# ACTIVITIES REPORT 4

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<td>AfDB</td>
<td>African Development Bank</td>
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<td>ARSAP</td>
<td>African Road Safety Action Plan</td>
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<td>AU</td>
<td>African Union</td>
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<td>CTL</td>
<td>Research Centre For Transport and Logistics</td>
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<td>DP</td>
<td>Dialogue Platform</td>
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<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<tr>
<td>ENSTP</td>
<td>Ecole Nationale Supérieure des Travaux Publics of Cameroon</td>
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<tr>
<td>EU</td>
<td>European Union</td>
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<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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<td>IRF</td>
<td>International Road Federation</td>
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<td>IRTAD</td>
<td>International Traffic Safety Data and Analysis</td>
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<td>IRU</td>
<td>World Road Transport Organization</td>
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<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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<td>MB</td>
<td>Management Board</td>
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<td>MTC</td>
<td>Ministry of Transport and Communications of Botswana</td>
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<td>NRSC</td>
<td>National Road Safety Committee Secretary</td>
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<tr>
<td>NTSA</td>
<td>National Transport and Safety Authority</td>
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<tr>
<td>NTUA</td>
<td>National Technical University of Athens</td>
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<tr>
<td>PIARC</td>
<td>World Road Association</td>
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<td>SG</td>
<td>Stakeholder Group</td>
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<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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<tr>
<td>African RSO</td>
<td>African Road Safety Observatory</td>
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<tr>
<td>TARS</td>
<td>United Nations Economic Commission for Africa</td>
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<tr>
<td>UNECE</td>
<td>United Nations Economic Commission for Europe</td>
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<td>VIAS</td>
<td></td>
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<td>WHO</td>
<td>World Health Organization</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 April 2019 to September 2019, the 4th Management Board meeting was held in Brussels (Belgium) on April 4th 2019.

The 4th workshop was organized in three main sessions:
- SaferAfrica project overview and current activities;
- Road Safety Observatories in Africa;
- Capacity building in Africa.

The 4th SaferAfrica Dialogue Platform Workshop was introduced by Mr. William Bird, SaferAfrica Project Officer and by Project Coordinator Prof. Luca Persia. Four members of the Management Board took part in the conference together with 5 African Stakeholders coming from Cameroon, Nigeria (in call conference), Kenya, Uganda and Zambia.

The objective of the Workshop was 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 Observatories and Capacity Building in Africa.

During the workshop the speakers raised the main issues and challenges in African countries (in Nigeria, Kenya, Senegal, Tanzania) such as lack of data on road safety education, lack of political will and institutional support, cultural, religious and other general beliefs and etc. The main needs reported were developing strategies to systematically improve road safety management, adaption the principles of the Safe System approach in Africa, increase the awareness of African stakeholders, policy makers and end users on road safety and etc.

The main SaferAfrica secretary activities were presented, such as setting SaferAfrica Webinars to disseminate among African Stakeholders as well as experts and researchers interested in SaferAfrica.
project the work made so far by SaferAfrica Consortium. The topics covered by webinars help from April 2019 to September 2019 are Safer Road-Users, Safer Road and Mobility, Post-crash response and Safer Vehicles. All the Webinars found a positive feedback from the participants.
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 6 months period from April 2019 to September 2019.

Chapter 1 introduces SaferAfrica project and specifically Work Package 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 fourth MB workshop which was held in Brussels in April 4\textsuperscript{th} 2019. Chapter 4 provides some conclusions on the activities performed from April 2019 to September 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 HumHub1. 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: Brussels Workshop

The 4th MB workshop was held in Brussels on 4th of April 2019.

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). The 3rd MB workshop was held in Abidjan on 8th of November 2018. The Workshop represented an opportunity to deeply examine the Road Safety Management in Africa.

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 9 fixed interventions and a question and answers discussion session after each intervention. It counted 16 speakers from the MB and invited stakeholders from seven African countries (namely: Cameroon, Nigeria, Egypt, Ethiopia, Kenya, Uganda, Nigeria, Zambia) and a total of 40 participants.

With the aim of ensuring geographical coverage throughout the continent, SaferAfrica Secretary selected the invited African Stakeholders coming from Cameroon, Nigeria, Kenya, Uganda and Zambia. Brussels workshop hosted five Members from the SaferAfrica Management Board, namely Jane Karonga (UNECA); Susanna Zammataro (IRF); Maria Segui-Gomez (FIA), Tawia Addo-Aschong (WB) and Shaw Voon Wong (PIARC).

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:

- Cameroon, Nigeria, Egypt, Ethiopia, Kenya, Uganda, Nigeria, Zambia;
- Road Safety Observatories and Capacity Building in Africa.

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

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<td>George Yannis (NTUA)</td>
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<td>Session 2 Capacity Building in Africa</td>
<td>Ludo Kluppels (VIAS)</td>
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There were presented the activities going within SaferAfrica project especially activities of sharing a good practices (webinars, lectures).
William Bird (EC) during his welcome speech highlighted the main goal of the meeting – dealing with Capacity Building in Africa and discussing the results of many activities that are going within the project (Figure 3-2). The most fundamental achievement of the project is connecting people, sharing experience and getting the really strong connections between European and African participants and leaders for achieving the critical thing of the project – saving lives.

Figure 3-1 William Bird

Unfortunately, due to a personal problem Antonio Avenoso (ETSC) couldn’t participate in the Workshop. It was emphasized that the SaferAfrica is a very important project and cooperation with Africa. Now – looking to the next program for international cooperation with Africa in terms of Horizon problem. Dialogue formula is very important when you bring together the partners from Africa Europe and overinternational organizations. Aim finding elements to develop in the next years as a Dialogue Platform, Best practices and AFRSO and we need to go on with this. All these elements will help to further develop the cooperation in the years to come.

Finishing the Introduction part Prof. Luca Persia with Antonino took the floor before moving to the specific session.

Project Coordinator Professor Luca Persia, from the Research Centre for Transport and Logistics of “Sapienza” University of Rome, introduced the agenda for the meeting and briefly introduced the project (Figure 3-2). Describing the overall concept of SaferAfrica, he stressed that up to date the project leaded to a number of important achievements, the most prominent one is the two-levels

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). Persia especially thanked the representatives from far African countries and many other members.

The first great result achieved - Prof. Luca Persia stated - is the development of the African Road Safety Observatory. “The African RSO is online more or less for 1 year already and it’s a framework where all the results and products of the project are presented to the public. We continue to update and enlarge the contents of the Observatory and in the meantime, we are planning the follow-up of the project after the end of it because we want the Observatory to work for a long time”.

Another main result is the creation of the Dialogue Platform which in the beginning was a challenge to create such a big group of people working together and sharing knowledge experience. “But now we are able to cover big part of our objective both in geographical point of view and operational. Through
our stakeholder group we are able to cover almost all the African countries and we confident we can still increase the number of countries represented in the Stakeholder group. By now we have about 200 members from the top level institutions dealing with the road safety as well as normal users since on ARSO we have implemented the Crowdsourcing tool allowing every citizen to be involved in the process possibly reporting problems, suggesting solutions and participating in the Dialogue Platform.”

Dialogue is carried out through the Workshops, personal meetings and online tool allowing the dialogue members to share the documents, participate in surveys and consultations to be aware of events and so on.

Prof. Luca Persia reminded that the Workshops are the main part of the project dialogue process and in the past time there were 3 Workshops: in Marrakesh in October 2017, in Athens in April 2018 and in Abidjan. Every Workshop focuses on specific topics. Brussels Workshop addresses two topics: Road Safety Observatories and Capacity Building in Africa. The aim is to share what SaferAfrica is producing and what have been done outside the SaferAfrica in different African countries.

Antonino Tripodi, the project manager of SaferAfrica, gave some snapshots of the activities of the project since the SaferAfrica project is a giant project with a lot of products and results. We work on different spheres in SaferAfrica: Capacity Building, Data Collection, Risk Analysis, Surveys, Road Safety Management Systems and etc. mixed together and dealing with the 4 main pillars providing information for the Dialogue – the space where people interchange and exchange the opinions. For us the Dialogue is composed of many components: online platform, surveys, webinars, direct contact my mail or telephone, capacity reviews, workshops ad etc. and all of them are done in the different Work Packages of the process.

Main part of Work Package 2 are 8 webinars accessible online and thematic Workshops to interact between Europe and Africa. WP3 is committed to foster the Dialogue and facilitate the discussion between stakeholders: assessment of current African Road Safety Action Plan made by African Union, fostering the different initiatives of different policies pf Capacity Building, Road Safety Management and Road Safety Interventions to give a framework for future recommendations. WP4 is about to expand the knowledge and support the creation of awareness of road safety in Africa and all the information is collected on the African RSO. In WP5, SaferAfrica reviewed the road safety situation in the selected 5 African Countries (representing every region), analysed the Road Safety Management systems, developed improvements for these systems, institutional frameworks and road safety strategies and plan. WP6 is about the Capacity Building and is crucial for the technicians to improve their capabilities to deal with road safety and to improve the awareness. The WP created some e-learning modules fully accessible online for capacity building for public bodies and twinning projects about Road Safety. And then there is WP7 Good Practices to analyse what is happening in Africa in terms of good practices in road safety and to understand if there is a possibility to adapt something that is good to Africa Countries. This WP also prepared Good Practices Factsheets available online to understand which kind of barriers need to be dealt with when implementing specific strategies and interventions. In the frames of WP8 Dissemination Activities, a huge work has been done and providing a big number of tools, leaflets, social media, web-sites, etc. which are the informative points both for SaferAfrica and road safety. Probably the most important one is the Crowdsourcing tool, integrated in the African RSO where anyone can provide a feedback about problems, issues and possible solutions.
In the conclusion, Antonino Tripodi and prof. Luca Persia reminded the agenda of the meeting and presented the Session 1 dealing with Road Safety Observatories and Session 2 dealing with Capacity Building.

### 3.1 Session 1 – Road Safety Observatories in Africa

The next session of the workshop focused on the two initiatives on a road safety observatory for Africa. The first initiative is the SaferAfrica Road Safety Observatory (SaferAfrica RSO), which is one of the main outputs of the EU SaferAfrica project. The second initiative is The Africa Road Safety Observatory (ARSO), ARSO is the result of the work of African countries and their collaborating partners (World Bank, AfDB, UNECA, FIA, IRTAD) and financial support from the Global Road Safety Facility (GRSF), through a contribution from UKAid. Table 3-2 show the agenda of this session.

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<td>George Yannis (NTUA)</td>
</tr>
<tr>
<td>The FIA/WB/IRTAD SSATP/WB African Road Safety</td>
<td>Maria Segui Gomez (FIA)</td>
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**3.1.1 SaferAfrica ARS Observatory, George Yannis**

The first presentation was in charge of Prof. George Yannis, Professor in Traffic Safety and Management at the National Technical University of Athens (NTUA) the presentation entitled “The SaferAfrica Road Safety Observatory”, this session addressed the initiative of the road safety observatory from the framework of the SaferAfrica project (Figure 3-3).
“Africa presents the highest traffic fatality rates globally, with almost 3x higher fatality risk than Europe”, this was the phrase with which Prof. Yannis began his presentation. Initially, statistics and overview about Road Safety in Africa was presented. According to WHO (2018), the African Region has the highest proportion of pedestrian and cyclist fatalities (44%) of all road traffic deaths worldwide. Then he showed why the SaferAfrica project, the partners that are part of the consortium, the duration of the project and its main objectives.
At a second stage, he explained, as from the work done in the project and the main findings, The SaferAfrica Road Safety Observatory was born. The objectives of the African-RSO are the following:

- Provide a tool for African citizens to highlight the relevant road safety needs.
- Monitor existing strategies and implemented road safety policies in African countries.
- Provide a space for interaction with stakeholders and networking of relevant actors.
- Collect road safety data from various national and international (WHO, IRF) sources.
- Present the road safety situation and trends at national, regional and continental level.
- Analyze data and provide recommendations to improve road safety in Africa.
- Promote road safety good practices to policy makers through proven efficacy and transferability assessment.

Then, the African-RSO design; Users; and structure was showed. In this way, there was a special emphasis on the Dialogue Platform and the Crowdsourcing tool, the latter allows users: reporting of road safety problems and proposing solutions. Finally, the las part was about the African-RSO challenges, which are detailed below:

- Develop strategies to systematically improve road safety management.
- Improve evidence-based decision making in Africa through better safety data and knowledge.
- Adapt the principles of the Safe System approach in Africa.
- Unite all African countries in realizing the importance of road safety, by setting common strategies and targets.
- Increase the awareness of African stakeholders, policy makers and end users on road safety.

3.1.2 Fia/WB/IRTAD Observetory Maria Segui Gomez
"African Road Safety Observatory (ARSO)", was the second presentation in this session in charge of Mrs. Maria Segui-Gomez, on behalf of the working team TAA, VF, VR and MSG. The background; 2019 and 2019 activities; outputs (& ongoing work): (transitional) By Laws, Work plan 2019- 2021, other administrative and structural decisions; African Union involvement; and the Next milestones was presented (Figure 3-4).
Regarding to the background and context, at their meeting in Lomé in March 2017, the African Ministers of Transport adopted a recommendation to accelerate implementation of the African Road Safety Action plan. In this regard, they recommended that the Africa Transport Policy Program (SSATP) works with the African Union Commission (AUC) and the United Nations Economic Commission for Africa (UNECA), to develop a minimum set of road safety indicators for each country to monitor, in order to ensure comparability between African countries. This was a key step towards the development of an African Road Safety Data Observatory.
Following this, three workshops were held in 2018 in Dakar, Abuja and in Marrakech, from which the concept of the African Road Safety Observatory was developed. The Africa Road Safety Observatory (ARSO) is the result of the work of African countries and their collaborating partners (World Bank, AfDB, UNECA, FIA, IRTAD) and financial support from the Global Road Safety Facility (GRSF), through a contribution from UKAid. The objective of ARSO is to foster national, international and continental cooperation to generate a robust body on road safety data, to influence public policies and assist countries to address global ad African roads safety goals and targets.

She explained that the Observatory is to be a political and technical forum where Africa Union Member States can discuss issues around mobility and road safety to adopt policies and measures that will significantly reduce road traffic crashes. At the Specialised Technical Committee on Transport Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIEC) meeting in Cairo in April 2019, there was a recommendation of the endorsement of African Road Safety Observatory in the Ministerial report that resulted from the meeting.

Then, she presented the following programme of work 2019-2021:

- developing the network of the Observatory and its relationship with road safety stakeholders.
- improving tools and methodologies for the collection of crash data and other safety-related data.
- creating and updating a common road safety database.
- conducting analysis on topics of joint interest.
- publication of periodical reports on road safety.

Finally, the next milestones were presented:

- 1st General Assembly, sometime mid Jun 2019 (Adoption of bylaws)
- Completion of business plan.
- Agreement with Safer Africa on integration of observatory-related work done under EU-funding by September 2019, or earlier.

3.2 Session 2 – Capacity Building in Africa

The subsequent and last session of the Workshop was focused on Capacity building. In the framework of the SaferAfrica project there is a Work Package (WP6) focused on education and training of professionals in the field of road safety, which is also one of the main recommendations of the World
Report on Road Traffic Injury Prevention (Peden, Scurfield, & Sleet, 2004). Table 3.3 shows the agenda of session 3.

Table 3.3 Agenda of Session 2 of the Brussels Workshop

<table>
<thead>
<tr>
<th>Agenda point</th>
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<tr>
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<td>Ludo Kluppels</td>
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<tr>
<td>Road Safety education and training (need issues, experiences) in Nigeria</td>
<td>Ayomide Alabi Akinpelu (KRSD Trust Fund)</td>
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<td>The LEARN Project in Tanzania &amp; Senegal</td>
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<td>Twinning program in Cameroon</td>
<td>George Elambo-Nkeng (ENSTP)</td>
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</tbody>
</table>

### 3.2.1 Capacity Building SaferAfrica ongoing activities

In the first part of the session Mr. Ludo Kluppels, Researcher at VIAS, gave a presentation about “Capacity building – SaferAfrica ongoing activities”. The specific aim of WP6 is to identify training needs and to develop capacity building programs on road safety in African countries. The work was based on country needs and existing training activities in African countries and courses offered by different organizations specific for low- and middle-income countries (LMICs). As stated by (Bliss & Breen, 2009), “the challenge for low and middle-income countries will be to benefit from what has been learned and accelerate their adoption and adaptation of good practice to avoid unnecessary and unacceptably high level of deaths and injuries resulting from the evolutionary pathway taken by high-income countries”.

To achieve this aim, 4 tasks have been carried out, namely:

- Task 6.1: Curricula definition and e-learning tools
- Task 6.2: Train-the-trainers actions for universities
- Task 6.3: Training on road safety for public bodies
- Task 6.4: Twinning Programs on research capacity needs

Building research capacity is the process of empowering organizations (or individuals, nations, institutions) in: defining and prioritizing problems systematically, developing and scientifically evaluating appropriate solutions and sharing and applying the knowledge generated (Lansang & Dennis, 2004).

He presented the activities developed so far in the different tasks of this Work Package 6 (WP6). The Task 6.1 has identified the types of knowledge and skills that new road safety experts in Africa are expected to learn. This includes the definition of the learning objectives, the contents of the different modules and the methods used to evaluate student learning. The task 6.2 has allowed to: Inform university staff of the relevant body of knowledge that exists in the field of road safety (and that is applicable to the African context) that needs to be transferred to future African experts; and provide future trainers with the tools necessary to transfer this knowledge. The Task 6.3 based on the
knowledge built up in Task 5.1 defined training activities oriented towards experts, decision makers and people working in public bodies. Based on the administration structure and the sharing of responsibilities in key representative African countries, the task identified the main target groups for training (e.g. policy makers, public servants, police officers, corridor coordinators, etc.). Task 6.4 of SaferAfrica aims at supporting road safety research capacity development in Africa by fostering the adoption of Twinning Programs between European and African institutions. In the field of such task, a pilot Twinning Program has been realised between the Research Centre for Transport and Logistics (CTL) of “Sapienza” – University of Rome (Italy) and the ‘École Nationale Supérieure des Travaux Publics (ENSTP) of Yaoundé (Cameroon).

3.2.2 Presentation from Workshop participants and discussion

Following Mr. Ludo Kluppels' overview of Capacity building in Africa, international organizations and invited African Stakeholders from four African countries presented initiatives and actions to improve the capacity building in the Continent.

“Road Safety Education and Training in Nigeria (needs, issues and experiences)”, was presented by Ayomide Akinpelu, from the Kwapa’as Road Safety Demand (KRSD) Trust Fund. First, an overview of the road safety performance, data and statistics in Nigeria was presented. Then, he showed general information about the KRSD Trust Fund and its main activities that consist of: Road Safety Advocacy; Education and training; Research; and Support (crash victims).

The main issues identified were by KRSD:

- Lack of data on road safety education and training intervention programme in Nigeria.
- Educational level of the road users (Tricyclists, Motorcyclists and commercial drivers)
- Lack of political will and institutional support
- Cultural, religious and other general beliefs
- Driver personalities, attitudes and habits; convincing them of the need to consider the safety of other road users
- The size of the country and the growing number of vehicles. 11,458,370 vehicles

Motorcycle and Tricycle account for 80% means of travel daily in Nigeria.

Susanna Zammataro, Director General of the International Road Federation (IRF) Geneva, presented the project “LEARN Project: Building capacity on data in Tanzania and Senegal”. The ITR has assisted public and private stakeholders in Roads & Mobility sector for the past 70 years in 3 Strategic Pillars of Activities: (1) Knowledge; (2) Connections; and (3) Advocacy.

In this way, a joint project of the IRF and the Global Alliance of Road Safety NGOs was carried out. The aim is enhancing the knowledge, skills and actions with regard to data of road safety professionals and stakeholders via hands-on trainings in Tanzania and Senegal. The project is funded through the FIA Road Safety Grant Programme.
Tanzania and Senegal are representative of two different cultural and linguistic regions. Both countries suffer from insufficient road safety data and analysis tools. Training resources in French are currently limited, and this project will enable scaling up road safety activities and reach in francophone Africa.

The following is the information corresponding to the training:

- **Format:** 3-day training per country (Tanzania and Senegal):
  - Hands-on, incl. field trip for data collection.
  - Mentoring will continue upon course completion
- **Content:** Tailored to audience and country needs
- **Target Audience:** 15 selected stakeholders per course: Government officials, NGO activists, journalists, teachers, FIA club staff/members, engineers, PhD students, private sector.
- **Materials:** Will be provided in English and French
- **Cost:** Free of charge
- **When/Where:** August in Dar es Salaam and September in Dakar

The project foresees short- and long-term results. Short-term: enhance data-related knowledge and skills; familiarise participants with tools and techniques that can help drive change and communicate a robust road safety message; demonstrate the added value of collaborating with the support of data; and stage a concrete initiative for showcasing at the 2020 Ministerial Meeting in Sweden. While Long-term: Creation of multi-stakeholder road safety coalitions in Tanzania and Senegal to improve road safety policy and action; and develop an easily replicable model for other African countries and elsewhere.

“Capacity Building on Road Safety Audit & Inspection Road Traffic Safety Management System”, was presented by Prof. Shaw Voon Wong. First, he explained the different ways in which PIARC does capacity building in Africa and the different seminars and workshops that have been carried out and will be carried out in the region. Then, the road safety audit and inspection guidelines manual prepared by PIARC and its application in developing countries was presented. In the same way, he showed the Good Practices for Implementing Commuting Safety Management document and how Committee on developing countries matters as follows:

- Identifies the needs and requirements of members in developing countries in all fields of standardization e.g. national quality infrastructure (NOI), technical assistance and capacity building.
- Provides a forum for members to discuss standardization and related matters of interest to developing countries.
• Recommends the ISO Action Plan for developing countries to Council for approval and monitors its implementation.

• Advises the ISO Council on matters affecting members in developing countries relative to ISO governance, policy decisions, and issues of specific interest.

Mrs. Rodica Danciu Panturu, from Vlad Danciu Memorial Foundation presented the initiative “Road Safety education and training (need issues, experiences) in Kenya”. In the first part, she presented an introduction of the Vlad Danciu Memorial Foundation, which included the history, vision and main objectives of the ONG. Then she presented the status of the trauma care system in Kenya according to the Trauma Care Stakeholders' report (2018) as follows:

• Weak pre-hospital care, poor hospital infrastructure, inadequate health worker knowledge

• Lack of proper information systems

• Low availability of trauma care services and resources (A&E and rehabilitation services, basic medicines and supplies, staff per specialization)

• Need to develop policies and regulations for injury prevention and control, and improve organization and planning of trauma care and rehabilitate services in the wake of devolution

Finally, she showed the necessary strategic interventions for Kenya:

1. Increase the authority of road safety assessments. This could be attempted by combining local and international technical expertise and lobbying power to ensure road safety assessments are carried out during the design phase and have legally binding recommendations.

2. Work in partnership with the new bus rapid transit (BRT) system. The expected construction of a BRT system in Nairobi will require the redesign of major roads in the city. This presents an opportunity for local and international organisations to work with the newly formed Nairobi Metropolitan Area Transport Authority (NAMATA) to introduce road safety principles.

3. Foster intercounty competition on road safety. International organisations could support the NTSA to rank each county government on its road safety record and publicise the results, praising or shaming the respective governors and councilors and encouraging improvements.

4. Incentivise safer boda-boda driving. International and local organisations could work with the Boda Association to find ways to meet drivers’ needs while incentivising safer roads – for example, by providing shelters at designated boda- boda drop-off points to encourage their use.

“Road Safety education and training (need issues, experiences) in Uganda”, was presented by Sam Bambanza Nabimanya, from Hope for Victims of Traffic Accidents (HOVITA). The presentation
focused on how, from the identification of different road safety needs in Uganda, different capacity building activities have been carried out in the following areas:

- General Road safety Awareness Campaigns
- Child safety programmes
- Youth safety programmes
- Driver training
- Community road safety programmes
- Road Crash Victims awareness and response programs

The last presentation titled “Twinning Programs on Research Capacity Needs” was in charge of Prof. George Elambo-Nkeng from the ENSTP. This activity is part of the WP6 of the Safer Africa project.

Task 6.4 of SaferAfrica aims at supporting road safety research capacity development in Africa by fostering the adoption of Twinning Programs between European and African institutions.

In the field of such task, a pilot Twinning Program has been realised between the Research Centre for Transport and Logistics (CTL) of “Sapienza” – University of Rome (Italy) and the ‘École Nationale Supérieure des Travaux Publics (ENSTP) of Yaoundé (Cameroon). This pilot will be used as a reference for the future transfer/adaptation of good practice on capacity building.

A Memorandum of Understanding (MoU) was drafted between CTL and ENSTP in November 2018 during the SaferAfrica Plenary Meeting in Abidjan. The purpose of the MoU is to facilitate and to improve the academic, scientific and research activities through:

- embedding road safety in the existing Master Course in Civil Engineering at ENSTP;
- CTL’s co-tutoring of students masters theses;
- support of students exchange;
- exchange of faculty and other research and technical specialists for short term;
- the design of collaborative research projects and/or capacity building projects;
- exchange of publications.

The pilot was initially intended to focus especially on the development of a Master’s course in road safety, to be included as part of the ENSTP curriculum. However, in order to cover appropriately the current ENSTP needs, a discussion has been undertaken with ENSTP to identify short-term priorities for the Twinning Program in Cameroon (e.g. a review of the content and curricula of courses in transport and road safety; training of trainers according to SaferAfrica standards and teaching methodologies; modernization of road safety library resources; strengthening of policy research capacity...).

Finally, he explained that during the meeting in Abidjan, the workgroup came up with the idea to organize a try-out-course of the Train the Trainer manual (Task 6.2). A possibility was created in
Cameroon in February 2019 in coordination with task 6.4 (twinning program on research capacity needs).

During the presentations different suggestions and thoughts were brought into discussion.
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 from March 2019 to August 2019, in supporting activities for the creation of SaferAfrica Webinars.

Information about the activities carries in the past period please find in the Deliverable 2.4 (Fava&Gonzales, 2019).

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), D2.2 (Usami & Meta, 2018) and D2.4 (Fava & Gonzales, 2019).

With more than 200 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 190 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 (IRIAD).

In the 6 months period (from April 2019 to September 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.
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 5th webinar entitled “Safer Road-Users: SaferAfrica proposal” and presented by Ellen Boudry, Researcher Human Factors at Vias Institute, on 11th April 2019 (Figure 4-1). In this webinar, it was discussed two possible road safety interventions concerning safer road users. The first one is about increasing helmet wearing rates on powered two and three wheelers. The second one deals with reducing BAC limits and increasing penalties on drink-driving.

![Figure 4-1](image)

*Figure 4-1  Publication of the announcement of the 5th SaferAfrica Webinar in the DP web tool.*

The 6th webinar entitled “Safer Road and Mobility: SaferAfrica proposal” and presented by Sandra Vieira Gomes, Researcher, Laboratório Nacional de Engenharia Civil (LNEC), on 24th April 2019 (Figure 4-2). In this webinar, it was discussed two possible road safety interventions within the scope of safer roads and mobility. The first one is about reengineering the road network according to a new hierarchical functional classification. The second one deals with providing a forgiving roadside network.
On 3rd May 2019 Mr. Casimir Sanon, Road Safety Manager, Humanity & Inclusion, Burkina Faso presented the seventh webinar entitled “Post-crash response: SaferAfrica proposals” (Figure 4-3). In this webinar, it was discussed two possible post-crashes care interventions. The first intervention was the training of Road Safety Volunteers in first aid and emergency care. The second intervention concerns the acquisition of motorcycle ambulances for the benefit of the health centers located along the most accidental corridors.
The last webinar “Safer Vehicles, SaferAfrica proposals” presented by Eduard Fernández, Executive Director, International Motor Vehicle Inspection Committee (CITA) on 7th May 2019, proposed a much simpler approach to ensure that the public procurement of vehicles considers the enforcement of the right standards (Figure 4-4). The aim is that criteria, arrangements, and procedures used in a first stage for public procurement become the seed to ensure the proper vehicle requirements for the whole fleet.
Figure 4-4  SaferAfrica Webinar Section in the African Road Safety Observatory

The Secretary who manages the Dialogue Platform web-based activities organized together with some SaferAfrica partners eight 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.

All the Webinars received a positive feedback from the contributors and brought a lot of discussions among speakers and participants.
5 Conclusions

Despite the fact that during the present decade thanks to various initiatives, mainly linked 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 5 months period covered by this deliverable, from April 2019 to September 2019, the 4th Management Board meeting was held in Brussels (Belgium) on April 4th 2019.

The objective of the 4th Dialogue Platform Management Board Workshop was 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 Observatories
- Capacity Building in Africa.

The issues achieved in the frames of SaferAfrica project are the two-levels Dialogue Platform (DP) and African Road Safety Observatory that provides contribution to improve the complex situation in African countries.

During the workshop the main challenges raised by speakers were:

- Develop strategies to systematically improve road safety management.
- Improve evidence-based decision making in Africa through better safety data and knowledge.
- Adapt the principles of the Safe System approach in Africa.
- Unite all African countries in realizing the importance of road safety, by setting common strategies and targets.
- Increase the awareness of African stakeholders, policy makers and end users on road safety.

By Ayomide Akinpelu, from the Kwadp’aas Road Safety Demand (KRSD) Trust Fund, there were presented issues in Nigeria such as lack of data on road safety education, lack of political will and institutional support, cultural, religious and other general beliefs and etc. Mrs. Rodica Danciu Panturu, from Vlad Danciu Memorial Foundation presented the initiative “Road Safety education and training (need issues, experiences) in Kenya” highlighting the problems and showing the necessary strategic interventions for Kenya.
Susanna Zammataro, Director General of the International Road Federation (IRF) Geneva, presented the project “LEARN Project: Building capacity on data in Tanzania and Senegal”. Both countries suffer from insufficient road safety data & analysis thereof. Training resources in French are currently limited, and this project will enable scaling up road safety activities and reach in francophone Africa. Also, there were presented project’s short- and long-term results.

“Capacity Building on Road Safety Audit & Inspection Road Traffic Safety Management System”, was presented by Prof. Shaw Voon Wong sharing the experience in Capacity Building from PIARC.

The last presentation titled “Twinning Programs on Research Capacity Needs” was in charge of Prof. George Elambo-Nkeng from the ENSTP. This activity is part of the WP6 of the Safer Africa project.

From April 2019 to September 2019, 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. The topics covered by those webinars are Safer Road-Users, Safer Road and Mobility, Post-crash response and Safer Vehicles. All the Webinars found a positive feedback from the participants.
6 References

Global Status Report on Road Safety 2018, WHO.

Global Plan for the Decade of Action for Road Safety 2011–2020, UN.


Save Lives, a road safety technical package (2017, WHO)
Annex 1 – SaferAfrica Dialogue Platform Workshop Agenda

4th SaferAfrica Dialogue Platform Workshop

4th of April 2019

Venue: VIAS Institute
Chaussée de Haecht 1405 – 1130 – Brussels

SaferAfrica Objectives: To create favorable 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.

Due to over 650 deaths daily registered on African roads and enormous related human costs, Road Safety stands as a crucial development issue for the entire continent. With a view to improving the status, a Dialogue Platform between Africa and Europe on road safety management has been set up under SaferAfrica (www.saferafrica.eu), a Horizon 2020 funded project with a Consortium of 17 partners from both Europe and Africa, and coordinated by the Research Centre for Transport and Logistics of Sapienza, University of Rome (CTL).

The SaferAfrica Dialogue Platform is a space for experts and stakeholders, to share knowledge, discuss and design feasible improvements in the framework of the African Road Safety Action Plan.

More than 190 African Stakeholders coming from 41 African countries are participating in it. At the core of the Platform there is a Management Board composed by 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 Traffic Safety Data and Analysis Group (IRTAD).

The Dialogue Platform is operating through periodic workshops and online thanks to a Dialogue Platform web tool hosted in the African Road Safety Observatory (www.africanroadsafetyobservatory.org), one of the main results of SaferAfrica project.
After the previous workshops in Marrakech, (Morocco, November 2017), Athens, (Greece, April 2018) and Abidjan, (Ivory Coast, November 2018), the fourth SaferAfrica Dialogue Platform Workshop will be held on 4th April 2019 in Brussels at the headquarter of VIAS Institute (Chaussée de Haecht 1405 – 1130). The workshop focuses on SaferAfrica Overview and current activities, the Road Safety Observatories and Capacity Building in Africa. SaferAfrica partners, members of the Management Board and African Stakeholders coming from Cameroon, Nigeria, Egypt, Ethiopia, Kenya, Uganda, Zambia will be involved.

Online: www.saferafrica.eu - www.africanroadsafetyobservatory.org
Twitter: @saferafrica - Linkedin: www.linkedin.com/company/saferafrica

FOR ANY FURTHER INFORMATION, PLEASE CONTACT:
SaferAfrica Secretary: saferafrica-secretary@uniroma1.it
### 4th SaferAfrica Dialogue Platform Workshop Agenda

**4th of April 2019**

9.30 – 16.30 (Brussels time)

**Venue:** VIAS Institute  
Chaussée de Haecht 1405 – 1130 – Brussels

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<td>9.45 – 11.00</td>
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<td>Luca Persia (CTL)</td>
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<td>Update on the African Road Safety Action Plan</td>
<td>Jane Karonga (UNECA)</td>
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<td>11.00 – 11.15</td>
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<td>Maria Segui-Gomez (FIA)</td>
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<td>Capacity building – SaferAfrica ongoing activities</td>
<td>Ludo Kluppels (VIAS)</td>
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<td>Road safety education and training (needs, issues, experiences) in Egypt</td>
<td>Passant Sakna (The Nada Foundation for Safer Egyptian Roads)</td>
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<td>Road safety education and training (needs, issues, experiences) in Nigeria</td>
<td>Ayomide Alabi Akinpelu, (KRSD Trust Fund)</td>
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<td>The LEARN Project in Tanzania and Senegal</td>
<td>Susanna Zammataro (IRF)</td>
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<td>Capacity building, experiences from PIARC</td>
<td>Shaw Voon Wong (PIARC)</td>
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<td>Road safety education and training (needs, issues, experiences) in Ethiopia</td>
<td>Mesganaw Bimrew (Save the Nation Association)</td>
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<tr>
<td>15.00 – 15.15</td>
<td><strong>Coffee-break</strong></td>
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<td>Road safety education and training (needs, issues, experiences) in Kenya</td>
<td>Rodica Danciu Panturu (Vlad Danciu Memorial Foundation)</td>
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<td>Road safety education and training (needs, issues, experiences) in Uganda</td>
<td>Sam Bambanza Nabimanya (HOVITA Hope for Victims of Traffic Accidents)</td>
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<td>Road safety education and training (needs, issues, experiences) in Zambia</td>
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<td>Discussion and final remarks</td>
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