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Cover picture Nairobi by Govert Schermers, SWOV

SaferAfrica Newsletter is the official, semi–annual newsletter from the Horizon 2020 SaferAfrica Project. Each SaferAfrica Newsletter issue aims to disseminate project updates as well as news and comments on road safety management. It is developed and compiled with contributions from the SaferAfrica Consortium Partners and relevant stakeholders.

Realized by APRE. Contacts: saferafrica@apre.it
Dear Readers,

I am pleased to announce that the SaferAfrica project has led to a number of important achievements so far, the most prominent one is the birth of the African Road Safety Observatory (www.africanroadsafetyobservatory.org), now on line.

In the framework of the numerous initiatives undertaken to reduce road fatalities in Africa, like the Decade of Action for Road Safety 2011-2020, the Observatory wants to foster the participation of African governments, institutions, citizens, and support them in improving road safety strategies at national and international level.

A significant effort has been made for the creation of this web-portal that combines both the traditional functions of gathering, analyzing and sharing information and more innovative ones aimed at actively involving road users and stakeholders to provide ideas in improving road safety in Africa. I would say, it can be seen as a ‘participative’ web-portal in which everyone can freely access to data and specialized information and provide opinions on specific road safety problems.

The African Road Safety Observatory, which is one of the most important outcomes of SaferAfrica project, funded by Horizon 2020, is supported by a Management Board of SaferAfrica Dialogue Platform, composed of high level members, including ten top level international Institutions, active in the field of road safety (WHO - World Health Organization, FIA, UNECA – United Nation Economic Commission for Africa, World Bank, PIARC – World Road Association, IRF - International Road Federation, AfDB African Development Bank, ITF – IRTAD, International Road Transport Union, beyond, of course, the European Commission). The Observatory, through a reserved area, is used for managing all the communication activities of SaferAfrica Dialogue Platform and, in particular, for the consultancy of the Management Board as well as of the Stakeholders Group. As you may know, Dialogue is the heart of SaferAfrica project and it is based on both web-based tools and physical workshops. The Institutional level of the SaferAfrica Dialogue Platform comprises representatives of existing institutions and competent authorities at the country and continent level tackling regulatory, financing and planning issues in the different fields involved in road safety. The technical level includes both African and European governments and research institutions, international institutions and organizations for citizens representation, namely the NGOs. More than 120 high profile African Stakeholders coming from different African countries have been involved so far and are already participating in the Dialogue Platform Activities but the group is continuously growing.

An important part of the Observatory is the ‘crowdsourcing’ section, where common citizens are able to report problems or propose solutions on local/national road safety issues. Our team developed this tool available on every device to help the exchange of experiences and competences between Africa and Europe and deal with road traffic fatality rates in African countries, which are the highest in the world.

The SaferAfrica project is raising a significant interest at international level, the last Dialogue Platform workshop was held on April 27th with the successful participation of all Management Board members and selected African Stakeholders. Of course, there is still a lot of work to be done, but I'm confident in the very strong support and participation of the high-level members of the Dialogue Platform, of the project partners and of key African stakeholders to achieve all the expected results.

As a sign of increasing cooperation between Africa and Europe on road safety issues, it is a pleasure for me to announce that the next Dialogue Platform Workshop will be held next fall, and it will involve all the members of the Management Board and a wider group of African Stakeholders coming from various African countries, sitting at the same table to debate on the best strategies to make African roads safer.

prof. Luca Persia, SaferAfrica Coordinator
Research Centre for Transport and Logistics - CTL, Sapienza Università di Roma
The newly born African Road Safety Observatory (www.africanroadsafetyobservatory.org) is a web-portal, developed within the SaferAfrica project, and intends to allow users to easily access the Road Safety Knowledge Centre. The Observatory is constantly updated and enhanced with contents and multimedia products collected and developed by the SaferAfrica team. The principal aim of the Observatory is to support policy makers and stakeholders with evidence of critical risk factors and related actions and good practices, on the basis of high-quality data and knowledge.

The African Road Safety Observatory will surely give a better visibility to road safety issues and the possibility to governments, institutions and NGOs to share information and experiences. Moreover, thanks to the crowdsourcing function, it will represent a modern and digital tool to register and report the very actual problems perceived as so by road users in African countries.

The web-portal, available in the three main spoken African languages (English, French and Portuguese) includes various knowledge and tools, such as statistics, reports, fact sheets, knowledge resources and links and it is integrated with crowdsourcing functions to facilitate the participation of experts and road users.

If a road user or an expert needs to report a problem concerning a particular road safety issue in his country, he can access the web-portal from a computer or any other device, such as a smartphone and a tablet, wherever he is (an internet connection is enough) and click on Participate to access the Crowdsourcing section. A map of the African continent will appear and, at this point, the user can go on the section ‘Report a problem or Propose a solution’ and simply move the placeholder on the map in the geographical point where he wants to report a problem or propose a solution. After having chosen the country on the map, he should click in and a form to fill in will appear with different parts to complete in four simple steps:

- Give a title to describe the main issue;
- Select from the drop down menu among the five different options according to the situation to report, Road Safety Management, Infrastructure, Vehicle, Road Users, Post Crash Response;
- Upload an image and click on Send.

All the issues reported by the different users will appear on the map categorized under the different labels (Road Safety Management, Infrastructure, Vehicle, Road Users, Post Crash Response) so that everyone can see and share this kind of information coming from the reality and conditions of African roads.

In addition, the Observatory, through a reserved area, is designed as a tool for managing all the activities of the SaferAfrica Dialogue Platform, both Management Board Members and African Stakeholders who have received by email during the previous months the personal credentials to enter in. Every participant has a unique access to the reserved area of the Observatory where many activities are launched: consultations, surveys also webinars, a simpler way to show a 30 minute digital video on the result of SaferAfrica outputs and key findings so as to foster the Dialogue, promote and exchange the experiences belonging to all the actors involved in road safety. The first webinar will be available for every participant in the SaferAfrica Dialogue Platform next September.
SaferAfrica project aims at establishing a Dialogue Platform between Africa and Europe focusing on road safety and traffic management issues. The main objective of work package 3 (WP3) is to assess the implementation of Action Plan 2011–2020 (AU-UNECA, 2010).

The package focuses upon the analysis of the recommendations issued from the mid-term review of the African Road Safety Action Plan (ARSAP) (AU-UNECA, 2015). Data have been collected through a questionnaire and international databases (mainly World Health Organization data). Results are available for the five identified pillars by the Action Plan.

Table 1 (below) shows clearly that:
- Five countries seem to have quite good results at the global level and for each pillar;
- The major part of the countries shows poor results and has clearly to progress. Priority has to be given to the pillars 2 and 5, and then on pillar 3. Pillar 1 and pillar 4 have to be improved afterward.
- Four countries show very poor performance for all pillars.

Concerning road safety management, improvements are still necessary. African Countries would have to strengthen the institutional framework by consolidating the current position and the prerogatives of the lead agency where it exists, develop consistent and systematic collection of data, and enforce cooperation with NGOs and private sector representatives.

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<th>GLOBAL SCORE</th>
<th>Benin</th>
<th>Botswana</th>
<th>Burkina Faso</th>
<th>Cameroon</th>
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<tr>
<td>Pillar 1: Road safety management</td>
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<td>Pillar 5: Post-crash response</td>
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Table 1: Global Performance Outcomes for the five pillars

- very bad performance
- bad performance
- good performance
- very good performance
Concerning safer roads and mobility, safety audit and inspection guidelines are hardly available to technicians. Moreover, the following recommendations are suggested: establish or improve a technical structure with high capability in road infrastructure safety management; improve the existing crash data collection system in terms of both coverage, commitment and tools; develop the required expertise for establishing road safety audit and inspection procedures.

Concerning safer vehicles, even if the Action Plan did not contain any considerations on how to manage the existing car fleet and how to ensure the suitability of vehicles, the governments of African countries have already identified that need. Consequently, it is necessary to consider all the stages of the vehicle life, to ensure the registration of all vehicles, their repair and maintenance and the availability of quality spare parts.

Concerning safer road users, the following items “promote the use of child restraints” and “establish” or “strengthen Road Safety Clubs in Schools” need additional efforts. Further recommendations concern the dedication of financial and human resources for the implementation of policies related to the road user behavior; for the training needs of people involved in the process of road safety implementation; and the protection of rear seat occupant should be further encouraged.

Concerning post-crash response, the mid-term ARSAP recommendations are still relevant for the coming years. Moreover, it is necessary to develop links at high and strategic level between health sector and road safety authorities and develop an evaluation culture based on reporting procedures for fatalities and injuries, including data reporting and to develop a protocol for the transport of injured people whatever the car used for that purpose (cars, light duty vehicles, taxis, NGOs).

To conclude, this evaluation clearly highlights that ARSAP mid-term evaluation recommendations are still relevant and have to be enhanced in most African Countries. Moreover, among new recommendations, African Countries have to develop consistent and systematic collection of data, in order to help public bodies for designing their public policy. These recommendations have now to be discussed with national contacts and authorities through the SaferAfrica Dialogue Platform.

References

With a view to performing road safety and traffic management capacity reviews, five countries were selected by the project team to represent the five geographic regions of Africa, which overlap to an extent with the economic ones. These are: Tunisia, Burkina Faso, Cameroon, Kenya and South Africa.

In preparation for the Road Safety Management Capacity Reviews (RSMCR) in these countries, country specific Inception Reports (IR) were prepared and these have subsequently been completed and submitted to the Commission as final deliverables. The IRs facilitated discussions and interactions with stakeholders during the RSMCR and are available on the SaferAfrica website.

THE RSMCR entailed holding in depth discussions with senior government officials and stakeholders involved in road safety in each of the countries. These discussions followed the procedures described by the World Bank guidelines on RSMCR and aimed at developing a detailed understanding of the road safety situation in each country and with specific emphasis on road safety management. Between 25 and 40 interviews, each lasting anywhere between 1 and 4 hours, were conducted per country. The review teams were extremely grateful for the co-operation they received and thankful for the time and valuable and frank inputs given by the participating individuals and organizations. The information provided by these persons during the formal interviews, and the supporting information and literature provided subsequent to that, laid the foundations for a status quo analysis of the road safety situation in each country. Comparing the current situation to what would be considered a Safe Systems approach, allowed identifying opportunities for improvement.

With the exception of South Africa, currently ongoing, RSMCR have been completed in four of the countries and the reports for Tunisia, Cameroon and Kenya have been submitted as final deliverables and are available on the SaferAfrica website (section Publications). Per country, these reports give valuable insights into road safety in general and road safety management in particular. They form the cornerstone for the next phase of the project in which specifications for Safe System projects and other improvement opportunities will be identified for each country.

These will be further developed in order to provide potential solutions in taking road safety to a higher level in the coming years.
Due to over 600 deaths daily registered on African roads and enormous related human costs, Road Safety stands as a crucial development issue for the entire continent. With a view to improving the status, a Dialogue Platform between Africa and Europe on road safety management, has been started under the Horizon 2020 funded project SaferAfrica. The SaferAfrica Dialogue Platform gathers prominent International organization officials together with African stakeholders to discuss and design feasible improvements in the framework of the African Road Safety Action Plan. “Partnerships and synergies are at the very core of SaferAfrica Dialogue Platform and its work”, SaferAfrica coordinator professor Luca Persia from Research Centre for Transport and Logistics of Sapienza University in Rome highlighted, while chairing the Dialogue Platform workshop, recently held in Athens.

For road safety agencies and officials, in Africa more than elsewhere, relying on relevant data alongside with a proper data management system in place seems to represent an urgent precondition for effective policymaking.

Given the ultimate goal of making African roads safer, SaferAfrica project - funded from the European Union’s Horizon 2020 Research and Innovation program - works on this direction, based on a rich and multilevel governance.

The Dialogue Platform represents the SaferAfrica high-level body with a view to ensuring a continuous relationship between Africa and Europe, working to identify the needs for road safety and traffic management and consequently foster the adoption of efficient interventions.

On 27th of April, the very start of the SaferAfrica Dialogue Platform took place in Athens, through a one-day workshop.

Prominent African representatives from African national public agencies – namely Botswana, Cameroon, Kenya and Burkina Faso - together with SaferAfrica Management Board, constituted by personalities from major International Organizations - such as the World Health Organization (WHO), the International Road Federation (IRF), the Federation Internationale de l’Automobile (FIA), the International Traffic Safety Data and Analysis Group (IRTAD - discussed on a range of issues at stake for road safety in Africa.

A lively discussion was in place, specifically focused on Road Safety Data Collection and Implementation of the African Road Safety Action Plan.

Capacity building at operational level alongside with enabling leadership to implement road safety agenda both at political and senior level seems to be a first key to make SaferAfrica impactful, according to what emerged from this first round of SaferAfrica Dialogue.

In terms of general working method, the adoption of a collaborative, partnership-oriented approach seems to be critical together with an increased awareness on road safety to be raised and framed within the SDGs Agenda.

“Partnership and synergy will be driving SaferAfrica Dialogue”, SaferAfrica coordinator professor Luca Persia confirmed, while thanking all the top contributors to the discussion and launching the online SaferAfrica Dialogue Platform, where the work is be continued in the coming months.
Road crash claims close to 750 deaths, tens of thousands of injuries and enormous amount of economic losses every day in Africa. It is worsening poverty in Africa; over 70% of road crash casualties are in the productive age between 16-65 years; and it is the fourth leading cause of deaths of people aged 5-44 years. Road crash fatality rate in Africa is the highest in the world, 26.6 per 100,000 population compared with 9.3 per in Europe. This figure is not proportional by any standard to the motorization level (50 vehicles/1000 population) and road network density (8 km/100 square km) in Africa compared with the motorization of 600 and road density of 160 in Europe respectively.

Africa is experiencing a remarkable economic growth, which is bringing a rapid growth in vehicle ownership. The continent is also putting a huge investment on the expansion of road network. The expected increase in vehicle ownership and road network coupled with the population growth and urbanization in Africa will be inevitably accompanied by high-rise of exposure to the road crash risk leading to more road crash deaths and injuries. This scenario has to be changed through strong commitments of African governments in making decisions for putting road safety as one of their priorities. With the rapid rise of exposure, the rate of increase road crash can only be reduced and stabilized by effective interventions of efficient institutional setup and dedicated trained and skilled human resources and financing. The supports from donors and development partners can facilitate to promote road safety and help to bring in best practices, but will not substitute governments’ responsibility to bring sustainable solution.

Surely, there is a visible progress in road safety awareness; road safety has, however, not been put among the priorities of most African governments. Lack of commitment and capacity have been among the important constraints dragging road safety efforts in the continent. Currently, almost all African countries are said to have road safety lead agencies, but most of them are constrained from having the necessary political support and, human and financial capacity to take full responsibility of their functions. Road safety activities in most African countries are, therefore, driven in a piecemeal manner without coordination to achieve predefined national strategy with measurable time-bound targets.

With respect to this, road crash data is fundamental for evidence based safety improvement programmes and interventions. Almost all African countries have road crash reporting systems, however, the practices are not systematic and only few countries have computerized database systems. Most countries define "road crash death" different from the international definition. There is also a lack of consistency in road crash recording within a country and underreporting is significant. Furthermore, all relevant information required for the different road safety works are not included in the report. Generally, the road crash investigation, recording and data management system in Africa is not good enough to provide sufficient
information for the use of different road safety actors to plan, implement and evaluate safety interventions.

The current initiative for creating a road safety observatory for Africa will take road safety forward in Africa. The Observatory will be a forum for government representatives for sharing road crash information and experiences between countries within the continent as well as with international stakeholders. This will help to monitor and compare progresses, and create competitions for improving the road crash recording and database management systems at country level. The availability of road crash data will also initiate road safety research works. The Observatory will give road safety more visibility at both national and international levels. This will lead governments to prioritize roads safety and take effective interventions. At international level, it will help to get technical and financial supports. In summary, the road safety observatory will enhance road crash database systems leading to developing informed policies, strategies/programmes, interventions and monitoring and evaluation systems at country level; in general, it will improve road safety in Africa.

Why the African Road Safety Observatory could support a better data management

By Stephanie Aketch, Regional Road Safety Manager, Humanity & Inclusion

WHO projects that road crashes will be the seventh leading cause of death globally by 2030. The specific characteristics of victims in Africa signifies that road crash is the fourth leading cause of deaths of people aged 5-44 years; over 75% of the casualties are of productive age between 16-65 years; and the vulnerable road users constitute over 65% of the deaths. Despite this, road safety as a whole remains a largely neglected sector in Africa and continues to receive very little financial and political support. While it is good that road safety is now on the agenda of African governments, more needs to be done to ensure that moving forward, solutions developed are backed by evidence and interventions can be measured.

An African Road Safety Observatory would be of benefit to the continent by providing a platform for the much needed road safety evidence. The Observatory will in the long-term identify, consolidate, analyze, critique, and synthesizes data on the state of road safety in the Africa. It goes beyond crash statistics by evaluating all the aspect of road safety performance.

Road safety is a key public policy issue requiring data-led action. For any decision makers, information is crucial to ensuring that complementing policies and structures are put in place. It is also key in measuring progress and effectiveness of interventions put forward over time.

African countries can be similar yet very different. A regional observatory will make it possible to identify data collection standards that are both key and applicable to individual and collective African countries by closely examining road safety research from varied African countries. This entails analyzing set targets, monitoring progress under the identified key performance indicators linked to the reduction of road crash deaths and injuries for all road users.

In conclusion, the African Road Safety Observatory really serves the interests of safe and sustainable mobility for the African continent. A quick glance of the five road safety pillars-infrastructure, vehicle safety, driver behaviour, emergency response-reveals that road safety is very multi-sectoral. By setting up the Observatory, we also hope more African researchers from diverse sectors will take-up road safety as an area of research interest. The responsibility therefore rests on Africans to make the Observatory a living and working platform.

1. WHO Global Status Report on Road Safety 2015
2. AfDB Road Safety in Africa: Assessment of Progresses and Challenges in Road Safety Management System 2013
Road casualties is a major burden to the society worldwide. According to WHO statistics, road casualties in **Africa are by far proportionally higher than in any other region of the world**. However, do we know the real number of road fatalities and injuries in Africa? Do we know the real specific road safety problems in the various areas of Africa? Do we really know the necessary countermeasures and how to implement them with the current potential of the African society and Authorities?

Unfortunately, today, the answer to all these questions is rather not and the African Road Safety Observatory is a **key road safety management tool**, which will allow for more serious work in addressing all these key issues. We can summarise **six main reasons** for the need of the African Road Safety Observatory: a) for supporting decision making, b) for monitoring safety performance, c) for monitoring measures effectiveness, d) for collecting the necessary data, e) for developing closer cooperation between African countries, f) for following the example of other Regions.

**Supporting decision making.** The main reason for the development of the African Road Safety Observatory is the need for a management tool to supporting road safety decision making at Continent, national and local levels. Such a central structure will allow better identifying road safety problems and solutions and providing assistance in implementing customised solutions, creating also a healthy competition between countries for better road safety performances.

**Monitoring safety performance.** If only we know the real size and characteristics of the road accident problem in Africa, we can seriously work to improve road safety. Knowing the real number of road casualties, their characteristics (types of road users, roads and vehicles) and the related trends over time is the fundamental knowledge before starting identifying and implementing any solutions.

**Monitoring measures effectiveness.** Not negligible investments on the transportation system and on road safety in particular are taking place lately in Africa without however having any clear picture on the effectiveness of these investments. Have they addressed the problems? Have they led to road casualties reductions? How many lives were saved? And most importantly, are we sure than they did not create more safety problems? The African Road Safety Observatory is a unique opportunity
to introduce systematic impact assessment of all transport and road safety interventions, through common methodologies and continuous and wide publication of the related assessment results.

Collecting the necessary data. The operation of the African Road Safety Observatory is also a unique opportunity to collect all road safety data, which are necessary to identify problems and solutions and support the implementation of the appropriate policies, programmes and measures. Through data collection methodologies common for all African countries we can collect missing data on road casualties, exposure (vehicle/person kilometres per user and road type) and performance indicators (speeding, drink & drive, mobile phone use, seat belt and helmet use, quality of roads, vehicles and post-accident care systems), but also data on the measures degree of implementation and effectiveness.

Developing closer cooperation between African countries. The development and operation of the African Road Safety Observatory is also a unique opportunity for closer cooperation between the different countries and regions of Africa in the field of road safety. Exchange of knowledge on road safety problems and solutions and on successful and unsuccessful practices might facilitate the definition of more targeted policies and the implementation of highly cost efficient programmes and measures. Particular benefits might arise from the exchange of knowledge on the appropriate administrative structures and the necessary capacity building practices among the various road safety stakeholders present in each country. The development of a solid network of national road safety experts in Africa is a key component and major added value of a highly performing African Road Safety Observatory.

Following the example of other Regions. The operation of Road Safety Observatories in other Regions of the world (Europe - ERSO, Latin America-OISEVI) has been proved so far highly beneficial for improving road safety performance in these Regions, and the same should be expected in Africa. In fact, the more developed is the road safety decision support culture in a country or in a Region the higher is the road safety performance in this country or Region. Furthermore, the African Road Safety Observatory can benefit a lot from the existing structure, contents and operation of the other Observatories in the world.
**EVENTS**

**23-24 October 2018, Africa Road Safety in Cape Town, South Africa**

The event is organized by the Global Road Safety Partnership together with its members and collaborating partners. It represents a flagship event in the road safety field and it reaches out to a diverse body of road safety stakeholders representing: key government ministries; national lead agencies; development banks; road policing agencies; private sector organizations; a broad range of road safety focused civil society organizations.

*More info*

**EVENTS**

**10-11 October 2018 7th International Cycling Safety Conference, Barcelona, Spain**

Chalmers University, TNO, SWOV, and TU Delft are organizing the 7th International Cycling Safety Conference. The event represents a major forum for researchers and experts in the field of cycling safety with the aim to exchange their knowledge and bring up new research topics or safety solutions.

*More info*

**EVENTS**

**29-30 October 2018: CITA RAG Africa Meeting**

On 29-30 October 2018, CITA, the International Motor Vehicle Inspection Committee organizes the “CITA RAG Africa Meeting” in Ouagadougou, Burkina Faso. Further information will be updated soon within the event webpage.

*More info*

**EVENTS**

**13-15 November 2018, 1st African Road Safety Forum in Marrakesh, Morocco**

The main objective of the event is to encourage African states setting themselves realistic and pragmatic goals, based on the real priorities of the continent in the field of Road Safety. The event is organized through the collaboration of many important organizations operating at international level on the road safety issues, such as International Transport Forum and International Road Traffic and Accident Database - IRTAD.

*More info*

**NEWS**

**ITF - Road Safety Annual Report 2018 online**

The International Road Traffic and Accident Database (IRTAD) of the International Transport Forum (ITF/OECD) recently published the summary version of the Annual Report 2018, which provides an overview of road safety performance for 32 countries. The Report also includes data about African regions.

*More info*

**NEWS**

**Vehicle Type-Approval and Road Worthiness Test in Togo**

The Project AVIS (Assessment of Vehicle Inspection Systems) is based on the collaboration between the Global Road Safety Facility (GRSF) at the World Bank and the Comité International d'Inspection des véhicules Automobiles (CITA) they work together in order to upgrade the vehicle technical inspection system.

*More info*
SERVICES

Road Safety Knowledge and Data  Dialogue Platform  Capacity Building and Training  Road Safety Management  Good Practices

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