ACTIVITIES REPORT 3

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<td>DP</td>
<td>Dialogue Platform</td>
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<td>ENSTP</td>
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<td>EUROSTAT</td>
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<td>FIA</td>
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<td>Humanity &amp; Inclusion</td>
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<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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<td>International Traffic Safety Data and Analysis</td>
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<td>World Road Transport Organization</td>
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<td>International Transport Forum</td>
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<td>Low- and Middle-Income Countries</td>
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<td>Road Safety Performance Indicators</td>
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Executive Summary

SaferAfrica 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 update the African Road Safety Action Plan and the African Road Safety Charter, as well as fostering the adoption of specific initiatives, properly funded. The Platform is made by a decision-making level of the Platform comprising a Management Board of prominent institutions like the United Nations, World Health Organization, in addition to regional economic communities and development banks (AfDB). 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 and NGO’s. This deliverable is part of WP2 and 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, responsible of managing all the activities of the two main groups of the Dialogue Platform: The Management Board and the Stakeholder Group. The contribution from the Management Board members and from African Stakeholders are provided both with dedicated SaferAfrica Dialogue Platform Workshops and through consultations undertaken within the DP webtool embedded in the African Road Safety Observatory.

The Management Board meets twice per year. During the 5 months period covered by this deliverable, from November 2018 to March 2019, the 3rd Management Board meeting was held in Abidjan (Ivory Coast) on November 8th, 2018.

The workshop was organized in three main sessions:

- **SaferAfrica project overview and current activities** with a focus on Road Safety Knowledge & Data and Capacity Building;
- **Road Safety Management in Africa**;
- **Sharing of Good Practices**.

Introducing the first part of the discussion dedicated to Data and Capacity Building SaferAfrica ongoing activities, project Coordinator Prof. Luca Persia presented the African Road Safety Observatory as the major result of SaferAfrica project, online and operative form June 2018 to help African countries in decreasing fatality rate that is the highest in the world (26.6/100.000 population).

From all the speakers it was widely highlighted that for improving road safety in Africa, **Road Safety Management** and **Sharing of Good Practices** are strongly crucial (two main tasks of SaferAfrica project). At national level it was stressed the importance of capacity building and good practices transferability. In the various African countries, the possible barriers to transferability should be identified. At the international level, the priority of defining a common set of minimum road safety indicators and a common methodology were highlighted.
1 Introduction

This deliverable is part of Work Package 2 (WP2) – Dialogue Platform of 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.

![Figure 1-1: The SaferAfrica pyramid](image)

The pyramid is based on the four building blocks, defined according to the priorities highlighted by the African 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 initiatives undertaken during the 5 months period from November 2018 to March 2019.

**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 third MB workshop which was held in Abidjan in November 8th 2018. **Chapter 4** describes the consultations undertaken by the DP through the web-based tool and
Chapter 5 provides some conclusions on the activities performed from November 2018 to March 2019.
2 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 (Deliverable 2.1, Meta, Usami)
- 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.

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 by prominent institutions at international level, identified among policy makers, multilateral development banks, other key international institutions, able to effectively influence on 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 work 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: Abidjan Workshop

The 3rd MB workshop was held in Abidjan on 8th of November 2018. The 1st SaferAfrica DP Workshop, “Fostering cooperation between Africa and Europe on road safety Observatories”, was held in Marrakech, Morocco (11 October 2017). The 2nd SaferAfrica DP Workshop “Discussing main evidence from SaferAfrica Project”, was organized in Athens, Greece (27 April 2018).

SaferAfrica Dialogue Platform Workshop represents an opportunity to deeply examine Road Safety Management in Africa thanks to the participation of both SaferAfrica team as well African Stakeholders and personalities coming from prominent international organizations active in the field of Road Safety.

The meeting was organised by the SaferAfrica Secretary in the form of workshop with 18 fixed interventions and a question and answers discussion session after each intervention. It counted 18 speakers from the MB and invited stakeholders from seven African countries (namely: Tunisia, Algeria, Benin, Guinea-Conakry, Ivory Coast, Senegal and Mali) and a total of 40 participants.

With the aim of ensuring geographical coverage throughout the continent, SaferAfrica Secretary selected the invited African Stakeholders form North and West African region. Abidjan workshop hosted seven Members from the SaferAfrica Management Board, namely Jane Karonga (UNECA); Tawia Addo-Ashong (SSATP/WB) Susanna Zammataro (IRF, on conference call); Maria Seguí-Gomez (FIA) Kacem laych (WHO) and Girma Berhanu Bezabeh (AfDB).

Simultaneous translation from French to English and vice-versa was guaranteed during the entire workshop. The workshop was video recorded.

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

- Road Safety Management in Africa;
- Sharing of Good Practices.

The workshop was organised in three main parts, chaired by SaferAfrica Consortium representatives, as reported in Table 3-3-1.

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<td>Luca Persia (CTL)</td>
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<td>Session 2 Road Safety Management in Africa</td>
<td>Govert Schermers (SWOV)</td>
</tr>
<tr>
<td>Session 3 Sharing of Good Practices</td>
<td>João Cardoso (LNEC) &amp; Eleonora Meta (CTL)</td>
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During the 1st Session, project Coordinator Professor Luca Persia, from the Research Centre for Transport and Logistics of “Sapienza” University of Rome, introduced SaferAfrica Project ongoing activities and presented the newly born African Road Safety Observatory as one of the major result
of SaferAfrica project. The video "African Road Safety Observatory: Learn, explore, participate!" was officially launched. The video has been made to illustrate functionality and contents of the web portal. It is hosted in the African Road Safety Observatory in the Media Library section and in the SaferAfrica web portal. The video has been inserted together with other dissemination products also in the SaferAfrica sticks produced for dissemination purpose and circulated among African and European experts during the SaferAfrica workshops and events. More information about the video and the dissemination activities concerning the African RSO can be found in Deliverables D 8.9 (Buongiovanni, 2019).

Two presentations followed, informing the audience about the activities done so far related to the two main pillars of SaferAfrica project: road safety management and capacity building.
3.1 Session 1 – Welcome & Introduction: the African RSO

Professor Luca Persia from the Research Centre for Transport and Logistics (CTL) of “Sapienza” University of Rome chaired the Workshop in his capacity of SaferAfrica Project Coordinator, presenting the relevant work undertaken by the Consortium at this stage. Introducing the first Session of the Workshop Prof. Persia reminded “the main objective of the project is to build a bridge between Africa and Europe in order to favor the improvement of the African road safety situation based on what Europe have already done”.

Describing the overall concept of SaferAfrica, he stressed that up to date the project led to a number of important achievements, the most prominent one is the two-levels Dialogue Platform (DP). The Institutional level of the DP comprises 10 representatives of existing top level international institutions involved in road safety: European Commission, World Bank, African Development Bank, Federation Internationale de l’Automobile (FIA), United Nations Economic Commission for Africa (UNECA), Africa Transport Policy Program (SSATP), World Road Association (PIARC), World Health Organization (WHO), International Road Transport Union (IRU), International Traffic Safety Data and Analysis Group (IRTAD).

The Technical level of the DP comprises both African and European government and research institutions, international institutions and organisations for citizen representation (e.g. NGOs). “At this stage of the project - Mr Persia underlined - the African Stakeholders involved in the DP are 148 from 42 countries, guaranteeing almost the coverage of the entire Continent, nonetheless the number of the participants is continuously increasing”.

Another important key finding - Prof. Luca Persia stated - is the development of the African Road Safety Observatory. The African RSO is organized into two main parts reflecting basically the approach of SaferAfrica project. The web portal combines, in fact, both the traditional functions of gathering, analysing and sharing road safety data and more innovative one aimed at actively involves road users and stakeholders to report road safety issues.

The African RSO works as an interactive space where relevant road safety needs facing African countries can be highlighted, while experiences presented and solutions discussed. The online portal, available for any device, includes freely accessible knowledge resources and tools - such as statistics, maps, reports and fact sheets – as well as dialogue and crowdsourcing functions with a view to enabling experts, institutional stakeholders and end users to take part. The video “African Road Safety Observatory: Learn, explore, participate!” was officially launched to better introduce the audience to the main contents and functionality of the web portal.
In the last part of the introduction, Prof. Luca Persia briefly illustrated the ongoing activities of the four main pillars of SaferAfrica project: Road Safety Knowledge & Data, Capacity Building, Road Safety Management, Sharing of Good Practices. Starting with the first topic of the first session – Road Safety Knowledge & Data – Prof Luca Persia stressed how data are something absolutely crucial to understand road safety problems in African countries as well as to define evidence-based effective road safety policies.

"We are analyzing the current situation to make a better use of the existing data through dedicated analyses – stated Persia - and we are also trying to collect additional indicators through dedicated surveys in order to contribute to a future improvement of the Accident data collection system in African countries"  

Concerning the second topic of the first session, Capacity Building, Mr. Persia highlighted SaferAfrica contribution to the training of local experts, thanks also to development of the e-learning module which will be illustrated within the first session of the workshop. As concerned Road Safety Management, SaferAfrica will support national and local governments in better understanding current weaknesses and country needs in road safety management, by training skilled people and by providing ready to implement projects and examples of international good
practices. Prof Luca Persia ended his introduction by saying that SaferAfrica team is trying to define a methodology to identify examples of good practices that can be applied to the different African countries.

### Table 3-3-2  Agenda of Session 1 of the Abidjan Workshop

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<td>Road Safety Knowledge and Data – SaferAfrica ongoing activities</td>
<td>Stergios Mavromatis (NTUA)</td>
</tr>
<tr>
<td>Capacity Building – SaferAfrica ongoing activities</td>
<td>Ludo Kluppels (VIAS)</td>
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#### 3.1.1  Road Safety Knowledge and Data – SaferAfrica ongoing activities

Mr Stergios Mavromatis from the National Technical University of Athens (NTUA) illustrated the ongoing activities of WP4, Road Safety Knowledge and Data whose aim is to set up the African Road Safety Observatory to expand the knowledge support and increase the awareness of African stakeholders, policy makers and end users on road safety through an online participative Road Safety Data and Knowledge Centre.

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 for the availability of exposure and behavioral indicators. Road safety data in African countries are not always available or comparable mainly due to under-reporting or different definitions of the variables, collection methodologies and so on.

The support of policy makers and stakeholders with evidence on critical risk factors, related actions and good practices drawn from high quality data is a key objective of the SaferAfrica project. Under this scope, road safety data collected within SaferAfrica were analyzed to identify key risk factors affecting road safety in African countries. Specifically, a data organization and analysis system was developed in order to produce indicators and define the critical areas and challenges per topic and region of Africa.

Road safety data were collected either from international databases or via questionnaires distributed to national experts within the context of the SaferAfrica project. The main source used for the collection of the required data were WHO country profiles published in 2013 and 2015 and the World Road Statistics reports published by the International Road Federation (IRF). In most
cases, preliminary results from data analysis conducted within SaferAfrica were also exploited in order to identify the main road safety problems and particularities in specific countries and regions.

The analysis of the data in the African region based on the established literature findings related to road safety risk factors highlighted the following thematic topics for developing knowledge and management tools in the form of **fact sheets**:

- Gender
- Road user behavior
- Infrastructure
- Vehicle
- Post-crash care
- Road Safety Management
- Legislation

The **Thematic Fact Sheets** provide a series of tables and figures with aggregate road safety statistics or literature findings related to each topic, as emerged from the results of the risk factor
analyses, aiming to record the current road safety status of the African countries. For their
development, data for the latest available year were mainly used on road accidents, vehicle fleet and
infrastructure characteristics, road user behavior (e.g. speeding, drink-driving, use of protective
systems), and legislative issues.

The Thematic Fact Sheets can serve as a tool for the comparative assessment of the road safety
level of the African countries, while their systematic update in the future is expected to contribute
to the monitoring of the evolution of their road safety performance. The Thematic Fact sheets are
currently uploaded on the African Road Safety Observatory, under “Data” section (Factsheet).

3.1.2 Capacity building – SaferAfrica ongoing activities
Mr Ludo Kluppels, from VIAS Institute, presented the core of WP6 of SaferAfrica project, Capacity
building, illustrating the ongoing activities, focused mainly on 4 tasks: E-learning modules; Train-
the-trainer activities (Universities); Training course for public bodies; Twining project.

Starting from the E-learning course, Mr Kluppels illustrated SaferAfrica Introduction Course that is
intended for a broad range of people who are interested in road safety issues. More specifically, the
target group consists on people who are already active in road safety domains (engineering, policy,
education, enforcement, amongst others) but also by who wants to have a more general overview of
the field. The content of this level could also serve as an introduction course for high level students
(bachelor and master).

SaferAfrica E-learning modules are structured as a complete course on Road Safety. Beyond the
Introduction course, there are 7 modules on specific topics, 30 sessions (each session takes 25
minutes lesson) for a basic curriculum for future African experts and professionals in the field of
road safety.

The Module 1 Concept of Road Safety will introduce the user in the world of road safety. In a first
session, the problem of road crashes will be discussed as a part of a more general health care
problem. Road safety is more than the prevention of wounded and killed persons. Traffic has a lot of
consequences for everyone. The second session will explain a more general theoretical framework
to improve road safety. In the third and fourth session, different important factors to define the level
of road safety are explained. The following modules are part of the SaferAfrica Road Safety Course:

- Module 1: Concept of Road Safety
- Module 2 Data Collection
- Module 3: Road Safety Management
- Module 4: Safe Roads
- Module 5: Safe Users
- Module 6: Safe Vehicles
• Module 7: Post-crash care

At the end of the E-learning course a certification is provided, based on examination. The SaferAfrica E-learning modules are available in the dedicated section Road Safety Courses of the African Road Safety Observatory.

Mr. Ludo Kluppels announced during his speech also the Train the Trainer Course in Cameroon to organize with other SaferAfrica partners (CTL, ENSTP; LNEC, VIAS) in the upcoming months at ENSTP in Cameroon (Ecole Nationale Supérieure de Travaux Publics) in the frame of Capacity building with the aim to discuss the importance of road safety course for different professionals and various methods to teach road safety in practice.

3.2 Session 2 – Road Safety Management in Africa

The subsequent session of the Workshop, chaired by Mr. Govert Schermers (SWOV), is focused on Road Safety Management in Africa. The aim of the session is to discuss, starting from the evidences coming from SaferAfrica analyses, about the actions and recommendations to improve Road Safety Management in Africa. Both the international organizations and African Stakeholders are called to share their experiences and knowledge to this regard.

The session is organised with eight interventions with question and answer session after each presentation. The presentations were held by international organizations (UNECA, SSATP/WB, IRF) and by four African stakeholder coming from Algeria, Benin, Guinea-Conakry and Ivory Coast as shown in Table 3-3-3.
Table 3.3.3  
Agenda of Session 2 of the Abidjan Workshop

<table>
<thead>
<tr>
<th>Agenda point</th>
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<td>Govert Schermers (SWOV)</td>
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<td>UNECA activities to improve RSM in Africa</td>
<td>Jane Karonga (UNECA)</td>
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<td>SSATP/WB activities to improve RSM in Africa</td>
<td>Tawia Addo-Ashong (SSATP/WB)</td>
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<tr>
<td>IRF activities to improve RSM in Africa</td>
<td>Susanna Zammataro (IRF)</td>
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<tr>
<td>Road Safety Management in Algeria</td>
<td>Morsli Oumrani (Researcher)</td>
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<tr>
<td>Road Safety Management in Benin</td>
<td>Akossiba Huguette FrancineTedji (CNSR)</td>
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<tr>
<td>Road Safety Management in Guinea-Conakry</td>
<td>Mamoudou Keita (Obsermu)</td>
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<tr>
<td>Road Safety Management in Ivory Coast</td>
<td>Amadou Tidjane Kamagaté (OSER)</td>
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3.2.1  The recommendations from SaferAfrica project

Dr Govert Schermers (SWOV), chairing the session, reported the evidences from the analyses carried out in Work Package 5 of SaferAfrica project. Road crash fatality rate in Africa is the highest in the world, 26.6 per 100,000 population compared to 9.3 per 100,000 population of Europe (Global Status Report on Road Safety 2015, WHO).

The problems are huge and caused by a number of factors which are complicated to manage. Typical problems (World Health Organisation 2015) include weak institutional management systems, the poor safety quality of road infrastructure and vehicles, the absence of or inefficiency of emergency medical systems, insufficient deployment of modern traffic management systems, inadequate legal and regulatory framework, weak enforcement of safety measures, lack of trained staff, and unsafe behaviour of road users (World Health Organisation 2015).

A main objective of Work Package 5 is to review the state of road safety and traffic management in selected African countries – stressed Mr. Schermers - with a view to obtain a deeper understanding of underlying problems and together with African partners to develop sustainable and effective remedial road safety plans for countries in Africa.

For the purpose of the SaferAfrica project five countries representing the main geographic areas of Africa have been selected to be reviewed on the basis of the Road Safety Management Capacity Review (RSMCR). The countries are: Cameroon, South Africa, Kenya, Burkina Faso and Tunisia. The aim is to systematically assess the state of traffic and road safety management in the selected five countries and with a view towards developing remedial and sustainable programs and actions to fundamentally improve traffic and road safety management in those countries.

To achieve these aims, SaferAfrica team worked at different main tasks. Starting from analyzing the scoping of road safety actions and legislation in African countries Inception reports were discussed with the selected countries with the main aim to provide a first overview of relevant road safety and traffic management issues and problems which are common to the whole continent. Afterwards,
the team conducted Road Safety Management Capacity Review in the five selected countries which are available for consultations in the dedicated session Capacity Review of the African RSO.

Based on the results of the reviews, a subsequent task was to develop and prioritize specific future implementation projects for each of the selected countries, taking into account the project concept defined in the capacity review. SaferAfrica team finally looks also at the structure and the organization of the National Road Safety Agencies and at standardization of vehicles and road infrastructure to see how they can be improved. Up to date – underlined Mr Schermers – SaferAfrica project highlighted a series of recommendations and strategic priorities to improve Road Safety Management in African countries.

Concerning governance and leadership for all five countries of the Capacity review the institutional framework of the National Lead Agency should be strengthened. Road safety management information should be implemented by improving crash registration systems (forms, procedures, capturing), vehicle/driver registration and linkages between data coming from different sources (traffic, mobility, ambulances etc). Nevertheless, it is crucial to develop consistent and systematic collection of data, making possible detailed analysis and evaluation.

Even the legislative framework of the five countries requires a strong refinement, especially in the following issues: vehicle registration, licensing and roadworthiness; driver licensing and penalties; vehicle safety regulations. Additional recommendations are made related to the enforcement in the following topics: equipment, standards, protocols, strategies (training and capacity building), penalty systems, straight to the diffused corruption.

Finally, to improve road safety in Africa a very strong effort is needed in the management of the post-crash response, dedicating financial and human resources for the training and education of the rescue-workers and creating emergency centers and numbers in African countries.

3.2.2 Presentations from Workshop participants and discussion

Following Mr Govert Schermers’ overview of road safety management in Africa, international organizations and invited African Stakeholders from four African countries presented initiatives and actions to improve Road Safety Management in the Continent.

During the presentations different suggestions and thoughts were brought into discussion.
Ms. Jane Karonga (UNECA) introduced ECA Road Safety Initiatives in Africa, underlining the partnership at international level with the principal actors involved in road safety, namely: AUC (African Union Commission), SSATP, WB AfDB, UNECE, IRTAD, WHO, IRF, FIA, IRU. In this context, the participation of UNECA in the Management Board Members of the SaferAfrica Dialogue Platform expresses the tight cooperation with SaferAfrica project to explore ways on how methodology on RSO data can support the African RSO. Among the ongoing and future activities concerning the improvement of Road Safety in Africa, Ms Karonga stressed the ongoing collaboration with SSATP to formulate the minimum road safety indicators for comparability, to create a regional observatory in Africa and provide road safety training. Moreover, Ms Karonga announced 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. Concerning the commitment, Ms Karonga reminded the ratification on UN Convention on road safety, the African Road Safety Charter and Trans-African Highway. Among the principal activities is mentioned the **updating and 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. Tawia Addo-Ashong (SSATP/WB) illustrated the institutional framework, speaking about the following key issues:

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**Figure 3-5** Ms Jane Karonga– Session 2 Abidjan
• **Data** – Inadequate and poor quality data remains a challenge to African countries. Currently, there is a significant gap in the quality and coverage of road traffic injury data on which African countries collect and report;

• **Policy** – Development of effective policy is informed by good quality data, most African countries do not have good multisectoral policy documents with clear time bound deliverables;

• **Institutions** - Dedicated road safety institutions do not exist, have low capacity or do not have the legal mandate to implement effective actions;

• There is a significant **underinvestment** in road safety;

• **Infrastructure** - Designed with a focus on vehicles and speed instead of all road users;

• **Vehicles** - In African countries the vehicles are old, unsafe, poorly maintained;

• **Motorcycles** – It is estimated that motorcycles and three-wheelers constitute an approximate share of 33% of all transport modes in sub-Saharan Africa (WHO, 2015);

Given the current situation, Ms Addo Ashong illustrated SSATP’s policy on Road Safety based on the following four road safety’s priorities:

• **Improving Road Safety Monitoring and Performance**: recognizing that good quality data is the foundation for improved road safety outcomes, for development of good policies and guiding interventions – RSO, minimum set of harmonized indicators;

• **Development of Road Safety Strategies**: recognizing that policies and strategies which are holistic in their approach and focusing on all road users deliver the best outcomes – Addis Ababa, Accra, Cote d’Ivoire, Mali;

• **Developing of Road Safety Institutions**: recognizing that a focal institution that takes responsibility for results and coordinates road safety outcomes allows for more effective delivery of road interventions and results – Senegal, Kenya, Sierra Leone;

• **Supporting the integration of road safety policies and strategies**: recognizing that without mainstreaming of road safety by governments and development partners outcomes will not be sustainable Training, Legislators Network, Sustainable Financing Options;
Closing her speech, Ms Addo-Ashong reminded how it is important to continue cooperating with key institutions and development partners like FIA, CITA, UNECA and SaferAfrica project among others, engaging more strongly at country level influencing policy and institutions, providing guidelines to accelerate good practice policy and strategies to improve road safety in African countries.

Ms. **Susanna Zammataro** (**IRF**), participating to the workshop in call conference, introduced the series of activities dedicated to road safety conducted by the International Road Federation, ranging from the development of tools like RaDAR (Accident Radar Recorder) to the organization of training courses. Concerning outputs, knowledge, resources and information on road safety management with free access, Ms Zammataro illustrated the **Global Transport Knowledge Practice** (www.qtkp.com), the IRF platform, presenting the section **Global Plan for Decade of Action** that
contains work which has been produced by two of the 5 Project Groups (Road Safety Management and Safer Roads and Mobility.) in which UNRSC (United Nation Road Safety Collaboration created in 2004) is organized. The PGs have been organized around the five pillars of the Decade of Action Plan (Road Safety Management, Safer Roads and Mobility, Safer Vehicles, Safer Road Users, Post-Crash Response) and this section covers work done under PG1 "Road Safety Management" and PG2 "Safer Roads and Mobility". In the GTKP platform are mentioned also a series of Case Studies to go in depth and see how integrate road safety into existing system and policy. Ms Zammataro presenting the annual survey undertaken by IRF (IRF World Statistics 2018), acknowledged that sometimes we gave data for granting, anyway often in several countries road safety data is not considered a priority. As stated repeatedly during the SaferAfrica Dialogue Platform of Abidjan by several speakers to improve Road Safety Management in African countries, it is crucial to strengthen Data System. It is fundamental to prioritize Road Safety data; to create a robust data validation process by also clarifying competences and responsibilities; to ensure a coordination mechanism between the different agencies and actors. Concerning the international effort to prioritize road safety issues globally, Ms Zammataro mentioned finally the UN Road Safety Trust Fund launched on 12 April 2018 in New York with an initial pledge for about 15M USD, having the priority to strengthen the capacity in low and medium income countries. The Trust Fund will support concrete actions to improve road safety globally and have two main aims: to reduce the number of fatalities and injuries on the roads and the consequent economic losses resulting from the crashes.

Dr. Moursli Oumrani (Researcher and President of Econsumer Protection Association PRI Member, Alliance RS NGOsMember, Algeria) presented a website of CNPSR (National Center for Prevention and Road safety, which is the main actor in road safety area) where there are road safety and health data. According to the data, categories of people that are the most involved in crashes according to statistics of 2016 and 2017 are young drivers among people from 18 to 29 years and the main reason of crashes in Algeria is fatigue. Algerian people tend to put more emphasis on pedestrians safety which is a priority because ¼ of road victims are pedestrians. Current Strategy and Plan observed by Morsli Oumrani is 1200 km of highway that has a positive impact on road network, Twinning project between Algeria and Spain in order to support road safety policies. Main projects to be implemented are National Road safety delegation and Point license system. Morsli Oumrani also pointed the main challenges that are faced: problems with child restraints, legislation, education and training, planning and control, data collection quality and urban road safety.

Ms Akossiba Huguette Francine Tedji (CNRS, Benin) presented the most relevant activities of the CNRS (Centre National de Sécurité Routiere) to reduce the high fatality rate in the country. Every day in Benin, according the most recent statistics, two persons die, 8 are seriously injured, especially in the rural area of the country. Most of them (71%) are pedestrians and motorcyclists. Concerning the institutional framework, the CNRS cooperate at national level with other important actors like L’Agence Nationale des Transports Terrestres, la Direction Générale des Infrastructures, la Police Républicaine and various ONG among others, but the capacity of the coordinating the activities are still very weak. At international level, CNRS is a partner of L’Organisation pour la Sécurité Routière en Afrique de l’Ouest (OSRAO) ;La Prévention Routière Internationale (PRI). Moreover the Centre takes part to the meeting organized by the World Bank, SSATP, IRTAD, SITRASS and the African Union. In 2018, for the first time in Benin, the Government acquired on behalf of the Republican Police Speed detection radars used to control speeding and electronic alcohol tests to control drinking and driving. Much progress has been made, anyway there's still a long way to go and mainly it is needed:
• An implementation of a geographical information system on accidents;

• Increasing of funding for road safety;

• Strengthening of the capacity of the CNSR to develop studies and research on road safety.

Mr Mamoudou Keita (Président de l’Observatoire Guinéen de la Sécurité Routière et de la Mobilité Urbaine Obsermu, Guinea Conakry) presented the NGO created in 2015 to promote road safety campaigns and give a strong support to reduce the fatality rate in the country. Mainly Obsermu collects, analyses and disseminates accident statistics, with recommendations; encourages the authorities to carry out thorough post-accident investigations and accident studies; organize awareness and education campaigns. The most relevant problems in the country are: the absence of a Road code adapted to the country’s transport and traffic conditions, the absence of a road safety authority which may coordinate all the activities and actions that currently are managed by four different ministries: Ministry of Transport, of Public Works, of National Security, of National defense. Moreover, concerning the data collection system the country hasn’t a modern and computerized system to collect accidents data and there isn’t coordination between the different institutional actors involved in a road accidents: police, ambulance, assurance. In this context, with poor data coming from different sources, no study and research on the causes of accidents are conducted.
Amadou Tidjane Kamagaté (Directeur des Etudes à l’Office de Sécurité Routière OSER, Ivory Coast) illustrated the National Road Safety Strategy Plan 2016-2020 recently adopted in the country with the principal aim to reduce the mortality rate of 50%. The Plan is organized according to the five Pillars of the UN Global Plan for the Decade of Action for Road Safety (2011): Road Safety Management; Safer Roads and Mobility, Safer Road Users; Safer Vehicles, Road Crash response. Concerning Safer Road Users different main actions are foreseen:

- Organization of awareness campaigns;
- Introduction of road safety courses in the school: education of the students and special training of the teachers;
- The creation of a new special police responsible for carrying out checks and issuing sanctions.
Vulnerable road users (pedestrians, cyclists and 2-3-wheeler) represented in Ivory Coast more than: **60% of killed and 50% of the injured between 2014 and 2016**. In the country there are still many problems and weakness to solve, mainly:

- the accidents information system is not working well: there is delay in the transmission of data, insufficient information about the accidents;
- there is a lack of coordination between agencies involved in road safety;
- a poor collaboration between research institutes and road safety management structures;
- a weak involvement of local and regional authorities in promoting road safety issues;
- insufficient and inadequate funding for activities;
- the low attention given to road safety issues in the planning, design, construction and maintenance of road infrastructure;
- the low involvement of the private sector and civil society in the fight against road safety;
- weak enforcement of traffic enforcement regulations;

To improve the situation is strongly asked to:

- Complete the implementation of the integrated information system on road traffic accidents and victims;
- Strengthen institutional capacity for sustainable road safety management;
- Develop road safety projects and programs, especially dedicated to vulnerable users;
- Strengthen the post-accident care system;
- Establish a sustainable financing mechanism for road safety.

Finally, Mr Kamagaté stressed how road safety with all the related human costs represents a real obstacle to development of a country. **Road prevention must therefore be included in the global development strategies of a country.** Investments in infrastructure, governance and institutions are needed to improve road safety and these must be long-term investments with the fundamental aim to strengthen institutional and management functions.
3.3 Session 3 – Sharing of Good Practices

The subsequent session of the Workshop is focused on Sharing of Good Practices in African countries and was chaired by João Cardoso (LNEC) & Eleonora Meta (CTL). The session is organised with seven interventions with question and answer session after each presentation. The presentations were held by international organizations (FIA, WHO) and by four African stakeholders coming from Benin, Tunisia, Senegal and Mali.

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<thead>
<tr>
<th>Agenda point</th>
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<td>SaferAfrica good practices: identification and transferability</td>
<td>João Cardoso (LNEC) &amp; Eleonora Meta (CTL).</td>
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<tr>
<td>Sharing of good practices: experience from FIA</td>
<td>Maria Seguí Gomez (FIA)</td>
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<tr>
<td>Sharing of good practices: experience from WHO</td>
<td>Kacem Laych (WHO)</td>
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<td>Good practices in Benin</td>
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<td>Good practices in Tunisia</td>
<td>Faouzène Hassine (ATTT)</td>
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<tr>
<td>Good practices in Senegal</td>
<td>Ndège Awa Sarr (LASER International)</td>
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<tr>
<td>Good practices in Mali</td>
<td>Temin Grégoire Tessogue (Les Amis de la Route)</td>
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3.3.1 The recommendations from SaferAfrica project

João Cardoso from LNEC illustrated some results from WP 7 – Sharing of Good Practices. One of the main tasks of Wp7 is represented by the analysis of European and African road safety interventions and good practices to identify a series of good practices to introduce in African countries. SUPREME project has been taken into consideration to identify good practices. Concerning Road Safety Management pillar, a total of 44 examples (32 from all over the world and 12 from Africa) were collected. All of them are described in the report and some are more detailed in the Safer Roads and Mobility part with some issues about road safety interventions. A series of examples about Safer Vehicles as well as about Safer Road Users and Post-crash response pillars used to find a series of interventions are also collected. Mr. Cardoso underlined attention need to be focused to the aspects that are critical when the interventions in the countries are to be implemented. The main points are that the interventions should be included into road safety policies and integrate actions from several institutional actors in the countries. Nevertheless, it is important to demonstrate also the effectiveness of intervention (more information can be found in Cardoso et al., 2018 Deliverable 7.1).

Eleonora Meta from CTL presented the Transferability Audit methodology to assess the transferability of good practices in African Countries. The factors on which the implementation of road safety measure depends on are Society/Culture, Economy and Institution which together compose a ‘Road Safety Space’. There is identified a list of interventions to be assessed through a tool ‘Problem Priority Matrix’ to identify which are the most transferable practices. The main result of the tool is identifying transferable practices and critical factors for transferability. The performance of the Transferability Audit in Africa was done during a pilot session in Abidjan in order
to assess the quality of the process. The Transferability Audit Survey will be undertaken on line thanks to the African Road Safety Observatory in the 5 countries of the SaferAfrica capacity reviews: Burkina Faso, Cameroon, Kenya, South-Africa and Tunisia.

Figure 3-9 Ms Eleonora Meta (CTL) – Session 3 Abidjan
3.3.2 Presentations from Workshop participants and discussion

3.3.3 Presentations from Workshop participants and discussion
Introducing the importance of Sharing Good Practices, Maria Segui-Gomez from FIA cited a recent example, the report ‘Safe Lives, a road safety package (WHO, 2017). The World Health Organization has synthesized six evidence-based measures that can significantly reduce road traffic fatalities and injuries globally:

1. **Speed management**: enforce speed limits and build car with new technologies helpful for the drivers to respect speed limits;
2. **Infrastructure design and improvement**: create safer intersection, safe zone around the school, traffic and speed limits in residential area;
3. **Leadership on road safety**: raise awareness through education and campaigns and create Road Safety Agency;
4. **Enforce vehicle safety standards** for instance seatbelts, ISOFIX child restraint points;
5. **Enforce regulations** related to seatbelts, speeding, drinking and driving, motorcycle helmet, child restraints;

Afterwards Ms. Segui Gomez illustrated the FIA child tool kit to assist the countries to improve child safety in cars available on FIA website. The tool kit is composed by a demonstrative video and a brochure with helpful information to ensuring the safety of children during car transport (Fia Global Programme On Child Safety In Cars). Since 2016 the toolkit has been used by 14 countries (Chile, Mexico, Dominican Republic, Paraguay, Moldova, Belarus, Georgia, Azerbaijan, Bosnia, Hong Kong, Singapore, Vietnam, Japan and South Africa). Maria Segui-Gomez presented also an example of FIA educational mass-media digital campaign going on since 2011 to promote better a road user behavior (#3500 Lives), amplified in 2017 and 2018 by famous ambassadors. After presenting some current data about mortality rate in the world in terms of road safety, it was pointed that sharing is not enough, but the adoption of policies should be also done. Nevertheless, also the linguistic barriers represent a true obstacle for sharing, in particular in continent like Africa where many local dialects and languages are spoken. Maria Segui-Gomez pointed out that sharing is needed but not sufficient and that public availability of documents and policies is not equal to sharing and we need to keep in mind some issues: to sharing the basics, to personalize the process of sharing and be sensitive to missing pieces.

Kacem Iaych from WHO raised the following issues for discussion: why do we need good practices, why it is important to ensure a minimal data elements data set, how to integrate the different sources of data and road safety legislation? Concerning the 1st point, if we have a good quality of data, we need just to estimate the difference between the estimate figure and reported data and, as a result, we do a better analysis of the data. Mr. Iaych underlined that data should be good quality especially from Africa where it’s poor quality and where it’s not easy to collect. It is important to collect data on road traffic injuries and integrate them from different sectors: health, transport, police and insurance. Moreover, it’s important to share the data between the involved actors. The suggestions are to have a National Speed Law and modify the speed limits especially in vicinity of schools, establish and enforce drink-driving law and modify the limits (up to 0.5 pro mille), helmet
wearing law, seat-belt law and child restraints law. Nevertheless it is very important to establish the control activities on all the countermeasures.

Mr Casimir Migan (NGO Alinagnon’s Founder, Benin) introducing the organization he chaired, stressed the most important activities conducted to improve road safety in Benin. Alinagnon is a NGO which promotes road safety education and training in the urban and rural area of the country. It conducts research and analyses to reduce road fatality rate and provide psychological assistance to the victims of accidents. One of the last important projects of Alinagnon funded by Loterie Nationale du Bénin (LNB) was dedicated to pupils and road users to contribute in decreasing the number of accidents during road crossing. During the project 500 agents who were first trained, were placed around the school and in the other crucial point of the cities helping scholars and road users in road crossing.

Mr Faouzène Hassine (ATTT, Tunisia) Director of Vehicle Registration and Operation of the ATT Agence Technique des Transports Terrestres in Tunisia described the institutional framework of
the country concerning road safety. Tunisia has a vehicle fleet of 1,5 million, in 2018 989 fatalities have been registered, mainly cause by distraction while driving. Le Conseil National de la Sécurité Routière created in 2002 is composed by 17 Ministry and 6 NGO's and promoted activities and action at country level to improve road safety in Tunisia. In the country L’Observatoire National de la Sécurité Routière (www.onsr.nat.tn) has an important role, it was created by the government with Decree 2666 of 29/12/2003 with the following main aims:

- **Monitor** the reality of road safety, collect and analyse information and data required at national and international level, and document and create banks or databases;
- **Carry out** research and studies to assess the reality of road safety at national level and explore future prospects;
- **Provide** periodic publication concerning the field of road safety;
- **Investigate** programs and policies to improve the traffic safety sector, proposing appropriate preventive measures and developing communication strategies;
- **Organization of training seminars**, meetings, school days and related activities, the National Road Safety Observatory: Mission

**Ms Ndèye Awa Sarr** (LASER International) from Senegal illustrated the situation of the country as concerned road safety, stressing that every year 604 people die on the road, mainly at nights and in the urban area where it is concentrated the 80% of the entire population. **LASER International** is active in the field of road safety with a variety of initiatives like: Festivals Internationaux du film de Sécurité Routière: Lille 1998, Aubagne 2000, UNESCO 2003; Festivals mondiaux du film de sécurité routière; Festivals Internationaux du film de Sécurité Routière : Lille 1998, Aubagne 2000, UNESCO 2003 ; Festivals mondiaux du film de sécurité routière ; Safe Routes to School 2012 -2018 ; Helmet for Kids 2009 -2015. Recently, the organization worked at the project of **training and education Safe Routes to School 2012 -2018**: in ten schools in the region of **Dakar** more than **60,000 scholars** could participate to the road safety educational programs and practice on Road Safety.

**Mr Temine Grégoire Tessogue** (Les Amis de la Route) In Mali, every day nearly **2 people were killed and 38 injured. 60% of the victims are two-wheelers and nearly 50% are young people.**

The main accident factors in Mali are related to **behavior**, the state of **vehicles** and the road and its environment.

**Les Amis de la Route** have realized these three last projects:

- **200 drivers of Tricycle Motorcycles and Tractor Operators** from Sikasso were trained in Road Safety in (16 September 2017) Aim: Reduce the number of traffic accident rates;
- **86 Students and Women were trained on First Aid Response and Techniques** in collaboration with the Regional Directorate of Civil Protection in October 2018;
• Project "Road Safety School Sikasso 2018": 1000 scholars of Sikasso were trained at school in road safety accident prevention in three months lessons March-April-May 2018.
4 Dialogue Platform web tool activities

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 activities carried out by the SaferAfrica Dialogue Platform Secretary in five months, from November 2018 to March 2019, namely:

- Supporting activities for the creation of SaferAfrica Webinars
- Consultation/Survey Tell’us what’s needed in your country.

4.1 SaferAfrica Webinars

The Dialogue Platform Secretary is responsible for organizing and administering the interaction with the Management Board (MB) and the Stakeholders Group (SG) in the Dialogue Platform web tool environment. The role of Secretary is undertaken by members of the Centre of Transport and Logistics (CTL) of Sapienza University of Rome.

This chapter deal with the following task undertaken by the SaferAfrica Secretary staff: preparing and managing web-based activities and consultations. More information on the functionality of the Dialogue Platform Secretary can be found in Deliverables D2.1 (Meta et al., 2017) and D2.2 (Usami & Meta, 2018).

With more than 170 users, the SaferAfrica Dialogue Platform web tool, the reserved area of the African Road Safety Observatory, is an online collaborative platform where discussing on road safety problems at country level or continuing the debate raised by the SaferAfrica Dialogue Platform workshops. More than 140 African stakeholders, governments, institutions and research centres representatives coming from the African countries are participating to the Dialogue Platform, at this stage of the project.

At the core of the platform, a Management Board composed of high level members, including ten top level international institutions, active in the field of Road Safety namely: European Commission, World Bank, African Development Bank, Federation Internationale de l’Automobile (FIA), United Nations Economic Commission for Africa (UNECA), World Road Association (PIARC), World Health Organization (WHO), International Road Transport Union (IRU), International TrafficSafety Data and Analysis Group (IRTAD).
In the 5 months period (from **November 2018** to **March 2019**) reported by this deliverable four SaferAfrica Webinars were organized. A webinar (Web-based seminar) is a presentation that is transmitted over the Web. It is interactive and participants can send, receive and discuss in real-time a live online educational presentation during which participating viewers can submit questions and comments.
The Secretary who manages the Dialogue Platform web-based activities organized together with some SaferAfrica partners four Webinars, ensuring the involvement of the African Stakeholders, providing the technical support to organize the event, promoting the Webinar into the Dialogue Platform web tool and through the dissemination channels of the project. In particular, the Secretary staff cared about:

- **Creating** and sending the email of invitation to participate to the Webinar to the African Stakeholders of SaferAfrica project;

- **Ensuring** the technical support to every participant and to SaferAfrica team for the fulfilment of the event, communicating the **login details** and sending the link to register to the Webinars;

- **Composing** the SaferAfrica Webinar banner for dissemination purpose;

- **Publishing** the announcement of the Webinar in the Dialogue Platform web tool and in the African Road Safety Observatory to promote the event;

- **Relaunching** the news of the Webinar’s appointment in the SaferAfrica communication channels

Once the Webinar was presented and the event closed the Secretary was responsible of:

- **Sending** the email for thanking the participants;
• **Updating** the SaferAfrica Stakeholders Database with the new users;

• **Publishing** the Webinar video and the Webinar presentation in the Dialogue Platform web tool and in the dedicated section **SaferAfrica Webinar** hosted in the African Road Safety Observatory;

• **Sharing** the link of the published Webinar with the African Stakeholders of SaferAfrica project.

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**Figure 4.3**  
Banner for the announcement of the 4th SaferAfrica Webinar Vehicle standards, an approach for Africa

To participate to the SaferAfrica Webinars the registration is needed, and the participation is free. All the SaferAfrica Webinars are available in the **African Road Safety Observatory** in the dedicated section **SaferAfrica Webinars**.

The first webinar, titled **“Introduction to SaferAfrica Project”** and presented by Susanna Zammataro, Director General of the International Road Federation (IRF) on 29th October 2018, was an introductory session providing background on the SaferAfrica project, the Consortium members and highlighting the five key focus areas: *road safety knowledge & data, road safety & traffic management capacity review, capacity building & training, sharing good practices* and fostering dialogue on road safety and traffic management.

**“Data Collection & Management”** was the second webinar presented by Cristian Gonzalez, **Director of Statistics and Data** of the **International Road Federation (IRF)** on 12th November 2018. This session discussed existing methods of road safety data collection (best practices, methods, and tools), drawn awareness to the discrepancies often found between official national data and WHO estimates, and provided suggestions on how to bridge these.
On 6th December 2018 George Yannis, Professor in Traffic Safety and Management at the National Technical University of Athens (NTUA) presented the third webinar titled “Road Safety Data in Africa”. Initially, the findings from a review of road safety data collection systems and definitions are presented. At a second stage, recommendations and guidelines for a minimum set of harmonized data collection procedures and standard definitions are provided applied in the short – to medium term aiming to improve African data collection systems. Finally, the road safety data collected in previous phases were analysed and certain risk factors based on specific topics were identified and reported. In the question and answer section, stakeholders from different African countries participated with topics related to the data collection and underreporting problem in Africa.

On 1st March 2019 Eduard Fernández, Executive Director of the International Motor Vehicle Inspection Committee (CITA) presented “Vehicle standards, an approach for Africa”.

Figure 4-4 SaferAfrica Webinar Section in the African Road Safety Observatory
4.2 Tell us what’s needed in your country Survey

The survey **Tell us what’s needed in your country** has been created and launched in the three principal languages spoken in the African countries (English, French and Portuguese) in February 2019 to support the crowdsourcing activities. It was published in the Dialogue Platform web tool, in addition the link was spread by the Secretary staff with an email of invitation to all the African Database (Stakeholders, Research Centers, Governments, Institutions, Media, Embassies) and finally promoted into the communication channels of the projects (SaferAfrica website, Twitter and LinkedIn accounts).

- **Figure 4-5**: Tell us what’s needed in your country Survey in the 3 languages

African citizens are directly engaged through the [Crowdsourcing platform](#) in the [African Road Safety Observatory](#), where road safety problems at country level can be reported as well as solutions can be suggested. The Survey has been implemented using a [Google form format](#) and it is composed by **five** main questions:

- **Indicate** your personal information: name, surname email address and the country of origin;

- **Describe** the general road safety issues you wish to report on, choosing among the 5 principal topics/ pillars on which is focused on the Global Plan for Decade of Action for Road Safety 2011–2020: Road Safety Management; Unsafe roads; Road users behavior; Safe Vehicles; Post crash response;

- **Specify** if the issues affects pedestrians/cyclists/car occupants/powered two wheelers/public transport users/professional drivers;
- **Provide** a title for the issue you wish to report on;

- **Suggest** us what's wrong or what should be done in your country to improve road safety.

The consultation was aimed at all SaferAfrica Dialogue Platform stakeholders and all African citizens with the following slogan: Please help us to report what's going on in your country! Many African Countries has just participated to the crowdsourcing activities. Answer to the following questions and help the SaferAfrica team to better understand and take action to improve road safety in Africa.

In total, 31 responses were received from 23 African countries. More information about the results of the Survey can be found in Deliverables D8.11 (Usami & Azarko, 2019).
5 Conclusions

Despite the fact that during the present decade thanks to various initiatives, mainly linked at national and international level to the Decade of Action for Road Safety 2011–2020 appreciable road safety improvements were registered, in African countries there is a significant demand of a more efficient and harmonized institutional framework in order to reduce traffic fatalities.

Typical problems include, in fact, weak institutional management systems, the poor safety quality of road infrastructure and vehicles, the absence of or inefficiency of emergency medical systems, insufficient deployment of modern traffic management systems, inadequate legal and regulatory framework, weak enforcement of safety measures, lack of trained staff, and unsafe behaviour of road users.

During the period from November 2018 to March 2019 a MB Workshop was held in Abidjan, Ivory Coast in 8th November.

The objective of the 3rd Dialogue Platform Management Board Workshop was to present current road safety activities carried on in Africa to improve road safety and try to converge to a common and efficient approach. With this aim, results from both the SaferAfrica project as well as the organizations of the Management Board members and African stakeholders coming from seven different countries were illustrated. More specifically, the workshop provided a brief description on the following topics:

- Overview and current activities of SaferAfrica project, with a special focus on the African Road Safety Observatory
- Road safety Management in Africa
- Sharing of Good Practices

SaferAfrica project coordinator, Prof. Luca Persia, highlighted the current status of core work package activities; namely: road safety data collection, road safety management, capacity building and sharing of good practices. Underlining the progress made by SaferAfrica Consortium at this stage of the project, he urged a stronger cooperation at international level, inviting the audience – international representatives and African stakeholders – to visit the African Road Safety Observatory and provide contribution to improve the complex situation in African countries.

From all the speakers, it was widely acknowledged that for improving road safety in Africa, certain actions need to be met:

- Data. Adopt standard data definitions and standard data collection processes is crucial to improve road safety since that inadequate and poor quality data remains a challenge in African countries;
- Capacity building. Provide investments for capacity building, training and education since that even through education, awareness and training future lives can be saved;
• **Strengthen** institutional framework for a better road safety management;

• **Investments.** Prioritize road safety in the political agenda of the African countries and provide a dedicated budget for reducing high fatality rate since that a worse road safety is an obstacle to the development of a country.

Following the workshop, four SaferAfrica Webinars were organized to disseminate among African Stakeholders as well as experts and researchers interested in SaferAfrica project the work made so far by SaferAfrica Consortium. A Survey *Tell us what’s needed in your country* was launched in the three languages spoken in the continent to give voice to the most relevant problems or to report solutions concerning road safety issues.
6 References

Global Status Report on Road Safety 2015, WHO.
Global Plan for the Decade of Action for Road Safety 2011–2020, UN.
WHO (2017) Save Lives, a road safety technical package
### Annex 1 – SaferAfrica MB Workshop Agenda

#### SaferAfrica Dialogue Platform Workshop Agenda

8th of November 2108

9.30 – 16 (Abidjan time)

Venue: Sen Hotel, Avenue Lamblin/Rue Colomb Plateau – Abidjan, Ivory Coast

<table>
<thead>
<tr>
<th>Time</th>
<th>Topic</th>
<th>Speaker(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.30 – 10.15</td>
<td>Welcome &amp; Introduction</td>
<td>Luca Persia (CTL)</td>
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<td></td>
<td>SaferAfrica project Overview and current activities – The African Road</td>
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<td></td>
<td>Safety Observatory</td>
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<tr>
<td></td>
<td>Road Safety Knowledge and Data – SaferAfrica ongoing activities</td>
<td>Stergios Mavromatis (NTUA)</td>
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<tr>
<td></td>
<td>Capacity building – SaferAfrica ongoing activities</td>
<td>Ludo Kluppels (VIAS)</td>
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<tr>
<td>10.15 – 11.15</td>
<td>Session 1 – Road Safety Management in Africa (Part 1)</td>
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<td></td>
<td>SaferAfrica evidences (15 minutes)</td>
<td>Govert Schermers (SWOV)</td>
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<tr>
<td></td>
<td>UNECA actions &amp; recommendations to improve RSM In Africa (15 minutes)</td>
<td>Jane Karonga (UNECA)</td>
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<td></td>
<td>SSATP/WB actions &amp; recommendations to improve RSM In Africa (15 minutes)</td>
<td>Tawia Addo-Ashong (SSATP/WB)</td>
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<tr>
<td></td>
<td>IRF actions &amp; recommendations to improve RSM In Africa (15 minutes)</td>
<td>Susanna Zamantar (IRF)</td>
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<tr>
<td>11.15 – 11.30</td>
<td>Coffee-break</td>
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</tbody>
</table>

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SaferAfrica is a project funded from the European Commission’s Horizon 2020 Research and Innovation program under Grant Agreement no 724239
<table>
<thead>
<tr>
<th>Time</th>
<th>Session 1 – Road Safety Management in Africa (Part 2)</th>
<th>Session 2 – Sharing of Good Practices (Part 1)</th>
<th>Session 2 – Sharing Good Practices (Part 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30 – 12:30</td>
<td>Road safety management in Algeria (15 minutes)</td>
<td>SaferAfrica good practices: identification and transferability (15 minutes)</td>
<td>Good practices in Benin</td>
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<tr>
<td></td>
<td>Morris Oumrani (Researcher)</td>
<td>João Cardoso (LNEC) &amp; Eleonora Meta (CTL)</td>
<td>Casimir Migan (NGO Allagnon’s Founder)</td>
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<tr>
<td></td>
<td>Road safety management in Benin (15 minutes)</td>
<td>Sharing of good practices; experience from FIA (15 minutes)</td>
<td>Good practices in Tunisia</td>
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<td></td>
<td>Akossila Huguet Francine Tedjil (CNSR)</td>
<td>Maria Segui-Gomez (FIA)</td>
<td>Faouzène Hassine (ATTT)</td>
</tr>
<tr>
<td></td>
<td>Road safety management in Guinea-Conakry (15 minutes)</td>
<td>Sharing of good practices; experience from WHO (15 minutes)</td>
<td>Good practices in Senegal</td>
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<td></td>
<td>Mamoudou Keita (Observu)</td>
<td>Kacem Laych (WHO)</td>
<td>Ndèye Awa Sarr (LASER International)</td>
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<td></td>
<td>Road safety management in Ivory Coast (25 minutes)</td>
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<td>Good practices in Mali</td>
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<tr>
<td></td>
<td>Amadou Tidjane Kamagate (OSER)</td>
<td></td>
<td>Temim Grégoire Tessouge (Les Amis de la Route)</td>
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</tbody>
</table>

12:30 – 13:30  | Session 2 – Sharing of Good Practices (Part 1)  |
|--------------|-----------------------------------------------|

What can be learned from countries outside Africa? What from other African countries? What are possible barriers to transferability?

13:30 – 14:30 Lunch

14:30 – 15:30 Session 2 – Sharing Good Practices (Part 2)
<table>
<thead>
<tr>
<th>Time</th>
<th>Event Description</th>
<th>Speaker</th>
</tr>
</thead>
<tbody>
<tr>
<td>15:30 – 15:45</td>
<td>An overview of the Road Safety Trust Fund launched by United Nation in April 2018</td>
<td>Susanna Zammataro (IRF)</td>
</tr>
<tr>
<td>15:45 – 16:00</td>
<td>Closure of the workshop</td>
<td>All</td>
</tr>
</tbody>
</table>
Annex 2 – Webinar 4 Vehicle standards, an approach for Africa - Index

Introducing the SaferAfrica Project
Vehicle standards, an approach for Africa
Webinar 4 – 1 March 2019

Index
- The role of vehicles in road safety
- Data in Africa
- Risk analysis
- International frameworks
- Conclusions
Annex 3 – Tell us what's needed in your country Survey (French version)

Sécurité routière: dites-nous ce dont vous avez besoin dans votre pays


Aidez-nous à décrire ce qui se passe dans votre pays! De nombreux pays africains ont déjà participé aux activités de crowdsourcing ici http://www.africanroadsafetyobservatory.org/participate/crowdsourcing/ en permettant de faire connaître ce qui ne va pas sur les routes de votre pays.

Participer est très facile et ne prend que quelques minutes. Répondez aux questions suivantes et aidez l'équipe de SaferAfrica à mieux comprendre et agir pour améliorer la sécurité routière en Afrique.

Si vous avez besoin d'aide, veuillez contacter: saferafrica-secretary@uniroma1.it

Sur laquelle des questions générales de sécurité routière ci-dessous voulez-vous faire rapport ?

1. Gestion de la sécurité routière
2. Routes dangereuses
3. Comportement à risque des usagers de la route
4. Véhicules dangereux
5. Insuffisant tiers secours
Le problème concerne *

○ Piétons

○ Cyclistes

○ Occupants des voitures

○ Deux-roues motorisés

○ Utilisateurs des transports publics

○ Conducteurs professionnels

Résumez votre problème en fournissant un titre *

Par exemple, il n'y a pas de passage pour les piétons.

Testo risposta lunga

Dites-nous ce qui ne va pas ou ce qui devrait être fait *

Veuillez fournir des détails sur la question dans votre pays (par exemple, qui peut être touché et pourquoi ? Que peut-on faire pour aider les usagers de la route à faire face à ce problème ?)

Testo risposta lunga

Domanda *

☐ Je donne mon consentement à collecter mes informations personnelles pour que l'équipe de SaferAfrica puisse co...

☐ J'aimerais rester anonyme. Veuillez ne pas poster mon nom.