matière de sécurité routière

II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L'UEMOA



Facteur humain

- Faiblesse du système de formation à l'obtention du permis de conduire
- Certaines auto-écoles bien que non agréées, exercent et délivrent des permis de conduire (sujets à caution)
- Absence de politique de recyclage systématique
- Milieu dominé par l'informel

II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L'UEMOA



Etat du véhicule

- Non respect des périodes d'inspection technique
- Possibilité de circuler sans la visite technique (papillon)
- Tolérance dans certains Etats membres de la circulation des véhicules sans immatriculation/banalisés
- Métiers de la maintenance auto très répandus mais informels

II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L'UEMOA



Etat des routes

- Mauvais état des routes
- Routes en bon état, mal entretenues
- Difficultés à recouvrer les droits et taxes dans un cadre de gouvernance informelle
- Moyens des Etats limités pour financer de manière adéquate, la construction, la gestion et l'entretien du réseau routier

II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L'UEMOA



Gouvernance en matière de sécurité routière

- Centres d'inspection technique des véhicules non encore mis aux normes dans tous les Etats membres
- Manque d'équipements adéquats pour appliquer la réglementation routière (alcooltest, radar, surcharge à l'essieu, ...)
- Trafic d'influence sur les autorités chargées de l'inspection technique automobile
- Corruption des acteurs du transport

III. MESURES ET DISPOSITIONS

Depuis 2007, mise en œuvre par la Commission de l'UEMOA, d'un programme prioritaire de sécurité routière Pour faire face à la question de la sécurité routière et à son financement, notamment par des textes portant harmonisation des domaines suivants:

- Cadre de gestion national et régional de la sécurité routière
- Audit de sécurité routière
- Système d'information sur les accidents de la route
- Système de formation à l'obtention du permis de conduire
- Contrôle technique automobile
- Education à la sécurité routière dans les systèmes éducatifs

III. MESURES ET DISPOSITIONS

Mise en œuvre du **Règlement 14 (12/2005)** relatif à l'harmonisation des normes et procédures du contrôle du gabarit, du poids et de la charge à l'essieu des véhicules lourds de transport de marchandises dans les Etats membres de l'UEMOA:

- 20% de niveau de surcharge à l'essieu contre 40% il y a 2 ans grâce aux actions depuis septembre 2017
- Renforcement des mesures en vue de son application intégrale

III. MESURES ET DISPOSITIONS

Dynamique de l'amélioration de la fluidité routière

- Interconnexion des systèmes douaniers dans la sous-région pour faciliter les procédures de dédouanement
- Développement des programmes routiers dans la sous-région
- Construction et/ou bitumage du réseau routier pour améliorer la qualité du trafic
- Programme de renouvellement du parc automobile et application de la limitation d'âge d'importation

III. MESURES ET DISPOSITIONS

Dynamique de l'amélioration de la fluidité routière

- Mise en place d'un Observatoire régional des transports à partir de l'Observatoire des Pratiques Anormales (OPA) existants qui visent la réduction des barrages, du temps de contrôle et l'éradication du racket
- Suivi renforcé de la mise en œuvre des mesures communautaires
- Renforcement de la synergie avec les Etats et les Partenaires Techniques et Financiers, notamment la Banque Mondiale, les Nations Unies, l'Union Européenne, la JICA, ...

III. MESURES ET DISPOSITIONS

Situation du financement de la Sécurité routière dans les Etats membres de l'UEMOA

- **Financement des structures d'exécution de la politique de sécurité routière par :**
 - les budgets des Etats
 - des amendes forfaitaires perçues suite aux infractions constatées, notamment en matière de vitesse,
 - des revenus du contrôle technique automobile, des contributions des compagnies d'assurance, de la rémunération des prestations (en matière de formation)
 - Accessoirement des financements des bailleurs de fonds pour des projets d'investissements (équipements ou constructions).

III. MESURES ET DISPOSITIONS

Situation du financement de la Sécurité routière dans les Etats membres de l'UEMOA

- Ressources publiques parfois en hausse lorsque la sécurité routière est inscrite parmi les priorités gouvernementales
- Affectation systématique de 10% des budgets d'investissements routiers au développement de la sécurité, recommandée par la Communauté internationale des bailleurs de fonds
- Réalisation d'une étude en 2012 pour la mise en place des Fonds Nationaux et du Fonds Régional
- Dispositions des Etats pour la mise en place de ces deux instruments en vue du financement de la sécurité routière.

IV. CONCLUSION

Merci de votre aimable attention



Next session:
Plenary session 3
Grand Ball Room | 01:30 pm

Enjoy the lunch!

