



UNITED NATIONS ENVIRONMENT PROGRAMME

Programme des Nations Unies pour l'environnement Programa de las Naciones Unidas para el Medio Ambiente
Программа Организации Объединенных Наций по окружающей среде برنامج الأمم المتحدة للبيئة
联合国环境规划署



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Dear Dr. Roberts,

I wish to refer to the upcoming annual meeting of the Infrastructure Consortium for Africa to be held in Tunisia on 'Financing Transport for Growth in Africa'. I would like to share with you UNEP's approach to sustainable infrastructure and road transport in developing country cities. Together with the FIA Foundation and the Global Alliance for Eco mobility, UNEP works to combine the road safety, poverty, and environment agendas towards enhanced and effective global action on environmentally friendly, safe, and accessible mobility - particularly in Africa.

African cities are growing at astounding rates: 40 percent of Africans live in cities, earning 60 percent of the region's income. The need for efficient, affordable mobility is paramount, but as private motorization grows (e.g. Uganda's passenger fleet grew by 600% between 1980 and 1999), cities are faced with a series of environment and development challenges: congestion, air pollution (both local and transboundary), rising greenhouse gas emissions, lack of road safety, and challenges in road infrastructure upgrade and maintenance. These are taking a high toll on public health and economic productivity, with congestion, air pollution, and road injuries at critical levels.

Africa's roads are the world's most dangerous - and getting worse. The World Health Organization predicts an 80% increase in road traffic fatalities by 2020. In most African cities more than 50% of the trips are mainly on foot. For example, in Nairobi 60% of residents walk and cycle, 35% by public transport, and only 5% use private cars. Kenyan road accidents are the third highest cause of death after malaria and HIV/AIDS and the 2004 national bill for road traffic accidents was 14 billion Kenyan shillings, or 5% of GDP.

Often, the most vulnerable road users are those without access to motorized transport who compete for road space with motorists. Pedestrians and cyclists, usually the poorest, stand to gain the most from infrastructure investment that takes their mobility needs seriously, guaranteeing access to markets, education, jobs, and health care.

Dr. Andrew Roberts
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The recommendation of the Commission for Global Road Safety in its *Make Roads Safe* report - that 10 percent of road infrastructure projects supported by bilateral and multilateral donors be committed to road safety (the '10 percent rule') - is a practical step for sustainable, equitable mobility worldwide. UNEP is working to make this recommendation a reality through the global campaign to include the 10% rule in road investment, including creating and improving facilities for pedestrians, cyclists, and other non-motorized users. We have started the process together with partners in international organizations - including multilateral agencies, donors, regional development banks, African institutions, and platforms such as ICA.

UNEP congratulates ICA's achievement in reaching donor commitments of more than \$7.7 billion last year. At the same time, I strongly encourage ICA's membership to use these funds to help institutionalize, through funding policies and project design criteria, the recommendations of the Commission for Global Road Safety, in particular the 10% rule. The upcoming annual meeting in Tunis is an opportunity for ICA to prioritize and contribute to making roads accessible and safe for road users and improving the economy, environment, and livability of Africa cities.

UNEP offers its assistance and expertise toward building safe, sustainable, and accessible transport systems in Africa and I look forward to strengthening our cooperation.

Yours sincerely,

Achim Steiner
Executive Director

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