

Road Safety Performance Review

Zimbabwe



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Zimbabwe

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Foreword



The recent global health situation revealed the relevance of road safety initiatives in crisis settings and the need to adapt our efforts. During COVID-19, mobility remains an essential service. Governments must still provide their citizens with

affordable and safe transport including those with disabilities, frontline health care and other essential workers. Even as many people stay at home, cutting off mobility is not an option, particularly not in the developing world – where many people live on a “hands-to-mouth” basis. Transport will have to play a major role in economic recovery from the pandemic; public transport, for example, offers a low cost and safe mobility option for most of the urban population and particularly for the most deprived. As governments focus their attention on addressing COVID-19 in their countries, it is of utmost importance that other priorities, like road safety, are not scaled back.

The spread of the virus and the corresponding implications overlapped with an important event on the global stage: the third Ministerial Conference on Road Safety, held in Stockholm, Sweden in February 2020. The conference marked the ending of the first Decade of Action for Road Safety (2011-2020) as well as recognized the shortcomings to achieve a 50 per cent reduction in road traffic fatalities and injuries in that timeframe. Charting a way forward for 2030, the Stockholm Declaration called to establish a “Second UN Decade of Action for Road Safety” and to extend the Sustainable Development Goals (SDG) target 3.6 deadline to 2030. It called for an increase in global and national funding to the issue, encouraged accession to and better implementation of the UN Road Safety Conventions, highlighted the importance of improved data collection and expressed the urgent need to progress towards green and active modes of safe mobility. These calls for action were subsequently reflected in arguably one of the strongest United Nations General Assembly resolutions on Improving Global Road Safety (A/RES/74/299), adopted in August 2020.

Sustainable and vibrant transport systems can lead to long-term economic growth. If designed well, transport facilitates access to opportunities, education, medical services, and goods, and improves overall quality of life.

Sustainable transport contributes to achieving many of our SDGs and human rights objectives. However, if all the relevant considerations are not taken into account, new roads and transport infrastructure yield the opposite result. This makes the crisis on the world’s roads one of the most pressing development challenges of our time. Despite the lessons learned and resources accumulated through the first Decade of Action for Road Safety, we have achieved no decreases in the number of global annual road traffic deaths.

The global facts are menacing: 1.3 million people are killed every year from road crashes and millions more are injured. The majority of road traffic deaths occur in Africa. Therefore, as we begin the new Decade, accelerated and strategic action by stakeholders and governments is essential.

The core solutions to address road safety at the country level fall under the safe systems approach, which also considers improved management, safer roads, vehicles and road users, as well as better post-crash response; and include applying the UN Road Safety Conventions.

As the UN Secretary-General’s Special Envoy for Road Safety, I am committed to supporting road safety performance reviews in Africa. The project assists developing countries in strengthening their management systems capacities and improving their national records. The Government of Zimbabwe requested support for carrying out a road safety performance review. It was conducted in partnership with the United Nations Economic Commission for Africa and the United Nations Economic Commission for Europe.

I am optimistic that this report will provide the Government and its partners with a detailed assessment of the road safety and management capacity situation in the country, and recommendations to be taken for stronger action in the next Decade.

Jean Todt
United Nations Secretary-General’s Special Envoy for
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Preface

The Ministry of Transport and Infrastructural Development of Zimbabwe requested support of the United Nations Secretary-General's Special Envoy for Road Safety to carry out a national Road Safety Performance Review (RSPR) for Zimbabwe. The support is provided through the United Nations Economic Commission for Europe (UNECE) and the United Nations Economic Commission for Africa (UNECA) as a global initiative to assist governments to strengthen road safety management capacities of developing countries. The review is conducted in five phases:

Phase I: A preparatory country mission was undertaken by the team representing UNECE and UNECA. The mission agreed with the Government of Zimbabwe on four priority support areas and timing of the review process:

- (a) road safety management
- (b) strengthening the capacity of the national lead agency
- (c) creating a road crash database and improving road performance statistical indicators
- (d) a post-crash care response and coordination system.

A national team was selected to carry out the review.

Phase II: Following approval of the initial report, the national team conducted fact-finding activities, including key stakeholder consultations and five pillar stakeholder review focus group meetings or workshops. The Global Framework Plan of Action for Road Safety, UNRSTF/AB/2018 (1) /4/ Rev.1 and UNRSTF/SC/2018 (1) /4/ Rev.1 was used to develop a review checklist to assess progress in the present situation and identify priorities in strengthening road safety management systems capacities and make recommendations.

Phase III: A draft report with conclusions and recommendations including priority interventions was submitted for joint review by both UNECE/UNECA and the Government of Zimbabwe through a national validation workshop feedback in Harare.

Phase IV: The final review of the report which is reflected in this consolidated final report was conducted by UNECE, UNECA and additional international experts.

Phase V: Official launch of the RSPR and capacity-building support offered to the Government.

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