### ACTIVITIES REPORT 2

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<td>B González Hernández</td>
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<thead>
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<th>Abbreviation</th>
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<tr>
<td>AfDB</td>
<td>African Development Bank</td>
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<tr>
<td>ARSAP</td>
<td>African Road Safety Action Plan</td>
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<tr>
<td>AU</td>
<td>African Union</td>
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<tr>
<td>CTL</td>
<td>Research Centre For Transport and Logistics</td>
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<td>DP</td>
<td>Dialogue Platform</td>
</tr>
<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<tr>
<td>ENSTP</td>
<td>Ecole Nationale Supérieure des Travaux Publics of Cameroon</td>
</tr>
<tr>
<td>EU</td>
<td>European Union</td>
</tr>
<tr>
<td>EUROSTAT</td>
<td>European Statistical Office</td>
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<tr>
<td>FIA</td>
<td>Federation Internationale de l’Automobile</td>
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<tr>
<td>HI</td>
<td>Humanity &amp; Inclusion</td>
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<tr>
<td>IFSTTAR</td>
<td>French Institute of Science and Technology for Transport, Development and Networks</td>
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<tr>
<td>IRF</td>
<td>International Road Federation</td>
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<tr>
<td>IRTAD</td>
<td>International Traffic Safety Data and Analysis</td>
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<tr>
<td>IRU</td>
<td>World Road Transport Organization</td>
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<tr>
<td>ITF</td>
<td>International Transport Forum</td>
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<tr>
<td>LMICs</td>
<td>Low- and Middle-Income Countries</td>
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<tr>
<td>MB</td>
<td>Management Board</td>
</tr>
<tr>
<td>MTC</td>
<td>Ministry of Transport and Communications of Botswana</td>
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<tr>
<td>NRSC</td>
<td>National Road Safety Committee Secretary</td>
</tr>
<tr>
<td>NTSA</td>
<td>National Transport and Safety Authority</td>
</tr>
<tr>
<td>NTUA</td>
<td>National Technical University of Athens</td>
</tr>
<tr>
<td>PIARC</td>
<td>World Road Association</td>
</tr>
<tr>
<td>SG</td>
<td>Stakeholder Groupe</td>
</tr>
<tr>
<td>SPI</td>
<td>Road Safety Performance Indicators</td>
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<tr>
<td>SSATP</td>
<td>Africa Transport Policy Program</td>
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<tr>
<td>SWOV</td>
<td>Institute for Road Safety Research</td>
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<td>RSO</td>
<td>Road Safety Observatory</td>
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<tr>
<td>TARS</td>
<td></td>
</tr>
<tr>
<td>UNECA</td>
<td>United Nations Economic Commission for Africa</td>
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<td>United Nations Economic Commission for Europe</td>
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<td>VIAS</td>
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Executive Summary

The deliverable focusses on the DP activities. The Dialogue Platform is a forum for discussing the evidence and the recommendations coming from the SaferAfrica project and where to foster their adoption in the fields of road safety and traffic management, capacity building and road safety interventions. SaferAfrica Platform activities are organized by the Secretary of SaferAfrica project, that is responsible of managing all the activities of the two main groups of the Dialogue Platform: The Management Board and the Stakeholder Group.

The Management Board meets twice per year. During the 6 months period covered by this deliverable, from April 2018 to October 2018, a Management Board meeting was held in Athens on April 27th 2018.

The objective of the Dialogue Platform Management Board Workshop held in Athens was to present current the road safety activities carried on in Africa resulting from both the SaferAfrica project as well as the organizations of the Management Board members and invited stakeholders. More specifically, the workshop promoted the discussion on the following topics:

- Overview and current activities of SaferAfrica project
- Road safety data collection in Africa
- Implementation of the African Road Safety Action Plan

One of the main recommendations to improve road safety data collection in Africa, is to identify a minimum set of data elements and a common collection system. However, due to experience, unavailability and lack of standardization in the collection process limitations, a 2-fold priorities scenario is proposed on each data type, based on a combination of usefulness and ease to collect.

From all the speakers, it was widely acknowledged that for improving road safety in Africa, certain direct as well as general requirements need to be met:

- Dedicated budget
- Establishment of authorities’ capacity
- Evidence based knowledge on road safety
- Adopt standard data definitions and standard data collection processes
- Formation of Pan-African coordinative organization

From what concerns the recommendations coming from the analysis of the implementation of the African Road Safety Action Plan, it resulted that ARSAP mid-term evaluation recommendations are still relevant and have to be enhanced. Additional recommendations were proposed by SaferAfrica, especially for Pillars 2, 3 and 4 and these were in general agreed by the workshop participants who provided similar ones according to their experiences.
Following the workshop, two consultations were launched on the SaferAfrica Dialogue Platform on the recommendations on the two addressed topics. From both the consultations undertaken there is consensus on the recommendations coming from the analysis of SaferAfrica project. The stakeholders participating to the survey provided the experience and lessons from their country and confirm the importance of several recommendations. Two of them, transversal in their nature, were particularly supported: developing a consistent and systematic collection of data, in order to support decision making and designing road safety policy based on data and enforcing cooperation with NGOs and private sector representatives.
1 Introduction

This deliverable is part of Work Package 2 (WP2) – Dialogue Platform of the SaferAfrica project. The project aims at establishing a Dialogue Platform between Africa and Europe focused on road safety and traffic management issues. It will represent a high-level body with the main objective of providing recommendations to foster the adoption of specific initiatives, properly funded.

The overall concept of SaferAfrica is depicted by a pyramid articulated in three levels, shown in Figure 1-1. The top of the pyramid represents road safety and traffic management actions oriented to the “Safe System approach”. The other two levels represent the Dialogue Platform (DP). Of these two levels, the higher one is a decision-making level, namely the Institutional level (in blue), while the lower one constitutes the Technical level (in red). These two levels are closely interconnected to foster the appropriate match between African road safety policy evolution, application, knowledge enhancement and institutional delivery capacity.

The pyramid is based on the four building blocks, defined according to the priorities highlighted by the Africa Road Safety Action Plan:

1. Road safety knowledge and data with the specific objective of setting up the African Road Safety Observatory;
2. Road safety and traffic management capacity reviews;
3. Capacity building and training;
4. The sharing of good practices.
The activity of the Platform will also focus on the reinforcement of the endogenous African capabilities through the dissemination of the EU know-how. In addition to Twinning Programs, different training activities will be identified and carried out. Local contexts will be taken into account and studies on specific risk factors as well as transferability analysis of measures already tested elsewhere will be conducted. The project activities will be oriented to the “Safe System” approach and grouped in four pillars: Road Safety Knowledge and Data; Road Safety and Traffic management Capacity Review; Capacity Building and Training; Sharing of Good Practices. These have been specifically identified to be aligned with the mid-term review of the African Road Safety Action Plan.

The Platform is made by a decision-making level of the Platform comprising a Management Board of prominent institutions like the African Union and the United Nations, in addition to regional economic communities and development banks. The technical/operational level comprises government institutions (both European and African), international institutions, research institutions (both European and African) and representative organizations of African stakeholders. Among these, those not involved in the project as partners will constitute the stakeholder group. The technical level will be organized into Working Groups, each of which will address a specific issue.

Additionally, a Platform Secretary oversees coordinating all the activities and the interactions between the various levels. The decision-making level of the Platform will discuss the evidence from the analysis conducted by the second level and will define recommendations and foster their adoption in the fields of: road safety and traffic management, capacity building and road safety interventions. It will also make decisions concerning Twinning Programs and other specific initiatives. These will be selected through a value-for-money assessment, and the related funding structure will be set up through the commitment of the development banks.

WP2 of SaferAfrica comprises activities related to decision making level and focuses on creating the conditions and tools necessary for:

- setting up the Dialogue Platform
- realizing specific institutional actions related to the decision-making level of the Platform
- ensuring that the Platform continues its activities following the project’s end.

To achieve this, 3 tasks will be carried out, namely:

- Task 2.1: Platform setup
- Task 2.2: Platform actions
- Task 2.3: Network expansion

This deliverable primarily deals with activities outlined in Task 2.2 Platform actions, more specifically the activities carried out in the Dialogue Platform describing the activities undertaken during the 6 months period from April 2018 to October 2018.

Chapter 1 introduces SaferAfrica project and specifically WorkPackage 2 aims and activities. Chapter 2 shortly describes the main tools developed by SaferAfrica to support the dialogue. Chapter 3 reports the results of the second MB workshop which was held in Athens in April 27th 2018.
Chapter 4 describes the consultations undertaken by the DP through the web-based tool and Chapter 5 provided some conclusions on the activities performed from April 2018 to October 2018.
The framework for dialogue

A core target of SaferAfrica is to link policy makers, donors and professionals engaged in road safety research to plan and mainstream road safety actions e.g. in multilateral development banks transport projects.

The evidence from the SaferAfrica analyses is the starting point for the dialogue between the technical and the institutional levels of the DP. The analyses support the understanding of which are the existing road safety problems in African countries and what could be feasible solutions and recommendations. These results should become relevant to policy makers and donors.

There are two main tools supporting this process that have been developed within SaferAfrica:

- the Platform Statute
- the SaferAfrica DP web tool.

These tools support how best to use results, evidences and insights to inform decision-making at the higher DP level. In the reminder of the chapter these tools are described.

The Platform Statute provides the guidelines describing the interactions and expected actions of the actors involved in the Dialogue Platform. These are both those belonging to the technical level of the DP (i.e. project consortium and the stakeholders group of African road safety stakeholders) and the institutional level, comprising a Management Board (MB) composed prominent institutions at international level, identified among policy makers, multilateral development banks, other key international institutions, able to effectively influence the process towards the African road safety improvement.

The contribution from the Management Board members is provided both within dedicated MB workshop and through consultations undertaken within the DP virtual environment.

Each member has been provided with a unique access to a reserved area of the African Road Safety Observatory web site allowing access to consultations on specific issues and policy recommendations. Every time draft policy recommendations are released and stored in the African RSO by a WG, an alert is sent to each member of the MB.

The SaferAfrica Dialogue Platform web tool is based on the open source social network software called HumHub\(^1\). A username and a password are required to enter the DP virtual environment (Figure 2-1).

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\(^1\) HumHub (https://www.humhub.org) is realised under the terms of the GNU Affero General Public License.
The interactions in the DP works especially with **consultations**. A consultation can be a virtual discussion area on a specific topic, a survey or an interest or consultation group on a specific topic. For every consultation it is possible to invite multiple users (MB members and/or stakeholders) and define specific access rights and rules. Usually, a consultation is defined by a target audience, a consultation period, an objective/discussion topic and a description about how to participate to the consultation. Once joined to a consultation space a user can work on projects, discuss topics or just share information with other users by posting, commenting, following and connecting with other DP users.

More information about these tools can be found in Deliverables D2.1 (Meta et al., 2017) and D2.2 (Usami & Meta, 2018).

The Dialogue Platform Secretary is responsible for organizing and administering the interaction with the Management Board (MB) and the Stakeholders Group (SG). The role of Secretary is undertaken by members of the research Centre for Transport and Logistics (CTL) of Sapienza University of Rome. More in detail, three main tasks are undertaken by the SaferAfrica Secretary staff: 1) Contacting potential members of the MB as well as of the SG, 2) Supporting the organization and attending the MB meetings, 3) Preparing and managing web-based consultations.
3 Management Board meetings: Athens Workshop

The MB workshop “Discussing main evidence from SaferAfrica Project” was held in Athens on 27\textsuperscript{th} of April 2018. The meeting was organised by the SaferAfrica Secretary in the form of workshop with a number of fixed interventions and a question and answers / discussion session after each intervention.

The objectives of the workshop are to set and analyse the main results achieved in the framework of the SaferAfrica project and to discuss the two main topics involved:

- \textit{Road Safety Management, Road crash data collection},
- \textit{Assessment of the implementation of the African Road Safety Action Plan}.

18 speakers from the MB and invited stakeholders from four African countries attended the workshop. The workshop was organised in three main parts, as reported in Table 3-1.

\begin{table}[h]
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\begin{tabular}{|l|l|}
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\textbf{Agenda point} & \textbf{Chairman} \\
\hline
Introduction on SaferAfrica Project & Luca Persia (CTL) \\
Session 1 - Road Safety Data Collection in Africa & George Yannis (NTUA) \\
Session 2 - Implementation of the African Road Safety Action Plan & Different participants from international organizations and African stakeholders. \\
\hline
\end{tabular}
\caption{Agenda of the Athens Workshop (April 27\textsuperscript{th} 2018)}
\end{table}

During the introductory part, Professor Luca Persia, from the Research Centre for Transport and Logistics of “Sapienza” University of Rome, presented the SaferAfrica Project approach and its key features. Two presentations followed, informing the audience about other SaferAfrica activities on road safety management and capacity building.

Regarding road safety management in Africa, the aim is to create remedial and sustainable programs and actions to fundamentally improve road safety from the organizational point of view. However, the overall objective is to develop concrete, country-specific recommendations for establishing or further improving national road safety agencies.

Training, research and innovation needs of staff involved in road safety is another field of vital importance. Such needs are being addressed through capacity building programs. African stakeholders must become owners of the problems and be responsible for developing and implementing the appropriate solutions with appropriate technical assistance, as necessary.

3.1 Session 1 - Road Safety Data Collection in Africa

Professor George Yannis, from the National Technical University of Athens (NTUA), chaired this session. The session is organised in seven interventions. The presentations are held by international organizations (IRF, IRTAD, WHO) and African stakeholders from Kenya (HI), Botswana (MTC) and Cameroon (ENSTP) (Table 3-2).
### Table 3-2  
**Agenda of Session 1 of the Athens Workshop**

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<tr>
<td>Experience &amp; recommendations from WHO</td>
<td>Kacem Iaych (WHO)</td>
</tr>
<tr>
<td>Experience &amp; recommendations from IRF</td>
<td>Susanna Zammataro (IRF)</td>
</tr>
<tr>
<td>Experience &amp; recommendations from IRTAD</td>
<td>Veronique Feypell (IRTAD)</td>
</tr>
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<td>Overview of Data in Kenya</td>
<td>Stephanie Aketch (HI, Kenya)</td>
</tr>
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<td>Road Safety Data Collection in Botswana</td>
<td>Amos Motshegwe (MTC)</td>
</tr>
<tr>
<td>Road Safety Data Collection in Cameroun</td>
<td>Jean Francois Woumba (ENSTP)</td>
</tr>
<tr>
<td>Road Safety Data Collection in Morocco</td>
<td>Mustapha Azzouzi (TARS)</td>
</tr>
</tbody>
</table>

#### 3.1.1 The recommendations from SaferAfrica project

Professor George Yannis, from the National Technical University of Athens (NTUA), reported the SaferAfrica recommendations to improve road safety data collection in Africa.

Within SaferAfrica, current practices followed in Africa in terms of road safety data, data collection systems and definitions as well as the needs of stakeholders involved in road safety were assessed.

Based on stakeholders’ feedback, there is a **significant demand for data and knowledge** in order to be used for road safety-related decision making. Currently, such information is poorly available in African countries. Moreover, the assessment of the existing road safety data collection systems in African countries revealed similarities but mostly differences since besides the existence of formal systems for recording road accidents for almost all countries, the data collection practices from the road safety monitoring and evaluation points of view are addressed in various ways. Specifically, sustainable systems to collect and manage data on road accidents, fatalities and injuries are in place for many but not all African countries. The same applies to the availability of exposure and behavioral indicators.

Based on WHO and IRF analysis documents, the following findings have emerged:

- Only few countries dispose appropriate **time series of road fatality data**, especially for the latest available decade 2005-2014, only 21 African countries have available data for more than 5 years.

- **Comparability** of data and the potential of using different databases in a complementary way is another issue of concern.

- The greatest lack in data concerns **risk exposure** and **safety performance indicators**, for which few countries are collecting such data. When available, they are not totally reliable (different collection methods, scarce in space and time, etc.).

Therefore, it is necessary to define a **common set of data** that are necessary to understand and assess road safety and a **common methodology** to collect them. These tools will help acquire both accurate and comparable road safety data that can be used for evidence-based decision making. Within SaferAfrica, **recommendations** for all types of data were formed; namely, accident data, exposure data and road safety performance indicators. However, due to limited experience,
unavailability and lack of standardization in the collection process of such data for most African countries, two priorities scenarios are proposed on each data type, based on a combination of usefulness and ease to collect.

Concerning road fatalities, the international 30-days definition is recommended to be adopted by the African countries. On that purpose, the countries that are not currently utilizing such a definition should modify the data collection process and develop appropriate conversion factors. Regarding the exposure and performance indicators, the respective variables and values are recommended to be defined in such a way that they will be compatible to the accident data.

Underreporting is an issue that should be tackled, so that the existing databases are further improved and comparability of the data among the countries is reached. It is recommended that road accident data are adjusted by means of linking Police data with hospital data.

Aiming to the implementation process of the recommendations for a common data collection system and definitions, certain direct as well as general requirements need to be met:

- Establishment of authorities capacity to collect, process, analyze data and support decision making
- Summary sampling and costing
- Adopt standard data definitions and standard data collection processes
- Dedicated budget
- Formation of Pan-African coordinative organization

Within the SaferAfrica project, the recommendations need to be rapidly adopted by the involved Authorities of each African country. Therefore, a network of national experts should be defined and spread out geographically to cover Africa.

3.1.2 Presentations from Workshop participants and discussion
Following, Professor George Yannis, from the National Technical University of Athens (NTUA) presented an overview of road safety in Africa, data collection methodologies, type of data assessed, common accident data collection system, accident data collection process, exposure data, the limitations for international comparisons of road accident data, Road Safety Performance Indicators (SPI) and the importance of implementing SaferAfrica RoadMap.

During the presentations different suggestions and thoughts were brought into the discussion.

Mr Kacem Iaych, from World Health Organization – WHO, firstly showed that a first issue in crash data is that different sources of data exist, almost all the data are from police/Ministry of Interior, but usually there is no link between the different sectors. Incompleteness of data is another important aspect: some countries for instance have data only from some geographical regions. There is poor data available by sex, age, road users and type of vehicles from the countries. Countries need to integrate data from health, transport, police and insurance sectors and to make
an effort to improve quality of data. Finally, a better coordination is necessary among international and national agencies.

Dr. Susanna Zammataro, from the International Road Federation – IRF, presented the annual survey undertaken by IRF and the existing issues in data collection in Africa. She acknowledged that road safety data is not considered a priority. There is little coordination between agencies/authorities and the use of definitions is not homogenous. In several countries there is a lack of skills, tools, a solid process and no allocated funding. Finally, very little attention is dedicated to data collection in rural roads. Based on this, the following recommendations were presented: It is necessary to increase awareness about road safety and prioritize Road Safety data; to create a thorough process by also clarifying competences and responsibilities; to ensure a coordination mechanism between the different stakeholders/agencies and proper financial resources. It is fundamental to create a Road Safety central data repository and to improve the use of technology (softwares/Apps) for reporting and allow the input/reporting from road users (Apps).

Ms Veronique Feypell from the International Traffic Safety Data and Analysis Group – IRTAD described the lessons learnt and future activities of IRTAD. She reported a lack of common definitions (Road deaths, User category and Road category), a lack of resources, but also a lack of capacity. There are big differences with WHO road fatalities estimates and countries do not understand the reasons for this. Thus, the recommendations and next working steps for IRTAD were: to be realistic on the data that can be effectively collected and to work together towards a set of minimum road safety indicators (Crash data, exposure data and safety performance indicators). In the short term, it is important for a country to review existing police crash forms, identify common denominators and to agree on common definitions based on ITF/UNECE/EUROSTAT Glossary.
Mr. Amos K. Motshegwe, from the National Road Safety Committee Secretary (NRSC) in Botswana, showed the main crash statistics in his country and how data is collected in Botswana. Existing challenges with data collection in Botswana are: limited collection and reporting of data on road safety and casualties, limited sharing of crash data amongst road safety agencies, limited requisite skills and knowledge of good practice relating to road safety, under-reporting in some areas, incorrect inputs (e.g. location reference, injury severity, validity checks) accident data system limitations (outdated technology, no system maintenance, lack of interface capability with other systems).

Dr. Jean François Wounba, presented the recent project for the design and implementation of traffic accident databases and of an information system on road safety realized by CTL, SWOV and VIAS for Cameroon. Before the project there was neither a reliable database of traffic accidents or an information system centralizing all accident data or a National Road Accident Collection Form. The project redefined the whole accident data collection process in Cameroon enhancing the timeliness, the accuracy and the completeness of data. A quality database on road safety, included in a centralized and integrated information system for accidents data collection, management and analysis has been implemented, in order to drop paper-based data collection methods.
Mustapha Azzouzi, from TARS Consulting, stressed the importance of data systems for road safety and presented the case study of Morocco. He illustrated the entities and processes involved in the system for collecting and processing injury road crash data and showed some statistics and results. However, there are still margins of improvement in data capturing in urban area (use of hard copies, geo-localization) and in collecting some risk factors and risk increasing factors (e.g. drink driving, speed, seatbelt wearing).

Ms Stephanie Aketch from Humanity & Inclusion – HI Kenya (Figure 3-1), pointed out that it is known that some level of data exists, but, it is the quality that is questionable. The importance of using data for decision making is not understood and shared by all the stakeholders. In this aspect, the National Transport and Safety Authority (NTSA) of Kenya understands the need for data but this perspective is not shared by the police counterparts who collect the data (police), thus entailing underreporting, along with other challenges that undermine the quality of data. Another aspect stressed is the poor investment/approach in data collection by government and donors for systems continuity and sustainable data collection programmes.

3.2 Session 2 – Implementation of the African Road Safety Action Plan


The aim of the session is to discuss, starting from the evidence coming from SaferAfrica analyses, on the results that have been achieved and the challenges in the implementation of the Action Plan.

The session is organised with eight interventions with question and answer sessions after each presentation. The presentations were held by international organizations (FIA, AfDB, SSATP/WB, UNECA, IRU, PIARC) and an African stakeholder from Burkina Faso (ICI Santè).

Dr Dominique Mignot, director at the French Institute of Science and Technology for Transport, Development and Networks (IFSTTAR), chaired this second Session of the Workshop (Figure 3-2).

<table>
<thead>
<tr>
<th>Agenda point</th>
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<td>Thierry Zagrè (ICI Santé)</td>
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</table>
3.2.1 The recommendations from SaferAfrica project

Dr Dominique Mignot, chairing the session, reported the recommendations from the analyses carried out in Work Package 3 of SaferAfrica project. A main objective of Work Package 3 is to assess the implementation of Action Plan 2011–2020 (AU-UNECA, 2010). The choice has been made to focus upon the analysis of the recommendations issued from the mid-term review of the African Road Safety Action Plan (ARSAP) (AU-UNECA, 2015) and SWOT and PESTEL approaches through the different pillars of the Action Plan. Data have been collected through a questionnaire distributed by WP4 and international databases (mainly WHO data). The question of reliability of the data is a crucial issue for all countries and particularly for Africa. So, a specific process of data validation has been proposed in WP3 in order to reinforce the quality of the information and of the analysis.

Based on this data and methodological choices, results allow us to highlight recommendations that were proposed by the mid-term review of the ARSAP and which are still reliable and new recommendations which are important in order to improve Road Safety in Africa.

Concerning pillar 1, our evaluation confirms improvements are still necessary. We can also highlight that African Countries have to:

Figure 3-2 Dr Dominique Mignot presenting the SaferAfrica recommendations – Session 2 Athens
• 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, making possible detailed analysis and evaluation, and ultimately helping public bodies for designing their public policy,

• enforce cooperation with NGOs and private sector representatives.

Concerning pillar 2, our study confirms road safety audit and inspection guidelines are hardly available (only in South Africa) to technicians in the selected countries. Therefore, the recommendation on the adoption of guidelines for RSA and RSI is still valid. Moreover, the following recommendations can be suggested:

• establish or improve a technical structure with high capability in road infrastructure safety management,

• improve the existing crash data collection system both in terms of coverage, commitment and tools,

• develop the required expertise for establishing road safety audit and inspection procedures.

Concerning pillar 3, even if the Global Plan for the Decade of Action for Road Safety 2011-2020 does not contain 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. In order to have a comprehensive approach of the pillar vehicles, it is necessary:

• to consider them in all the stages of their life: new vehicles, used vehicles in international trade, in-use compliance, modification of vehicles,

• side factors have to be considered: to ensure the registration of all kind of vehicles, to ensure repair and maintenance, to ensure the availability of quality spare parts,

• from an institutional point of view: to ensure the commitment of all stakeholders,

• to ensure the skills and capability,

• to communicate the benefit to stakeholders and population.

Concerning pillar 4, and particularly the items from the interim review:

• promote the use of child restraints (item A) split into regulation and campaigning: More action needs to be taken in respect of child restraints, including both laws and use,

• establish or strengthen Road Safety Clubs in Schools (item B): Whilst there seems to be progress, this should still be considered a priority due to the vulnerability of children.
Additional recommendations are made related to the road user behavior. For example, to dedicate financial and human resources for the implementation of policies relating to the road user behavior; Training needs for those individuals involved in road safety implementation process; Rear seat occupant protection should be further encouraged.

**Concerning pillar 5**, recommendations identified in the mid-term ARSAP evaluation and are still relevant for the coming years for African countries, especially universal 3 digits emergency telephone, long-term hospital trauma care and rehabilitations, emergency medical services coordinating centers at strategic locations, coverage of emergency assistance. Additional recommendations due to SaferAfrica Pillar analysis concerning pillar 5 are:

- develop links at high and strategic level between health sector and road safety authorities
- developing an evaluation culture based on reporting procedures for fatalities and injuries, in both health and road safety sectors,
- reinforce fatality and injury reporting that link police and hospital data,
- develop a protocol for the transport injured people at all spatial levels and with all people potentially active form private sector, health sector, 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.

Secondly, very few recommendations were made concerning pillars 3 et 4, and our study proposes additional recommendations which could be very effective for road safety in African Countries.

Finally, two major recommendations, which concern quite all pillars follow. African Countries have to:

- develop consistent and systematic collection of data, in order to help public bodies for designing their public policy.
- enforce cooperation with NGOs and private sector representatives

The main objective of SaferAfrica’s project, but also with the assistance of international associations, is to give all African countries tools to their involvement in road safety. These recommendations have now to be discussed with national contacts and authorities through the dialog platform.

### 3.2.2 Presentations from Workshop participants and discussion

Dr. **Maria Segui Gomez (FIA)** provided an overview of FIA activities for road safety in Africa. The FIA actively supports the United Nations Decade of Action for Road Safety 2011-2020 with communication campaigns like the #3500LIVES in reference to the 3,500 lives lost every day on the roads, by supporting FIA Clubs all over the world in their road safety initiatives through a FIA Road Safety Grant Programme, by collecting and publishing country level road safety information in FIA Country profiles. Finally, the FIA is committed to the development of Regional Road safety
observatories, aimed at improving the quality of road safety data collection, especially in low- and middle-income countries.

Dr. Girma Bezabeh (AfDB) pointed out that road crashes are contributing to poverty in the continent (75% of road crash causalities are in the productive age between 16-65 years), and while African governments are making efforts to promote road safety, these efforts are constrained by institutional and financial capacities varying with their level of awareness and commitment. Among the most relevant issues highlighted: poor road crash data system, vehicle safety, a poor training and equipment of traffic police and coverage and reliability of emergency medical service. The AfDB is undertaking several actions: from the understanding of the road safety situation in Africa through dedicated studies identifying gaps and areas of interventions, to systematically introducing the “Safe System” approach and Road Safety Audit to infrastructure Bank financed projects, to the development and dissemination of road safety manuals. Moreover, interventions are also expanded adding important measures and replicated. Mr. Girma also highlighted the main challenges from the on-going interventions: a lack of human and institutional capacity in Executing Agencies, a lack of qualified and experienced road safety consultants in the region, packaging road safety measures with other unrelated interventions, procurement delays, weak implementation follow-ups and financing constraints.

Ms. Tawia Addo-Ashong (SSATP/WB) presented how SSATP supports the policy cycle in its various stages: knowledge creation (e.g. guidelines, case studies), knowledge dissemination (e.g. sharing best practices, study tours), advocacy (policy dialogue to support decisions) and knowledge application (e.g. pilot projects). In particular, in the road safety area she illustrated the three priority activities: Improving road safety monitoring and management, Development of road safety institutions and strategies, Supporting the integration of road safety policy and strategies.

Ms. Jane Karonga (UNECA) introduced ECA Road Safety Initiatives in Africa, these relate to research, advocacy, dissemination of knowledge products, training and capacity building. Among the ongoing and future activities there are: the ongoing collaboration with SSATP to formulate the minimum road safety indicators for comparability, create a regional observatory in Africa and provide road safety training, the undertaking of further road safety performance reviews beyond those in Cameroon and Uganda in collaboration with UNECE and Secretariat of Special Envoy on Road Safety, the ratification on UN Convention on road safety, African Road Safety Charter and Trans-African Highway, updating the implementation of the African road safety Action Plan based on the Mid-Term Review results, promoting the high-level commitment to improve road safety.

Ms. Monica Giannini (IRU) said that in general the IRU supports all measures that improve road safety, if they effectively target the main causes of accidents involving professional vehicles. IRU provides capacity building for those responsible for training, supervising & monitoring professional drivers and technical assistance to reform the road transport industry in a country. She stressed the importance of education, vocational training and lifelong learning in both economic and social context.

Prof. Shaw Voon Wong (PIARC) introduced PIARC as a leading international forum for analysis and discussion, developing and promoting best practices and efficient tools for decision making. The most important tool is the Online Road Safety Manual designed to help countries at every stage of infrastructure development fulfil road safety objectives. Low- and Middle-Income Countries (LMICs)
are a key focus area for PIARC, beyond holding seminars and workshops in Africa, there are two dedicated Regional Groups in Africa, working on geometric and structural design standards for African highway network and on the updating of practical rules of pavement design for French speaking African countries.

Dr. **Thierry Zagré** (ICI-Santé) presented the road safety situation in Burkina Faso and a pilot test for mapping crash data in Ouagadougou.
4 Consultations undertaken

The SaferAfrica project aims at creating favourable conditions and opportunities for the effective implementation of actions for road safety and traffic management in African countries, by setting up a Dialogue Platform between Africa and Europe. Besides other initiatives the Dialogue Platform aims at supporting the assessment of the implementation of African Road Safety Action Plan as well as defining recommendations on future road safety actions and, finally, conducting institutional activities to foster their adoption.

This section describes the outcomes of two consultations undertaken to assess the level of agreement to the recommendations developed within the SaferAfrica project. These recommendations are coming from two deliverables, namely: D4.2 - Recommendations for a common data collection system and definitions (Thomas et al., 2018) and D3.1 Assessment of the Action Plan and of regional instruments (Mignot et al., 2018).

4.1 Consultation on road safety data collection in Africa

4.1.1 Introduction

Based on a survey stakeholders' feedback, there is a significant demand for data and knowledge in order to be used for road safety related decision making. Currently, such information is poorly available in African countries. Moreover, the assessment of the existing road safety data collection systems in African countries revealed similarities but mostly differences since besides the existence of formal systems for recording road accidents for almost all countries, the data collection practices from the road safety monitoring and evaluation points of view are addressed in various ways. Specifically, sustainable systems to collect and manage data on road accidents, fatalities and injuries are in place for many but not all African countries. The same applies to the availability of exposure and behavioural indicators.

This consultation relates to a number of recommendations that should be adopted by African countries to improve the existing road safety data collection systems, it also gives the opportunity to make any additional comments. Stakeholders were asked their opinion on the various recommendations (agreement/disagreement with the recommendations) and to provide a comment especially if in disagreement with a specific recommendation. The survey was accessible through a dedicated page of the African Road Safety Observatory web portal (Figure 4-1).

The consultation was aimed at all SaferAfrica Dialogue Platform stakeholders and was open from 1st October 2018 to 21st October 2018.
In total, 45 responses were received from 23 African countries (Figure 4-2). The majority of respondents were from South Africa (7 responses), Namibia and the Gambia (4 responses each).
4.1.2 Summary of results
Most of respondents in general agreed with the SaferAfrica recommendations (Figure 4-3). Exposure and Road Accident data collection priorities received a high number of non-responses.

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2 Detailed results can be found in the Annex.
Figure 4-3  Consultation on road safety data collection in Africa – Sithesis of results

Below is a summary of the comments received.

95.1% of the respondents agreed on the formation of Pan-African coordinative organization. Those who disagreed said that, actually, there is already a coordinative organization. It was formed it in 2011 at the 2nd Africa Road Safety Conference in Addis Ababa. It is called Africa NGO for Road Safety. Currently membership is 32 organizations and academia.

92.7% of the respondents agreed that the countries with dedicated road safety budget, have a higher operational level of road safety. The comments on this were, in Africa, there are technocrats who assume that infrastructure budget is road safety budget and therefore do nothing or little to dedicate funds entirely on road safety promotion. In the same way, some countries do not have established road safety organization to handle the affairs of accident and its dedicated budget.

In the question about the adopt standard data definitions and standard data collection processes, 95.1% of the respondents agreed and 4.9% of the respondents answered that they did not know.

85.4% of the respondents agreed with summary sampling and costing in Africans countries. But, in this point, 12.2% of the respondents answered that they did not know, this could be, because the statement included "In Africa, not all the countries have the same performance level in terms of road safety definitions and data collection systems", and the respondents only know the conditions of their country.

With respect to the establishment of capacity at the authorities to collet, process, analyze data and support decision making, 97.6% of the respondents agreed. There was a comment, to add to that list of the stakeholders, the motor vehicles technical inspection bodies which are mostly private.
In order to calculate the Road Safety Indicators, 90% of the respondents agreed with that primary data collected should be. 1. Number of registered vehicles by year of manufacture (or registration year); 2. Number of registered vehicles by vehicle type.

Regarding to the Exposure Data and Road Accident Data, were the two points with the least answers from respondents, 12 and 14 respectively. This could be because they are very technical aspect. Nevertheless, 93.3% of the respondents who responded agreed with that population, driver population and vehicle fleet should be the primary data collected in order to calculate the exposure indicators. In the same way, 92.9% of the respondents who responded agreed with that data structure of the Road Accident Data, should follow the structure proposed in the WHO manual (2011).

In conclusion, based on a survey stakeholders’ feedback, there is a significant demand for data and knowledge in order to be used for road safety related decision making. The majority agreed with the points about: Formation of Pan-African coordinative organization, dedicated road safety budget, adopt standard data definitions and standard data collection processes, summary sampling and costing in Africans countries, establishment of capacity at the authorities to collet, process, analyse data and support decision making, Road Safety Indicators, Exposure Data and Road Accident Data.

### 4.2 Consultation on the Recommendations to improve Road Safety in Africa

#### 4.2.1 Introduction

This survey relates to a number of recommendations possibly to be adopted within the African Road Safety Action Plan, reported in SaferAfrica deliverable D3.1 Assessment of the Action Plan and of regional instruments. The analysis undertaken highlight recommendations that were proposed by the mid-term review of the ARSAP and which are still reliable and new recommendations which seem important in order to improve road safety in Africa.

Stakeholders were asked their opinion on the various recommendations (agreement/disagreement with the recommendations) and to provide a comment especially in case of disagreement with a specific recommendation. The survey was accessible through a dedicated page of the African Road Safety Observatory web portal (Figure 4-1).

The consultation was aimed at all SaferAfrica Dialogue Platform stakeholders and was open from 1st October 2018 to 21st October 2018.
Figure 4-4 Consultation space on the DP web tool

In total, 40 responses were received from 21 African countries (Figure 4-5). The majority of respondents were from South Africa, Gambia and Kenya.
4.2.2 Summary of results

There was a consensus (except one disagree) for the three recommendations on Pillar 1 Road safety management:

- 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, making possible detailed analysis and evaluation, and ultimately helping public bodies for designing their public policy,
- enforce cooperation with NGOs and private sector representatives.

The importance of all the three is recognized by the respondents. Some respondents highlighted their country is still in the process of creating a lead agency and report a weak cooperation between public road safety actors and the private sector and NGOs working on road safety.

For two of the three Pillar 2: Safe roads and mobility, recommendations there were a complete consensus:

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3 Detailed results can be found in the Annex.
• improve the existing crash data collection system both in terms of coverage, commitment 
and tools,

• develop the required expertise for establishing road safety audit and inspection procedures.

Mixed opinions were recorded for the recommendation to establish or improve a technical structure 
with high capability in road infrastructure safety management. In this case, there was a proposal for 
the establishment of a road safety secretariat at the Ministry of Transport.

Concerning Pillar 3: Safer vehicles, a general agreement from all respondents was observed for 
three recommendations:

• to consider all the stages of vehicle life: new vehicles, used vehicles in international trade, in-
use compliance, modification of vehicles,

• to ensure the commitment of all stakeholders,

• to communicate the benefit to stakeholders and population.

Two respondents disagreed with the recommendation to ensure the skills and capability of the 
responsible officers to manage the whole vehicle-compliance scheme, and one to the recommendation 
to ensure the registration of all kind of vehicles, to ensure repair and maintenance, to ensure the 
availability of quality spare parts. A major concern highlighted with these is the lack of qualified 
professionals for technical inspections combined with the not respected law (in Guinea) for age limit 
of imported vehicles.

Regarding Pillar 4 there is a general agreement with:

• Dedicating financial and human resources for the implementation of policies relating to road 
user behavior.

• Building capacity for monitoring and evaluating road safety interventions

• Encouraging the collection of exposure data

• Identifying the training needs for those individuals involved in road safety implementation 
process

• Further action to road user education and campaigning potentially staring by targeting 
vulnerable road user groups.

• Seat belt laws exist in almost all countries however these seem to relate mainly to drivers; 
laws should be enhanced to include all vehicle occupants. This should be in conjunction with 
vehicle standards governing the fitment of seat belts in all occupant positions.

• Rear seat occupant protection should be further encouraged.
There were some disagreements for the enhancement of the national helmet laws to include a requirement that the helmet is fastened and meets required safety standards and encouraging the monitoring of public acceptance of road safety measures in order to identify education and awareness campaigns to maximize effects.

Most comments stress the importance of the application and enforcement of existing laws and regulations. In some countries, there is a demand for training of main actors on these matter since road safety is a new area. Road safety education in schools, child restraint use and awareness campaign are seen important actions to be improved.

There was a general consensus on all SaferAfrica recommendations of Pillar 5:

- Developing a protocol for the transport injured people at all spatial levels and with all people potentially active (for example, taxi drivers, members of associations... and of course Health associations and Bodies).
- Developing links at high and strategic level between health sector and road safety authorities
- Developing an evaluation culture based on reporting procedures for fatalities and injuries, in both health and road safety sectors
- Reinforce fatality and injury reporting linked to crash databases that link police and hospital data

Among the comments, the need to establish a relationship with first aid services in the event of an accident and the service of social reintegration of victims after consolidating their handicaps for sustainable development was also raised.
5 Conclusions

In Africa there is a significant demand for data and knowledge in order to be used for road safety-related decision making. Such information is poorly available in African countries. However, during the present decade certain ongoing actions are beginning to form the conditions for appreciable road safety improvements.

During the period from April 2018 to October 2018 a MB Workshop was held in Athens and two consultations on SaferAfrica recommendations were undertaken.

The objective of the 2nd Dialogue Platform Management Board Workshop was to present current road safety activities carried on in Africa resulting from both the SaferAfrica project as well as the organizations of the Management Board members. More specifically, the workshop provided a brief description on the following topics:

- Overview and current activities of SaferAfrica project
- Road safety data collection in Africa
- Implementation of the African Road Safety Action Plan

From the SaferAfrica project the current status of core work package activities was outlined; namely, road safety management, capacity building and road safety data collection assessment. For all these tasks an assessment of the current situation either through surveys, existing documents or case studies was the basic prerequisite.

The demand for making available reliable and comparable road safety data for evidence-based decision making, is addressed by providing recommendations and guidelines for a minimum set of harmonised data collection procedures and standard definitions that could be applied in the short-to medium term. More specifically, for all types of data a minimum set of data elements and a common collection system is proposed. However, due to experience, unavailability and lack of standardization in the collection process limitations, a 2-fold priorities scenario is proposed on each data type, based on a combination of usefulness and ease to collect.

From all the speakers, it was widely acknowledged that for improving road safety in Africa, certain direct as well as general requirements need to be met:

- Dedicated budget
- Establishment of authorities’ capacity
- Evidence based knowledge on road safety
- Adopt standard data definitions and standard data collection processes
- Formation of Pan-African coordinative organization
From what concerns the recommendations coming from the analysis of the implementation of the African Road Safety Action Plan, it resulted that ARSAP mid-term evaluation recommendations are still relevant and have to be enhanced. Additional recommendations were proposed by SaferAfrica, especially for Pillars 2, 3 and 4 and these were in general agreed by the workshop participants who provided similar ones according to their experiences.

Following the workshop, two consultations were launched on the Dialogue Platform on the recommendations on these two topics. From both the consultations undertaken there is consensus on the recommendations coming from the analysis of SaferAfrica project. Likewise, it is important to mention how Dialogue Platform in this case served as a tool to launch the two consultations.
6 References


Annex 1 – SaferAfrica MB Workshop Agenda

INNOVATING DIALOGUE AND PROBLEMS APPRAISAL FOR A SAFER AFRICA

SaferAfrica

Grant agreement no.: 724029

PROJECT MEETING AGENDA
APRIL 25-26, 2018
ATHENS, GREECE

Venue: Department of Transportation Planning and Engineering, NTUA
Materials Building, Zografou Campus
## Dialogue Platform Management Board workshop Agenda

**Venue:** Department of Transportation Planning and Engineering, NTUA Materials building, Zografou campus

### 27th of April 2018

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<td>Welcome &amp; Introduction</td>
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<td>SAFERAFICA project Overview and current activities</td>
<td>Luca Persia (CTL)</td>
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<td>Road Safety Management – SAFERAFICA ongoing activities</td>
<td>Govert Schermes (SWOW)</td>
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<td>Capacity building – ongoing activities</td>
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<td>9.45 - 10.45</td>
<td><strong>Session 1 – Road Safety Data Collection in Africa (Part 1)</strong></td>
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<td>SAFERAFICA evidences &amp; recommendations</td>
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<td>Experience &amp; recommendations from WHO</td>
<td>Kacem Iaych (WHO)</td>
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<td>10.45 - 11.00</td>
<td><strong>Coffee-break</strong></td>
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<td>11.00 - 12.00</td>
<td><strong>Session 1 – Road Safety Data Collection in Africa (Part 2)</strong></td>
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<td>Road Safety Data Collection in Botswana</td>
<td>Amos Motshegwe (MTC)</td>
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<td>Road Safety Data Collection in Cameroun</td>
<td>Maurice Njontu (MINTP)</td>
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<td>11.30 - 12.00</td>
<td><strong>Round table</strong></td>
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<td>Moderator: George Yannis</td>
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| Time       | Session 2 — Implementation of the African Road Safety Action Plan  
            | (Part 1)                                      |
|------------|------------------------------------------------|
| 12.00 – 13.00 | SaferAfrica evidences & recommendations  
                        | Dominique Mignon (IFFSTARR)                   |
|            | FIA activities to improve road safety in Africa  
                        | Maria Segui Gomez (FIA)                       |
|            | AfDB activities to improve road safety in Africa  
                        | Girma Bezabeh (AfDB)                          |
|            | AfDB activities to improve road safety in Africa  
                        | Tawia Addo-Ashong (SSATP/WB)                   |
| 13.00 – 14.00 | Lunch                                 |
| 14.00 – 16.00 | Session 2 — Implementation of the African Road Safety Action Plan  
            | (Part 2)                                      |
|            | UNECA activities to improve road safety in Africa  
                        | Jane Karonga (UNECA)                          |
|            | IRU activities to improve road safety in Africa  
                        | Monica Giannini (IRU)                         |
|            | PIARC activities to improve road safety in Africa  
                        | Shaw Yoon Wong (PIARC)                        |
|            | Kenya case study                         | Stephanie Aketch (Hi)                         |
|            | Burkina Faso case study                   | Thierry Zagrè (ICI-Santé)                     |
| 15.15 – 15.45 | Round table  
                        | All                                           |
|            | Moderator: Dominique Mignon               | All                                           |
| 15.45 – 16.00 | Closure of the workshop                  | All                                           |
Formation of Pan-African coordinative organization

In order to assess the standardization level of the data collection process in the collection priority areas for further improvement, there is a need for structuring at public bodies, research institutions and NGOs. Among the core assignments of the collection management as well as the support, from a technical point of view, the process of the data.

Agree

Formation of Pan-African coordinative organization
41 responses

Comments:

- Efforts however should be made to encourage this need to ensure the buy in of many stakeholders

- It is actually there. We formed it in 2011 at the 2nd Africa Road Safety Conference in Addis Ababa. It's called Africa NGO for Road Safety. Currently membership is 32 organisations and academia

- Add roadworthy inspection bodies
Dedicated budget

Based on worldwide experience, countries with dedicated road safety budget, L.
safety.

Comments:

• However, in Africa there are technocrats who assume that infrastructure budget is road
  safety budget and therefore do nothing or little to dedicate funds entirely on road safety
  promotion.

• Some countries do not have established road safety organization to handle the affairs of
  accident. Liberia is just getting on pad with this initiative.

• Most African countries they don't have enough budget to road safety programs, that makes
  people lack of proper information on Road safety.

• However, the budget must consist of sufficient funding.

• African countries have low RS capacity and therefore it is judicious to lean data capturing
  and treatment with existing scientific structures at the beginning. It will also help getting a
  small dedicated budget rather to ask governments to create a new budget line from the
  beginning.
In most countries road safety is considered important once a calamity occurs but as soon as that dies down, the importance of road safety is not particularly appreciated by making adequate budget provisions.

**Adopt standard data definitions and standard data collection processes**

Data elements and values must be useful for road accident analysis at both national and international levels. The data elements, the collection process should be standardised and performed (accident data) or on a periodic basis (exposure data – SPI surveys).

- Agree

**Adopt standard data definitions and standard data collection processes**

41 responses

![Pie chart showing 95.1% Agree, 4.9% Disagree, and 0% Don't know]

**Comments:**

- When the crash occurs
Summary sampling and costing

The data elements should be comprehensive, concise, and refer to casualty road time, cost, and collection barriers in general, should be avoided regardless of the Africa, not all the countries have the same performance level in terms of road safety systems. Therefore, a 2-stage priorities scenario on accident data, exposure data indicators is proposed.

- I think this point needs to be elaborated on. If the 2-stage priorities are separated by crashes that result in injuries and fatalities and crashes that result in vehicle and property damage then I agree.

- Time and barriers such as Road infrastructure, other geographical and environmental barriers can contribute a lot in ensuring proper proactive/preventative planning for Road Policing and Road Safety initiatives instance.
Establishment of capacity at the authorities to collect, process, analyse data and support decision making

It is very important for the authorities to be trained in basic practices of data management, and forwarding the files for further assessment. The overall intention is to develop capacity building for all the organizations involved. The bodies involved in this capacity building are mainly the public organizations involved in surveys for collecting exposure and SPI data, the underreporting of road accident data, which could be tackled by linking Police

Comments:

- The data collection point should be a neutral organization
- Add to that list the motor vehicles technical inspection bodies which are mostly private.
- Nous proposons en dehors des personnes habilitées à collecter les données d'accidents de la circulation qu'on y ajoute la gendarmerie et les chefs traditionnels. En effet, dans le cas du Cameroun, la Police n'intervient qu'en milieu urbain alors que la gendarmerie intervient dans les zones périurbaines et en rase campagne. Pour les accidents survenus dans les villages reculés et non déclarés aux forces de l'ordre, les chefs traditionnels qui sont les représentants de l'Administration territoriale sont généralement au courant
This is in place but needs more detail and better synchronisation

Road Safety Performance Indicators: Data collection

The following list of primary data should be collected in order to calculate the Safe registered vehicles by year of manufacture (or registration year); 2. Number of regis

- Agree

Road Safety Performance Indicators: Data collection priorities

40 responses

Comments:

- Include the use of the vehicle for instance is it a vehicle involved in public transport services or not

- Provided that accident statistics can be segregated by vehicle type per year

- les données à collecter pour calculer les indicateurs de sécurité routière sont : nombre d'audit/contrôle de sécurité routière, nombre d'aménagement apportés à la route, nombre de conventions internationales pertinentes sur la sécurité routière ratifié , nombre de textes nationaux pris sur les principaux facteurs de risques routiers (vitesse, casque, ceinture et système de retenue pour enfant, alcool, etc.), les mesures de la capacité de prise en charge post accidents (temps de réponse sur les lieux d'accident, nombre d'ambulance et nombre de lits.

- This is in place in SA
The vehicle registrar must capture full details of a vehicle. For example, a Toyota Sedan is not complete. But Toyota Corolla is gives more picture because another Toyota Sedan could have been Toyota Camry for instance.

**Exposure data: Data collection priorities**

The following list of primary data should be collected in order to calculate the exp population, 3. Vehicle fleet.

- Agree

**Comments:**

- There are still loopholes in exposure indicators that need to be addressed on a wider basis
- These, however, cannot be made part of accident data collection tool as they are obtainable from other sources.
- *Précision : Le parc de véhicule roulant est mal connu. Aucune statistique fiable n'existe là-dessus.*
- Number of cyclists, number of pedestrians. If not existing, it is recommended to carry out appropriated measures.
• Les données d'exposition au risque doivent être complétées par le linéaire total de réseau routier et les linéaires des différentes types de route, longueur total de déplacement effectué

• Driver population per age category could help getting an idea of the structure of FSI by transport mode and age

Road accident data: Data collection priorities


☐ Agree

Road accident data: Data collection priorities
28 responses

Comments:
There is need to improve the data collection at source; The Enforcement (Police) must be trained and enabled to collect quality data as a basis for road crash data system.

Précision : La Guinée n’a pas encore officiellement adopté et appliqué la définition du décès dans les 30 jours suite à l’accident, ni celles relatives à la gravité des blessures (+ 6 jours d’hospitalisation pour blessure grave)

Please take these following Accident related variables into account: 10. accident category (accidents with fatalities/serious injuries/minor injuries) 11. Kind of accident (different configurations of collisions (for example: collision with another vehicle which starts or is stationary, collision with another vehicle moving ahead or waiting, collision with another oncoming vehicle, collision with another vehicle which turns into or crosses a road, collision between vehicle and pedestrians etc) 12. Cause of accident in these following groups (i.e. road surface conditions (dry, wet, etc), influence of the weather rain (strong, normal, slight), sunny, icy), Obstacles (i.e. trees, safety guard, etc), 13. Casualties (fatalities, serious injured, slightly injured)

Personal related variables should include level of alcohol or drug intoxication

Il est nécessaire de compléter les variables des quatre catégories de données déjà énumérées par : * accident (type d’impact) ; * route (condition de la surface de la route - humide, sec, glissant, etc -), la vitesse indiquée sur la route de survenance de l’accident, la gestion du carrefour - panneau, policier, feux, etc. - , la géométrie de la route - pente, courbure, etc. - ) * véhicule ( taille du moteur, fonction du véhicule); *personne ( identifiant de la personne, numéro du piéton par rapport à celui du véhicule qui l’a heurté, les équipements de sécurité, manoeuvre du piéton, consommation et test d’alcool, et de drogue)

Je propose pour l’accident qu’on prenne en compte les conditions de survenance de l’accident (collision ou renversement); pour le véhicule qu’on mentionne le numéro de chassis pour mieux identifier le véhicule accidenté; pour l’usager qu’on précise le cas de décès et la profession de la victime; la qualité du conducteur par rapport au véhicule (propriétaire ou chauffeur)

It is better to adopt the notion of ‘Collision’ instead of ‘Accident’. It is essential to add the variables on the use of helmet and seatbelt at the moment of the collision
Annex 3 – Road safety data collection in Africa: Detailed survey results

Pillar 1: Road Safety Management *

Based on the findings from our analysis, the following statements/recommendations in your field of expertise please select option "I don't know"):

<table>
<thead>
<tr>
<th>Agree</th>
<th>Disagree</th>
</tr>
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<tbody>
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</table>

Strengthen the institutional... 

<table>
<thead>
<tr>
<th>Pillar 1: Road Safety Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keep enforcing cooperation with NGOs and private sector representatives where it is already at work and to sustain effort for developing further cooperation where it is partially operated or nonexistent.</td>
</tr>
<tr>
<td>Develop consistent and systematic collection of data, making possible detailed analysis and evaluation, and ultimately helping public bodies for designing their public policy.</td>
</tr>
<tr>
<td>Strengthen the institutional framework by consolidating the current position and the prerogatives of the lead agency where it exists, and to develop and complete its fields of operation.</td>
</tr>
</tbody>
</table>

- Agree: 37
- Disagree: 11
- Don't know: 11

Comments:

- Ensure that road infrastructure accommodate all modes of transport including non-motorized.
- Keep enforcing cooperation with public, private sectors and NGOs on road safety matters.
- How do you enforce cooperation with the private sector? Private companies do exist particularly for profit their can send them to prison for not supporting road safety.
• L'Agence principale de gestion de la sécurité routière n'existe pas encore en Guinée. Le processus pour sa création est en cours, mais reste assez lent en raison des difficultés institutionnelles. Ensuite, la coopération entre les acteurs publics de la sécurité routière et le secteur privé et les ONGs intervenant dans la sécurité routière reste encore très faible.

• We don't operate in pillar one

• Without an understanding of the data - all other actions are based on anecdotal observation
  - Getting data right is critical to the process

• Point #3 could be a great kick for RS management pillar

• I agree with the assertions above. The institutional framework and location of the Road Safety Lead Agency is key. Perhaps in countries where there is little movement, the responsibility should be placed at the Prime Minister's Office.

Pillar 2: Safer roads and mobility *

Based on the findings from our analysis, the following statements/recommend your field of expertise please select option "I don't know"):

<table>
<thead>
<tr>
<th>Agree</th>
<th>Disagree</th>
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</table>

Establish, where not existin...
Pillar 2: Safer roads and mobility

- Develop the required expertise and premises for establishing road safety audit and inspection procedures.
  
- Improve the existing crash data collection system both in terms of coverage (crashes in rural roads seem to be highly under-reported), commitment and tools.
  
- Establish, where not existing, or improve a technical structure with high capability in road infrastructure safety management providing a statutory budget and the necessary training to be fully operational and capable.

Comments:

- Ensure that road infrastructure accommodate all modes of transport including non-motorized.
- Agree in all cases.
- For the case of Liberia, I have co-author two successful technical assistances which give rise to the establishment of the road safety secretariat presently at the ministry of transport.
- Une Agence routière (AGEROUTE Guinée) vient d’être créée et en cours d’opérationnalisation afin de mieux gérer les infrastructures routières. Ensuite, il manque une base de données nationale sur les accidents en Guinée intégrant celles de toutes les sources (Police, Gendarmerie, Hôpitaux, etc.). Enfin, l’audit de sécurité routière est recommandé mais n’est pas encore institué en Guinée.
- We don’t operate on pillar two
- Je propose qu’on mette sur place un organisme autonome chargé de la gestion des cinq piliers de la décennie routière les services techniques doivent être sous cet organisme autonome pour un suivi et évaluation la mise en œuvre du Plan mondial de la décennie d’actions pour la Sécurité routière des Nations Unies
- I agree with the assertions as indicated. What I consider key is, after the correct placement of the Road Safety Lead Agency, the capacities required should be addressed and Roads Departments or Authorities or Agencies MUST meet the conditions of road safety audits pre-construction and post construction. Road Safety organization MUST be involved at all stages.
Pillar 3: Safer vehicles

Based on the findings from our analysis, the following statements/recommendations are applicable in your field of expertise please select option "I don’t know":

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agree</th>
<th>Disagre</th>
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</thead>
<tbody>
<tr>
<td>Consider all the stages of a ...</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Side factors have to be con...</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

**Pillar 3: Safer vehicles**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Agree</th>
<th>Disagree</th>
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</thead>
<tbody>
<tr>
<td>Communicate the benefit of the mentioned activities to the relevant stakeholders and to the ensemble of the population</td>
<td>37</td>
<td>2</td>
</tr>
<tr>
<td>Ensure the skills and capability of the responsible officers to manage the whole vehicle-compliance scheme</td>
<td>35</td>
<td>2</td>
</tr>
<tr>
<td>Ensure the commitment of all the involved departments: transport, police, customs, taxation</td>
<td>38</td>
<td>1</td>
</tr>
<tr>
<td>Consider all the stages of a vehicle life: New vehicles (e.g. New Car Assessment Programme); Used vehicles in international trade (minimal technical requirements for...</td>
<td>37</td>
<td>2</td>
</tr>
</tbody>
</table>

**Comments:**

- Where second-hand tyres are imported into the country, ensure that they comply with environment safety of the country through quality *** of consignment at the points of entry into the country. *By the means discourage of dumping of tyres used in Europe and other parts of the world into Africa through ***

- Not applicable
Vouloir assurer la mise en conformité des véhicules localement comporte des risques importants pour la sécurité des usagers, car elle ouvre la voie à toute sorte de manoeuvre (débrouillardise) de la part des mécaniciens n'ayant pas la qualification requise. Le changement de direction de la droite vers la gauche sur place avait été envisagé un moment par les autorités du Ministère des Transports, avant d'être abandonné. Sachant qu'en Guinée, le contrôle technique automobile est interrompu depuis 2003 et la limitation de l'âge des véhicules usagers à l'importation à 8 ans n'est pas du tout respectée.

My suggestion is that two-wheeler and three-wheeler vehicles must not be authorised for transporting people for reward. They must be used only for personal travel and not for ferrying passengers for reward.

Les données à collecter pour calculer les indicateurs de sécurité routière sont : nombre d'audit/contrôle de sécurité routière, nombre d'aménagement apportés à la route, nombre de conventions internationales pertinentes sur la sécurité routière ratifié, nombre de textes nationaux pris sur les principaux facteurs de risques routiers (vitesse, casque, ceinture et système de retenue pour enfant, alcool, etc.), les mesures de la capacité de prise en charge post accidents (temps de réponse sur les lieux d'accident, nombre d'ambulance et nombre de lits.
Pillar 4: Safer Road Users *

Based on the findings from our analysis, the following statements/recommendations are to be reviewed and validated by your field of expertise please select option "I don’t know"):

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agree</th>
<th>Disagree</th>
</tr>
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<tbody>
<tr>
<td>Dedicate financial and human resources</td>
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<tr>
<td>Build capacity for monitoring</td>
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<td>○</td>
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<tr>
<td>Encourage the collection of data</td>
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<td>○</td>
</tr>
<tr>
<td>Encourage monitoring of public safety</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Similarly, identify the training</td>
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<td>○</td>
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</tbody>
</table>
Comments:

- Educate road users in all applicable laws to them for prevention of injuries and fatalities in the event of road crash or before crash. - seatbelt usage - helmet usage - use of reflective clothing - walk safely *include 4 last points to the pillar 1 to be part of safer vehicles

- Seat belts, helmet and rear seat occupant protection are already in place for Namibia.

- For Liberia case, road safety is almost a new thing. Therefore, we will accept if training can be conducted for all stakeholders in the secretariat to be fully equipped to function.

- *Des lois et règlements existent sur la ceinture, le casque et autres facteurs. Mais le principal problème réside dans leur insuffisance d'application. Des négociations entre Agents et usagers en infraction domine les contrôles routiers. Ensuite, l'éducation à la sécurité routière en milieu scolaire n'est pas instituée. La formation des acteurs ainsi que les campagnes de sensibilisation sont insuffisantes.*

- Laws to include all passengers to use seat belts

- Road Safety organisations need to be supported with resources to achieve mass communication to multiple road user groups to address safe road user principle.

- Rear Seat occupant protection is required particularly for child restraints
Pillar 5: Post-crash response *

Based on the findings from our analysis, the following statements/recommendations are made. Please select your field of expertise to indicate whether you agree or disagree:

<table>
<thead>
<tr>
<th>Agree</th>
<th>Disagree</th>
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</table>

Comments:

- Namibia need to develop a National call centre for Post-crash care and emerging response service.
- Absence de SAMU. Les données de la santé ne sont pas intégrées aux données générales publiées par les autorités.
- Il faut établir aussi une relation avec les services de premiers secours en cas d'accident et le service des réinsertion sociale des victimes après consolisation de leurs handicaps pour un développement durable.
- The links between post crash response and road safety is very key.