

Total / World-Bank

Corridors Road Safety Initiative

”Enhancing the Efficiency of Regional Trade & Transit
Corridors in Africa”

L. TZEUTON
AFRI CITIES
Road safety session
Marrakech – 18/12/2009



TOTAL in Africa and Middle-East



AMO key figures*

	Countries and overseas territories	48
	Affiliates (marketing)	55
	Service-service	4 354
	Logistics (affiliales and joint ventures)	15
	LPG Filling Centers	52
	Lubricants Blending	25
	Refineries Blending	5
	Mt Sales of products (except bulk)	16.4
	<i>Incl. network</i>	8.2
	<i>Incl. lubricants</i>	0.2
	<i>Incl. GPL</i>	0.6
	<i>Incl. Aviation</i>	1.5
	Staff	7 500




*Management area 2009 + new MMO subsidiaries

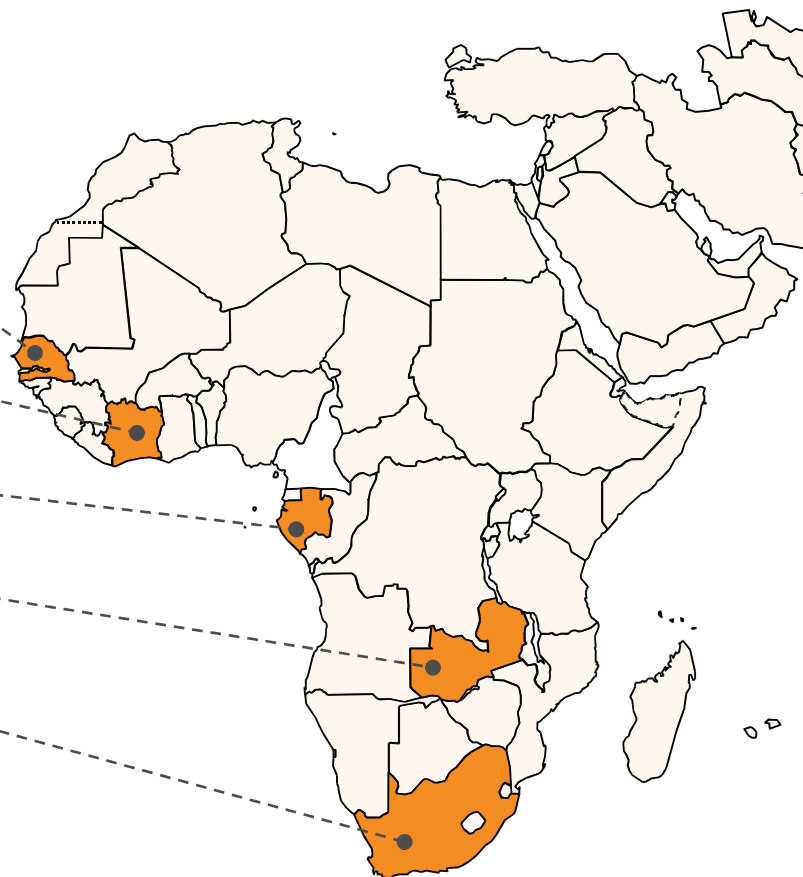
Africa/Middle East: operational management



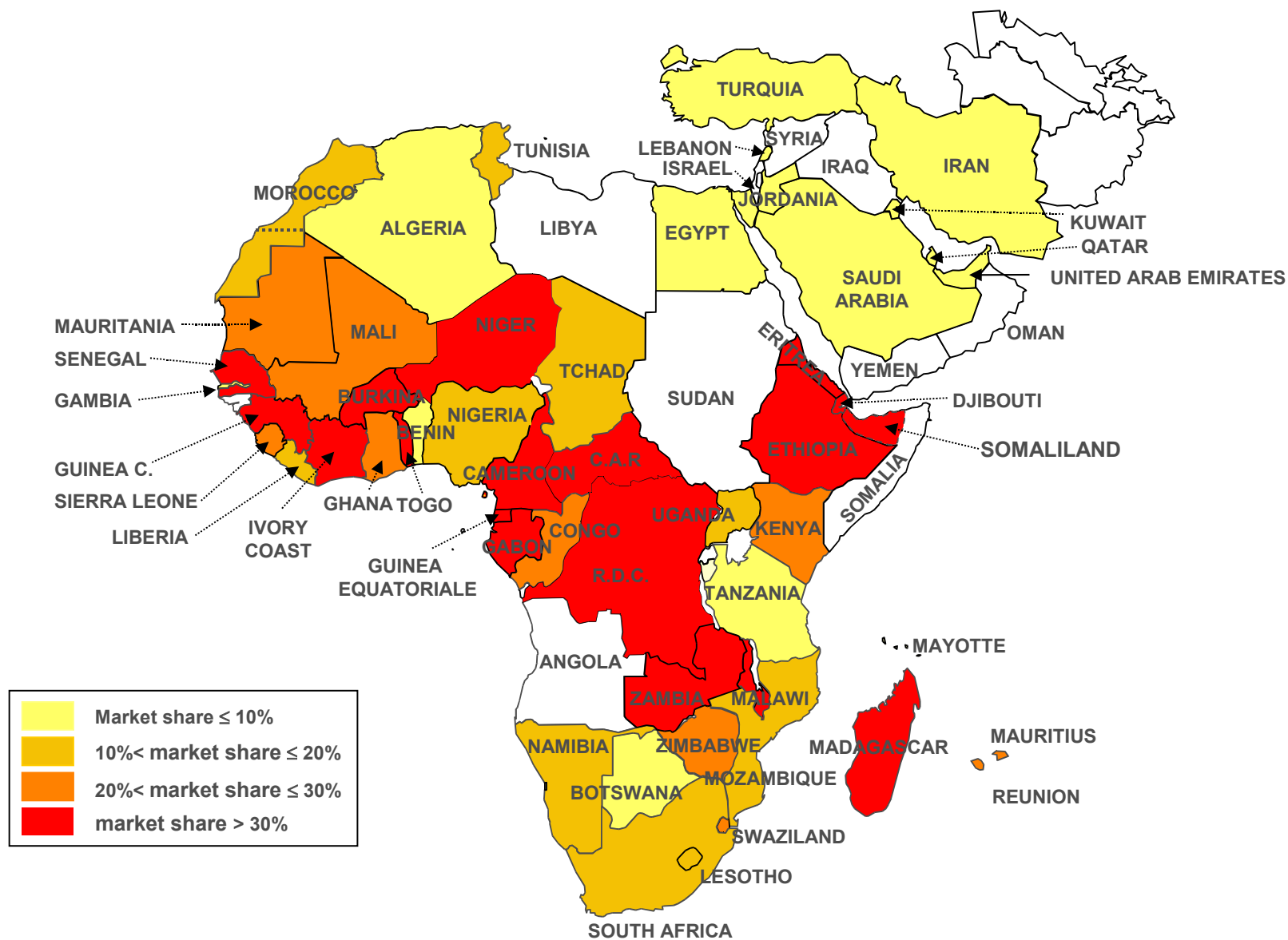
- MMO – Mediterranean / Middle East
- AFO – West Africa
- AFC – Central Africa and Sahel
- AFNE – North East Africa
- AFSE – South East and Indian Ocean Africa
- AFS – South Africa

5 refineries in Africa

		100% capacity	shareholder
	SENEGAL Société Africaine de Raffinage	1.20 Mt	34.6 %
	IVORY COAST Société Ivoirienne de Raffinage	3.80 Mt	25.4 %
	GABON Société Gabonaise de Raffinage	1.20 Mt	43.8 %
INDENI	ZAMBIA Indeni Petroleum Refinery	0.85 Mt	50.0 %
Natref	SOUTH AFRICA National Petroleum Refiners of S.A.	5.30 Mt	36.4 %



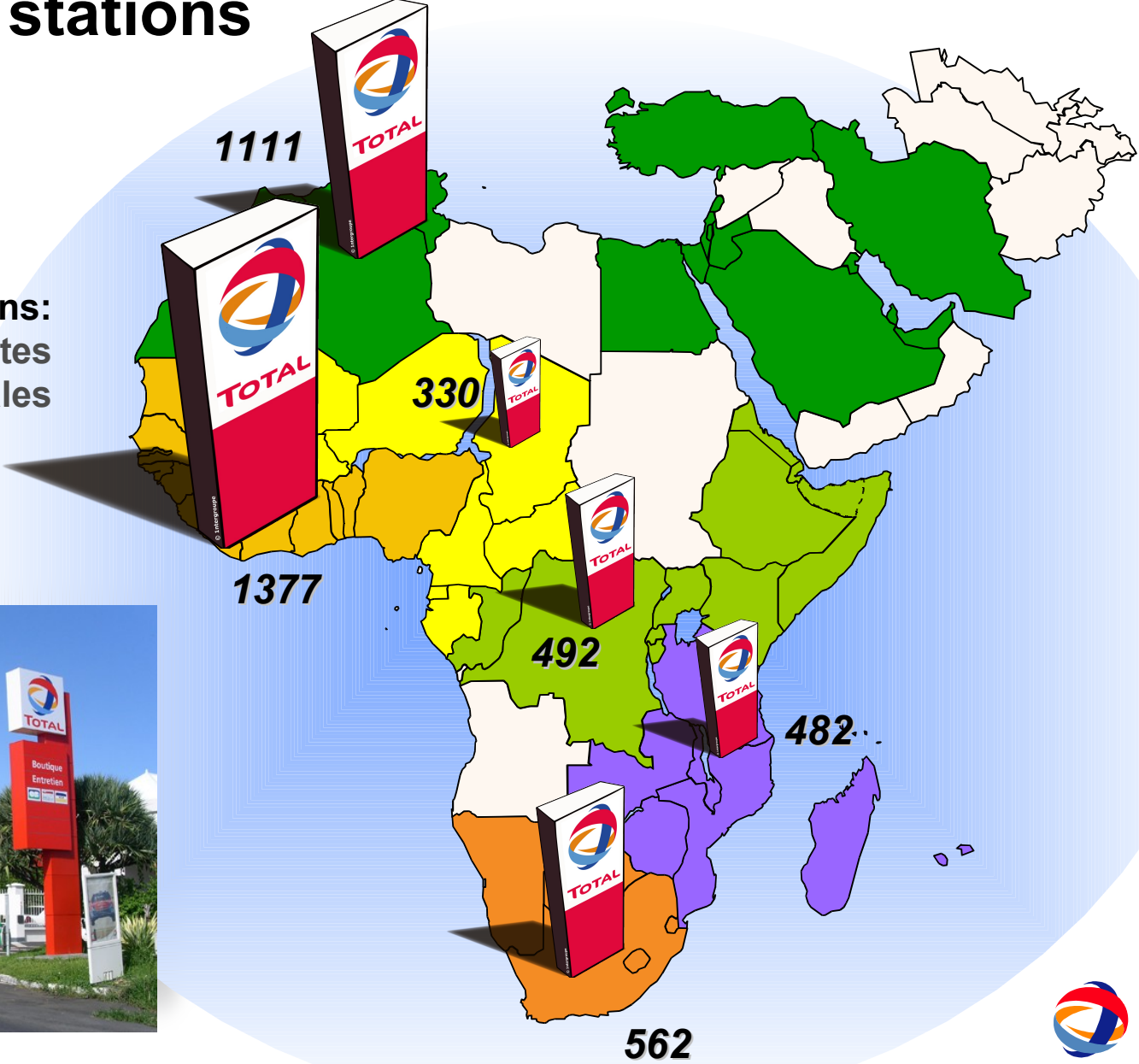
Market share: all products - 2009



4 354 service stations



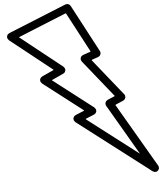
Service stations:
Network contributes
50% of AMO sales



Total / World-Bank Road Safety Initiative



Road Safety in Africa: Humanitarian Crisis & Development Impediment



200 times the UK casualty rate per km/t
Casualties poised to increase 80% by 2020

SOCIAL

Casualties of Road crash > HIV + Malaria

Cause of death #2 for age 4 -15

70% casualties are pedestrians

ECONOMIC

Road crashes cost 1-5% of Africa GDP

Crashes cost more than Infrastructure Aid

75% casualties age 20-35 – active population



TOTAL

Road Safety Actions in Africa are dispersed without Synergy and Sustainability



Policy roll out with positive impact ex 1980 & 2002 in Kenya short lived & policy remains ineffective



Legislation when existing is not implemented



Multitude of small projects & initiatives



Lack of enforcement – poor efficiency & effectiveness



Partial vision & outdated practice (blackspot approach...)



No quantified objectives & impact monitoring



Donors have no capacity, are absent from RS or imprudent with transport projects without RS audit

Yet... the Road Safety Agenda has been set in Africa

- ✓ WHO -WB 2004 report on Road Safety
- ✓ 2007 UN General Assembly 10% of investment to be dedicated to Safety
- ✓ 2007 Africa Road Safety Conference Accra Declaration target 50% reduction of fatalities by 2020
- ✓ Kenya & other countries: comprehensive legislation
- ✓ Countries now launching sustainable policies: Ghana, Ethiopia, Uganda...

+ Decade of Action for Road Safety 2010 -2020



TOTAL requested Global Road Safety Facility (GRSF) for help in Road Safety

NB Private sector

- ✓ needs Road Safety
- ✓ commits huge resources to RS
- ✓ has much to loose or gain
- ✓ Is effective partner especially when Government commitment is low



TOTAL and World-Bank Initiative : Africa Regional Trade Corridors Road Safety



The Project # 1 of Program:

The Northern Corridor



Bringing the Private & Public Sectors together within a comprehensive Framework

- Starts in Kenya, expands along Uganda, Rwanda & Burundi segments
- To Brand an Africa Corridor road safety approach that Sustainably generates synergies, capacity building & road safety results
- Bring road actors & users together (comprehensive system) on voluntary basis
- To Reduce accidents, injuries and deaths on the Mombasa / Nairobi / Kampala corridor
- Bottom Up Complement to public interventions, ensuring leverage and synergy
- Build Knowledge & Success package
- Successful pilot approach to be further expanded and replicated along the 20 priority trade, transit and transport NEPAD priority corridors



The Project Components (Modules)

Post
Crash
Emerge-
ncy
Health
System **5**

Data
Monit.
Evalu.
&Ana
6

Enforcement, Road Policing, Speed –
Weight –Code **4**

Communication, Education, Civil Society
Awareness Raising & Participation **7**

Freight
Commercial
Driver
Trucks

Passenger
Transport
Vehicles
2

Non-Driver
Cars and
Vans

Infrastructure, Safety Audit,
Signalization, Management of the
Road service to all **3**

Rules of
Enforce-
ment

Driving
Code
Regulat-
ory
Frame
work
1

7 Modules to be launched in a sustainable fashion

- (i) Module 1 concerns the Vision, the Policy Legislation and Regulations setting the framework for road safety.
- (ii) Module 2 deals with the Safety Practice of Vehicles Management and of vehicle driving.
- (iii) Module 3 concerns the critical Infrastructure Safety Management along the Northern Corridor.
- (iv) Module 4 deals with the Enforcement of the Driving Code and Vehicle Safety Standards along the corridor.



7 Modules to be launched in a sustainable fashion

- (v) Module 5: Post Crash Medical Interventions and coordination with the road traffic police, for on site emergency care, pick up of victims at crash sites along the corridor, appropriate post traumatic treatment, and rehabilitation of the injured.
- (vi) Module 6: development, identification of funding and promotion of a package of activities for the generation of consistent standard Road Safety Data, setting of safety performance objectives, Monitoring, Evaluation and Analysis, to provide feedback to policy makers and relevant stakeholders.
- (vii) Module 7: Education, Information and Communication (EIC) at national and at regional level, along the corridor.



Further perspectives

Decade of action



Western Region:

Abidjan to Lagos
 Cotonou to Niamey
 Tema - Ouagadougou - Banjul
 Abidjan - Ouagadougou-Bamako
 Dakar – Bamako - Ouagadougou
 - Niamey,
 Dakar to Banjul
 Dakar to Nouakchott

Southern and Eastern Regions:

Antananarivo to Antsirabe,
 Gauteng to Dar Es Salaam (there are various route options),
 Maputo to Johannesburg,
 South Africa to Harare and Lusaka,
 Nacala to Lilongwe,
 Beira to Harare,
 Dar es Salam to Nairobi and to Bujumbura,
 Mombasa to Kampala, Kigali and Bujumbura,
 Djibouti to Addis Ababa,
 Lobito to Benguela.

Central Region:

Kinshasa to Matadi,
 Douala to Bangui and N'Djamena,
 Bamenda to Enuke.

NEP
 Priority
 corridors

Source from UNECA

Each Corridor a 3 year project staggered over the decade

Table 1 – Phases of implementation of Africa international transport corridor road safety

Year	09	10	11	12	13	14	15	16	17	18	19	20
2009	—————		—————									
2010		—————			—————							
2011			—————		—————							
2012				—————		—————						
2013					—————		—————					
2014						—————		—————				
2015							—————		—————			
2016								—————		—————		
2017									—————		—————	
2018												
2019												
2020												
# projects	2	4	6	7	9	10	9	8	5	4	2	

NB Project # 2 = Douala – N’Djmena – Bangui
to identify December 2009



Partners

Partners	Role
GRSF, DFID, FIA, UN	Co-finance Project / Program
Private Sector Partners GRSP	Co-finance Project / Program
WB, AfDB, UNECA, WHO, SSATP	Finance activities identified / generated by Project / Program as part of own program & mandate
National / Corridor / Regional Institutions Kenya Roads Board (KRB) Ministries, Government Agencies Corridor Authorities (NCTTCA) RECs...	Execute activities generated by Project / Program
UNECA	Gradually assumes leadership role as part of Decade of Action



Global partners

WB

GRSF

TOTAL

Africa Union AU: Overall political leadership dedicated to peace. Convenes conference of Ministers of Transport & Health on Regional Action on Road Safety for the UN Decade of Action. Sets regional Goals & Reporting

UNECA Technical instrument for development & economic integration under the leadership of AU. Coordinates RECs on matters of Road Safety ensuring harmonization & TA

Road Safety Coordination Office = secretariat to Conference of Ministers of Transport & Health

SSATP annual meeting serves as Africa Technical Committee on Road Safety with stakeholders

SSATP NEPAD Transport Policy Instrument

AfDB Development Bank for all Africa countries

Regional Level

CEDEAO/UEMOA

CEEAC

COMESA

SADC

RECS foster regulatory harmonization with corridor entities & countries

Sub regional level

Abidjan - Lagos

Northern Corridor Authority

....

Maputo corridor

Corridor entities, coordinate ... on transit and border & / or Monitor performance

Corridor level

Proposed GRSF corridor Road Safety Team

Corridor project

National road safety stakeholder institutions

• [] ... [] ...

Kenya Roads Board

....

National road safety stakeholder institutions

National Level

Interface with the Urban Perimeter

- Negative impact and threats from Corridor
- Negative impact and threats from Cities
- How to anticipate these impact and threats
- Opportunities provided by Corridors
- Initiatives expected from local Authorities



Interface with the Urban Perimeter - Specific Issues

- Legislation and Regulations
- Safety Practice of Vehicles Management and of vehicle driving,
- Critical Infrastructure Safety Management,
- Enforcement of the Driving Code and Vehicle Safety Standards,
- Post Crash Medical Interventions and coordination with the road traffic police,
- Generation of consistent standard Road Safety Data,
- Education, Information and Communication (EIC)



Thank You

