D 8.13 – REPORT ABOUT CROWDSOURCING – SAFERAFRICA WEBINARS

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<td>Deliverable:</td>
<td>D8.13 Report about crowdsourcing – SaferAfrica Webinars</td>
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<tr>
<td>Version</td>
<td>V1</td>
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<tr>
<td>Date</td>
<td>30th May 2019</td>
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<td>Report authors:</td>
<td>B. González-Hernández</td>
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**DOCUMENT CONTROL SHEET**

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<td>Work package:</td>
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<tr>
<td>Version</td>
<td>V1</td>
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<td>Last version date</td>
<td>10th June 2019</td>
</tr>
<tr>
<td>Status</td>
<td>Draft</td>
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<tr>
<td>File Name</td>
<td>SaferAfrica_WP8_D8.13_v1</td>
</tr>
<tr>
<td>Number of pages</td>
<td>60</td>
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<tr>
<td>Dissemination level</td>
<td></td>
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<tr>
<td>Responsible author</td>
<td>B. González-Hernández</td>
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<td>Editors</td>
<td>A. Fava</td>
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<td>1</td>
<td>10/06/2019</td>
<td>B González-Hernández</td>
<td>Alessia Fava</td>
<td>Review and minor changes</td>
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<tr>
<td>AfDB</td>
<td>African Development Bank</td>
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<tr>
<td>ARSAP</td>
<td>African Road Safety Action Plan</td>
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<tr>
<td>AU</td>
<td>African Union</td>
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<tr>
<td>CTL</td>
<td>Research Centre for Transport and Logistics</td>
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<td>DP</td>
<td>Dialogue Platform</td>
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<tr>
<td>EC</td>
<td>European Commission</td>
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<td>EU</td>
<td>European Union</td>
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<tr>
<td>FIA</td>
<td>Federation Internationale de l'Automobile</td>
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<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>ITF</td>
<td>International Transport Forum</td>
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<tr>
<td>LMICs</td>
<td>Low- and Middle-Income Countries</td>
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<tr>
<td>MB</td>
<td>Management Board</td>
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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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<tr>
<td>SG</td>
<td>Stakeholder Groupe</td>
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<tr>
<td>SWOV</td>
<td>Institute for Road Safety Research</td>
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<td>WHO</td>
<td>World Health Organization</td>
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Executive Summary

This deliverable is part of WP8 - communication and dissemination. The deliverable focusses on the webinar series carried out in the African Road Safety Observatory. The African Road Safety Observatory 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.

Through the African Road Safety Observatory, for the very first time European and African road safety experts can exchange knowledge and experiences thanks to the dedicated Dialogue Platform web-tool. Moreover, African citizens are directly engaged through the Crowdsourcing platform, where road safety problems at country level can be reported as well as solutions can be suggested.

The Africa Road Safety Observatory intends to allow users to easily access the Road Safety Knowledge Centre. In this way, in October 2018 has launched a series of webinars as a simpler way to show a 30-minute digital video on the results of SaferAfrica outputs and key findings so as to foster the dialogue, promote and exchange the experiences belonging to all the actors involved in road safety. This webinar series is intended for anyone involved in African road safety management, research and education. This includes institutions, road safety professionals, academics, NGOs and policy makers.

Within the SaferAfrica project, the following 8 webinars were carried out:

- Webinar 1 - Introduction to “SaferAfrica” Project
- Webinar 2 - Data Collection & Management
- Webinar 3 – Road Safety Data in Africa – Evidences from SaferAfrica
- Webinar 4 - Vehicle standards, an approach for Africa
- Webinar 5 - Safer Road-Users: SaferAfrica proposals
- Webinar 6 - Safer Roads and Mobility: SaferAfrica proposals
- Webinar 7 - Post-crash Response: SaferAfrica Proposals
- Webinar 8 - Safer Vehicles, SaferAfrica proposals

Finally, it is important pointing that the Webinars 5, 6, 7 and 8 were carried out to illustrate the proposals made by WP3 Fostering dialogue on road safety, this initiatives were based on the outputs of WP4, WP5, WP6 and WP7.
1. Introduction

The general objective of SaferAfrica consists in creating favourable conditions and opportunities for effective implementation of actions on road safety and traffic management in African countries, by setting up a Dialogue Platform between Africa and Europe.

Dialogue Platform is at the heart of SaferAfrica Project, aiming to involve experts in a Dialogue. Platform is operating through periodic meetings and also on line thanks to a web tool that represents the modern key of the project. According to Platform Statute (Deliverable 2.1) the Platform is made by a decision-making level comprising a Management Board of prominent institutions (WHO, UNECA, IRU, FIA, PIARC, IRF, IRTAD, WB, AfDB) and by a technical/operational level comprises government institutions (both European and African), international institutions, research institutions (both European and African) and representative organisations of African Stakeholders. Those not involved in the project as partners will constitute the Stakeholder Group.

Thus, the objectives of the Dialogue Platform are to produce knowledge; to influence road safety funding, policies and interventions in Africa; to encourage and facilitate a constructive engagement and dialogue of policy makers, researchers and other stakeholders on road safety in Africa.

The Dialogue is elaborated in the periodic meetings and on line thanks to the Dialogue Platform web tool, which is an online collaborative Platform. The Dialogue Platform web tool:

- Allows Management Board members to comment on recommendations about a particular topic within a consultation;
- Allows Stakeholders to suggest, vote for, rank, or comment on ideas about a particular topic within a consultation;
- Stakeholders can interact and build relationships with others;
- SaferAfrica findings and products can be disseminated within communities;
- Check on-going consultations/ Open an on-going consultation;
- Check new consultation requests.

Each member of the Dialogue Platform (actors involved: Management Board; Working groups: Project partners; Stakeholder Groups) has unique access to the reserved area of the Dialogue Platform Web tool. On the basis of the different roles of the Dialogue Platform, the contents and the tools available in the reserved area are distinguished according to three user groups: Working Groups Members (mainly project partners), Stakeholders Group Members, Management Board Members. For now (at the moment of this deliverable is written), the actors involved are Management Board (13 members) and Stakeholders group (196 members from 41 countries).

SaferAfrica, through the implementation of the Dialogue Platform, will create the conditions and opportunities for an effective implementation of actions on road safety and traffic management. Related weaknesses and strengths existing in the continent will be analysed and the criticalities in socio-economic, organisational and operational dimensions will be identified. The analysis will be conducted at different scales (continental, national, local) with the objective of identifying the needs in the most effective way.

SaferAfrica project is organized into 9 work packages, whose interrelations are shown in Figure 1.

One of them, WP8 specifically deals with communication and dissemination whose main objectives include:

1. Internal communication: Partners will need to work efficiently and optimally, taking benefit from the results of other WPs. A smooth and manageable transfer of results, as well as trouble-free cooperative work on documents is essential.
2. Communication with supporting institutions and stakeholders: Extensive communication activities with the institutions involved in the Dialogue Platform (e.g. EC, Development Banks, etc.) will be necessary during all project stages.

3. External communication: All findings, results and lessons learnt will be elaborated as recommendations. WP8 promotes outcomes towards science and road safety development experts and authorities with the objective of increasing knowledge about road safety and traffic management across Africa (and beyond)—and, finally, of increasing its implementation.

![Diagram](image)

Figure 1 SaferAfrica Working Packages

Within the Horizon 2020 funded SaferAfrica project, the African Road Safety Observatory was launched in June 2018.

The African Road Safety Observatory 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.

African Road Safety Observatory mission is intimately related to the improvement of road safety conditions and policies in the African countries. With such a view, the African Road Safety Observatory is committed to monitor the existing strategies and road safety policies; provide a space for interaction with stakeholder and networking of relevant actors; collect road safety data from national and international sources; present the road safety situation and trends at national, regional and continental level through the use of text, graphs, tables and maps; analyse data and provide recommendations to improve road safety in Africa; promote road safety good practices supported by proven efficacy and transferability assessment.

Through the African Road Safety Observatory, for the very first time European and African road safety experts can exchange knowledge and experiences thanks to the dedicated Dialogue Platform web-tool. Moreover, African citizens are directly engaged through the Crowdsourcing platform, where road safety problems at country level can be reported as well as solutions can be suggested. In this way, the last October has launched a webinar series as a simpler way to show a 30-minute digital video on the results of SaferAfrica outputs and key findings so as to foster the dialogue, promote and exchange the experiences belonging to all the European and African actors involved in road safety.
This deliverable describes primarily the activities outlined in Task 8.2 **Crowdsourcing on road safety in Africa.** More specifically the development of the webinar series carried out in the African Road Safety Observatory in the dedicated session SaferAfrica Webinars.

Within the SaferAfrica project, the following 8 webinars were carried out:

- Webinar 1 - Introduction to “SaferAfrica” Project
- Webinar 2 - Data Collection & Management
- Webinar 3 – Road Safety Data in Africa – Evidences from SaferAfrica
- Webinar 4 - Vehicle standards, an approach for Africa
- Webinar 5 - Safer Road-Users: SaferAfrica proposals
- Webinar 6 - Safer Roads and Mobility: SaferAfrica proposals
- Webinar 7 - Post-crash Response: SaferAfrica Proposals
- Webinar 8 - Safer Vehicles, SaferAfrica proposals

This webinar series is intended for anyone involved in African road safety management, research and education. This includes institutions, road safety professionals, academics, NGOs and policy makers.
2. SaferAfrica Webinars

The Africa Road Safety Observatory intends to allow users to easily access the Road Safety Knowledge Centre. In this way, in October 2018 a webinar series was launched as a simpler way to show a 30-minute digital video on the results of SaferAfrica outputs and key findings so as to foster the dialogue, promote and exchange the experiences belonging to all the actors involved in road safety.

Table 1 shows the 8 webinars that were carried out within the SaferAfrica project.

<table>
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<th>Webinar</th>
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<th>Title</th>
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<th>Position</th>
<th>Institution</th>
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<td>W1</td>
<td>29\textsuperscript{th} October 2018</td>
<td>Introduction to “SaferAfrica” Project</td>
<td>Susanna Zammataro</td>
<td>Director General</td>
<td>International Road Federation (IRF)</td>
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<td>W2</td>
<td>12\textsuperscript{th} November 2018</td>
<td>Data Collection &amp; Management</td>
<td>Cristian Gonzalez</td>
<td>Director Statistics and Data</td>
<td>International Road Federation (IRF)</td>
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<td>20\textsuperscript{th} December 2018</td>
<td>Road Safety Data in Africa – Evidences from SaferAfrica</td>
<td>George Yannis</td>
<td>Professor in Traffic Safety and Management</td>
<td>National Technical University of Athens (NTUA)</td>
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<td>W4</td>
<td>1\textsuperscript{st} March 2019</td>
<td>Vehicle standards, an approach for Africa</td>
<td>Eduard Fernández</td>
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<td>International Motor Vehicle Inspection Committee (CITA)</td>
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<td>W5</td>
<td>11\textsuperscript{th} April 2019</td>
<td>Safer Road-Users: SaferAfrica proposals</td>
<td>Ellen Boudry</td>
<td>Researcher Human Factors</td>
<td>Vias Institute</td>
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<tr>
<td>W6</td>
<td>24\textsuperscript{th} April 2019</td>
<td>Safer Roads and Mobility: SaferAfrica proposals</td>
<td>Sandra Vieira Gomes</td>
<td>Researcher</td>
<td>Laboratório Nacional de Engenharia Civil (LNEC)</td>
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<td>Road Safety Manager</td>
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<td>Executive Director</td>
<td>International Motor Vehicle Inspection Committee (CITA)</td>
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A total of 150 people participated in the 8 webinars. 22 in the webinar 1, 18 in the webinar 2, 25 in the webinar 3, 20 in the webinar 4, 13 in the webinar 5, 24 in the webinar 6, 17 in the webinar 7, and 11 in the webinar 8 (Figure 2). The webinar 3 and 6 were the ones with the highest percentage of participants, 17% and 16% respectively. Meanwhile the webinar 5 and 8 were the lowest participation, 9% and 7% respectively.
From 38 different countries the 150 participants followed the 8 webinars. From 17 countries in the webinar 1, 12 in the webinar 2, 17 in the webinar 3, 14 in the webinar 4, 11 in the webinar 5, 16 in the webinar 6, 13 in the webinar 7 and 11 in the webinar 8 (Figure 3). The webinars 1 and 3 were the ones with the highest number of participants from different countries.

Concerning countries participants 25 of the 38 involved in the Webinars were African countries, represented the majority, namely: Nigeria with 16 participants, South Africa with 13 and Cameroon with 11, were the countries that had the largest number of participants in the 8 webinars. Likewise, these countries had at least one participant in 6 of the 8 webinars. It is also important to highlight the number of participants from Uganda with 8, and Kenya and Tunisia with 7 (Figure 4).
Of the total of 150 participants during the 8 webinars, 127 were African, which is the equivalent to 85%. In 3 (webinar 4, 6 and 8) of the 8 webinars the total participation was of Africans. The webinar 6 and 4 were those that had the largest participation of Africans, 24 and 20 African participants respectively. While with 11 African participants, webinars 5 and 8 were those with the lowest participation.

In the following sections it is described each of the 8 webinars that were carried out.
2.1. Webinar 1 - Introduction to “SaferAfrica” Project

**Webinar Date:** 29th October 2018, 2PM CET  
**Presented by:** Susanna Zammataro, Director General, International Road Federation (IRF Geneva)  
**Direct link**

The first webinar entitled “*Introduction to SaferAfrica Project*” and presented by Susanna Zammataro, Director General of the International Road Federation (IRF) Geneva on 29th October 2018, was an introductory session providing background on the SaferAfrica project, the Consortium members and highlighting the five key focus areas: (i) road safety knowledge & data, (ii) road safety & traffic management capacity review, (iii) capacity building & training, (iv) sharing good practices and (v) fostering dialogue on road safety and traffic management. It further offered a brief overview of the African Road Safety Observatory and the Digital Dialogue Platform including the crowdsourcing functionality, which allows everyone to participate in making African roads safer.

In webinar 1 a total of 22 people from 17 different countries participated. Of the 22 participants, 15 were African. The countries with the largest number of participants were Nigeria and South Africa with 3 (Figure 6).

![Figure 6 Webinar 1, number the participants](image)

2.2. Webinar 2 - Data Collection & Management

**Webinar Date:** 12th November 2018, 2PM CET  
**Presented by:** Dr. Cristian Gonzalez, Director Statistics and Data, International Road Federation (IRF Geneva)  
**Direct link**
“Data Collection & Management”, was the second webinar presented by Cristian Gonzalez, Director of Statistics and Data of the International Road Federation (IRF) Geneva 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. In particular for developing countries, the need to centralize data from local sources such as the police, health services (ambulances, hospitals etc.) and government institutions was highlighted in order to obtain a more accurate picture and to be able to draw meaningful conclusions with regard to road safety. Finally, the section on answers and questions was mostly a productive and lively discussion based on data collection specificities in Africa and how to overcome these.

In webinar 2 a total of 18 people from 12 different countries participated. Of the 18 participants, 12 were African. The countries with the largest number of participants were Nigeria and South Africa with 3 (Figure 7).

![Figure 7 Webinar 2, number of the participants](image)

2.3. Webinar 3 – Road Safety Data in Africa – Evidences from SaferAfrica

**Webinar Date:** 20th December 2018, 2PM CET

**Presented by:**
Prof. George Yannis, Professor in Traffic Safety and Management at the National Technical University of Athens (NTUA)

**Direct link**

On 6th December 2018 Prof. George Yannis, Professor in Traffic Safety and Management at the National Technical University of Athens (NTUA) presented the third webinar entitled “Road Safety Data in Africa”, this session addressed road safety data practices in Africa and as documented in the context of SaferAfrica project. 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 analyzed 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, the contribution of the SaferAfrica and the challenges in road safety in African countries.

In webinar 3 a total of 25 people from 17 different countries participated. Of the 25 participants, 18 were African. The country with the largest number of participants was Nigeria with 3 (Figure 8).

![Webinar 3, number of the participants](image)

### 2.4. Webinar 4 - Vehicle standards, an approach for Africa

**Webinar Date:** 1st March 2019, 10:00 CET

**Presented by:**
Eduard Fernández, Executive Director, International Motor Vehicle Inspection Committee (CITA)

**Direct link**

"Vehicle standards, an approach for Africa", was the fourth webinar presented by Eduard Fernández, Executive Director, International Motor Vehicle Inspection Committee (CITA) on 1st March 2019. Taking into account that any road safety policy in the Africa continent has to consider the fitness of the fleet. And that fitness depends on two main factors: the features of vehicles being registered and their maintenance afterwards.

Setting up requirements to register both new and used vehicles from international trade shall be enforced based on standard that may be international or designed at country level. Once vehicles are on the streets, it is necessary to enforce their maintenance and periodical inspection of vehicles is one of the tools used with that aim.

Provided the above, this webinar considered the impact of the fleet in road safety, reviewed some of the available data, analysed risks factors and opened the discussion on whether international frameworks on vehicle standards may be effective to improve the fleet.

In webinar 4 a total of 20 people from 14 different countries participated. In this webinar the total number of participants was African. The countries with the largest number of participants were Nigeria with 4 and Cameroon with 3 (Figure 9).
2.5. Webinar 5 - Safer Road-Users: SaferAfrica proposal

Webinar Date: 11th April 2019 10 CET

Presented by:
Ellen Boudry, Researcher Human Factors at Vias Institute

Direct link

The behaviour of road users plays an important role in many accidents and fatalities. 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.

In both cases, the key elements after the introduction of a mandatory law concerning helmet use or drink-driving are increasing public awareness by a public awareness campaign and stricter enforcement of the new law. Public awareness and enforcement should work together to increase helmet wearing rates on the one hand and decrease drink-driving on the other hand.

This webinar considered some background on the impact of human behaviour on road safety, describes the necessary steps to implement an intervention about helmet use or drink-driving and analysed some difficulties that can arise when implementing the interventions.

In webinar 5 a total of 13 people from 11 different countries participated. Of the 13 participants, 11 were African. The countries with the largest number of participants were Cameroon and Ethiopia with 2 (Figure 10).
2.6. Webinar 6 - Safer Roads and Mobility: SaferAfrica proposals

Webinar Date: 24th April 2019 – 11:00 AM CET

Presented by:
Sandra Vieira Gomes, Researcher, Laboratório Nacional de Engenharia Civil (LNEC), Portugal

Direct link

The quality of the road network is crucial for the benefit of all road users, especially of the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists).

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.

The concept of self-explaining and forgiving roads, defined within the safe system approach, is the background for these road safety interventions. Roads should be differentiated according to their function to help road users including drivers to identify what kind of behaviour they should adopt and expect from others. Nevertheless, in case of an uncontrolled road user runs out of the carriageway, forgiving roadside areas should be provided on both sides of the road to allow drivers to safely recover control of their vehicles.

This webinar included some background information about the safe system approach related to self-explaining and forgiving roads, described the necessary steps to implement these interventions and analysed some difficulties that can arise in this process.

In webinar 6 a total of 24 people from 16 different countries participated. In this webinar the total number of participants was African. The countries with the largest number of participants were Benin, Mali, Mauritius, Nigeria, South Africa, Tunisia and Uganda with 2 (Figure 11).
2.7. Webinar 7 - Post-crash Response: SaferAfrica Proposals

**Webinar Date:** 3rd May 2019 – 11:00 AM CET

**Presented by:**
Casimir Sanon, Road Safety Manager, Humanity & Inclusion, Burkina Faso

[Direct link](#)

Many deaths due to a road crash in Africa occur during the pre-hospital phase. The effectiveness of the post-crash response depends on the quickness of alert, the emergency rescue services and the quality of the medical care of the wounded. In many African countries, emergency relief is usually delayed and sometimes absent in some localities. When road crash occurs in these areas, victims cannot be evacuated to health services. Their chance of healing and survival is then low.

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 following points were presented:

- the training process for road safety volunteers in first aid and emergency care and their equipment in the first aid kit;
- the procedures for identifying the health centers to be equipped with motorcycle ambulances and the procedure for acquiring these motorcycle ambulances.

The barriers to the implementation of these interventions was discussed and the measures that can control them was reviewed.

This webinar was held in French.
In webinar 7 a total of 17 people from 13 different countries participated. Of the 17 participants, 16 were African. The countries with the largest number of participants were Kenya with 3 and Cameroon and Uganda with 2 (Figure 12).

![Figure 12 Number the participants of the webinar 7](image)

### 2.8. Webinar 8 - Safer Vehicles, SaferAfrica proposals

**Webinar Date:** 7th May 2019 – 11:00 AM CET

**Presented by:**
Eduard Fernández, Executive Director, International Motor Vehicle Inspection Committee (CITA)

Safe vehicles are one of the pillars identified in the “Decade of Action for Road Safety 2011 – 2020”. Having good cars, trucks, buses, motorcycles, and trailers is a complex endeavour that involves several governmental departments and requires a multifaceted scheme.

This webinar “Governmental vehicle fleet requirements” 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. 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.

In webinar 8 a total of 11 people from 11 different countries participated. In this webinar the total number of participants was African from the following countries: Benin, Cameroon, Cote d’Ivore, Guinea, Kenya, Mali, Namibia, Niger, Senegal, South Africa, and Uganda. (Figure 13).
Figure 13 Webinar 8, number the participants
3. Conclusions

SaferAfrica project aims at establishing a Dialogue Platform between Africa and Europe focusing on road safety and traffic management issues. The main objectives for the SaferAfrica WP8 - communication and dissemination include: (i) Internal communication, (ii) Communication with supporting institutions and stakeholders, and (iii) External communication.

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

In this way, the Africa Road Safety Observatory intends to allow users to easily access the Road Safety Knowledge Centre. Thus, the last October has launched a webinar series as a simpler way to show a 30-minute digital video on the results of SaferAfrica outputs and key findings so as to foster the dialogue, promote and exchange the experiences belonging to all the actors involved in road safety.

Within the SaferAfrica project, the following 8 webinars were carried out:

- Webinar 1 - Introduction to “SaferAfrica” Project
- Webinar 2 - Data Collection & Management
- Webinar 3 – Road Safety Data in Africa – Evidences from SaferAfrica
- Webinar 4 - Vehicle standards, an approach for Africa
- Webinar 5 - Safer Road-Users: SaferAfrica proposals
- Webinar 6 - Safer Roads and Mobility: SaferAfrica proposals
- Webinar 7 - Post-crash Response: SaferAfrica Proposals
- Webinar 8 - Safer Vehicles, SaferAfrica proposals

From **38 different countries 150 participants followed the 8 webinars**. Of the **38 countries** where the participants came from, **25 were African countries**. In the same way, the majority of participants come from African countries. **Nigeria with 16 participants, South Africa with 13 and Cameroon with 11**, were the countries that had the largest number of participants in the 8 webinars.

Finally, the webinars will remain available in the Africa Road Safety Observatory, so any interested person in African road safety management, research and education, can freely access to the material. This includes institutions, road safety professionals, academics, NGOs and policy makers.
4. References


5. **ANNEX**

5.1. **Webinars Presentations**

5.1.1. **Presentation Webinar 1**
Digital Dialogue Platform
- Each member has access to the online Dialogue Platform sections relevant to them
- Ideas and recommendations can be shared and commented upon
- Members can interact and network
- SaferAfrica learnings will be disseminated digitally

Crowdsourcing function
- Anyone can report a Road Safety issue or propose a solution!

Crowdsourcing
- Participation is simple: the function is compatible with all devices and only requires a quick registration
- Leave a comment to listed proposals and reports of other users

In case of questions, please reach out to:
saferfrica-secretary@uniroma1.it
http://www.africanroadsafetyobservatory.org/contacts/

Thank you!
5.1.2. *Presentation Webinar 2*

![Webinar Presentation Slides]

- **SaferAfrica Objective**
  - Setting up a dialogue platform between Africa and Europe to create favourable conditions and opportunities for the effective implementation of actions for road safety and traffic management.
  - Increase the awareness of African stakeholders and end-users on road safety by means of an African Road Safety Observatory.

- **Focus Areas**
  - SaferAfrica has 5 key focus areas:
    - Road safety knowledge & data
    - Road Safety Management & Training
    - Capacity Building & Training
    - Sharing Good Practices
    - Fostering Dialogue on Road Safety and Traffic Management

- **Quality Road Safety Data is Important**
  - The importance of data on road traffic fatalities and injuries for monitoring country-level trends, tailoring prevention efforts, assessing progress, and comparing the scale of road traffic deaths relative to deaths from other causes cannot be overstated.
  - The Decade of Action for Road Safety 2011-2020 specifically mentions higher quality data as one of its goals.

- **Data Sources on Road Safety**
  - World Health Organization (WHO)
  - International Traffic Safety Data and Analysis Group (IRTAD)
  - International Road Federation (IRF)
  - ... (additional sources listed)

- **WHO Global Status Report on Road Safety**
  - Reporting road safety data from 180 countries
  - Data on institutional framework, safer roads users and mobility, safer vehicles, post-crash care
  - Data on fatalities split by:
    - Road User Category
    - Gender
    - 100,000 population
    - % of GDP loss

- **WHO Global Status Report: Methodology**
  - Detailed methodology for data collection and analysis.
IRF WRS Questionnaire: Road Accidents

IRF WRS: Time Series example

African Road Fatalities: IRF WRS / WHO Reported & Estimated

Difference Between Reported Fatalities Data of WHO and IRF WRS

- Different years of reported data:
  - WHO – 2013 data (Global Report 2015)
  - IRF WRS – 2016 data, or latest available year (WRS 2016)

- Different data sources:
  - Road safety data (police, hospitals, national statistics office, ministries)
  - Population figures (WHO) uses UN, WRS uses World Bank

- Different definitions of fatalities. Some countries apply different definitions.
  - WHO adjusts the input to reflect internationally accepted 30-day rule.
  - IRF requests countries to provide input in line with 30-day rule.

SaferAfrica Project on Road Safety Data

- SaferAfrica WP 4 focuses on data collection & analysis
- Output created using primarily WHO and IRF Road Safety data:
  - Annual statistical reports
  - Seven thematic factsheets:
    - Gender
    - Infrastructure
    - Legislation
    - Post Crash Care
    - Road Users
    - Road Safety Management
    - Vehicles

Data Collection and Management: Key Issues

- Road safety data NOT considered a priority (inadequate resources)
- Under-reporting issue leads to incomplete data
- Inconsistent use of definitions by different stakeholders: Police, Health Sector, Insurance Companies, Governmental Agencies
- Lack of coordination and data centralisation to report road traffic casualties
- Lack of processes, skills and training
- Very little attention on rural roads

Recommendations

- Raise awareness for the importance of collecting high quality road safety data
- Provide sufficient resources (funding, training, technology, audits, etc.)
- Ensure a thorough process and coordination between the various stakeholders (e.g. EuroMed Transport Support Project)
- NGOs can play an important role regarding advocacy, coordination and training

Next Webinar

Road Safety Data in Africa
Mid-December (exact date tbc)
5.1.3. Presentation Webinar 3
Pilot Study - Results (3/3)

- Data on the underreporting of road accidents
- Priority
- Availability

Road Safety Data Collection Systems and Definitions

- General remarks
- Road safety data collection systems
- Road safety data definitions
- Road safety data

General Conclusions

- Important deficiencies of current practices were revealed, which partially explain poor road safety performance
- For many African countries such questioned issues are collected for the first time and can be useful to road safety decision-makers
- Stakeholders revealed significant demand for data and knowledge, which can be used for road safety decision making

But

- Due to the low number of answers to the two-fold surveys, the conclusions have to be confirmed in the future by in-depth analysis and additional incoming questionnaires

Conclusions on Road Safety Data Definitions

- The existence of a common fatality definition was highly prioritized
- Underreporting of road accidents was regarded as a priority of great importance for most stakeholders, however, accessibility to such data is partially available
- Road accident databases linking police and hospital data may serve as a potential solution
- Identifying high-risk sites is considered more important compared to performing an in-depth accident analysis, where regarding the latter, the existence of a common methodology seems limited
- Exposure data although appreciated by more than 50% of the stakeholders are fully available to approximately 20% of them
- Information on road users’ behavioural aspects and attitudes was found to be highly prioritized by more than 70% of road safety stakeholders; however, availability of such information is rather limited to almost 30% of stakeholders

Conclusions on Road Safety Data (1/2)

- Only few countries dispose suitable time series of road fatality data
- Greatness lack in data concerns risk exposure and safety performance indicators
- Comparability issues of the data and the potential of using different datasets in a complementary way are reported:

  **Note:**
  - Provides the primary data as received by the national sources, which adjust to the 100% definition and publish in the statistical tables
  - These data are not directly comparable because of differences in the quality of data collection process among countries
  - In order to incorporate under-reporting issues and achieve comparability, statistical models have been developed to estimate the number of fatalities

  **References:**
  - Although the 100% definition for the killed persons in road accidents is utilized, published data are given by the national sources, which have different definitions

Conclusions on Road Safety Data (2/2)

- Data comparability on exposure and road safety performance indicators, for countries with available data is not totally reliable
- Data refer to different years (cases with more than 10 years difference)
- Not much information on the collection methods
- Presented data should be treated as an approximate picture of the road safety situation in African countries

Recommendations for a Minimum Set of Harmonised Data Collection Procedures and Definitions
5.1.4. Presentation Webinar 4

- The role of vehicles in road safety
  - Data in Africa
  - Risk analysis
  - International frameworks
  - Conclusions

Vehicles must be designed to be safe and keep safety during their life

Continuous compliance

Safe design → Approval
Keeping safety → Periodical inspection

The life of a vehicle

- End of life
  - Export to a 3rd country
  - Repairs
  - Breakdowns
  - Modifications
  - Change of use
  - Maintenance
  - Crashes
  - Change of ownership
  - New vehicles
  - Imported used vehicles
  - Conformity of Production
  - Approval
  - Design
  - Production
  - Use
  - Scraping and recovering
  - End of life
  - Roadworthiness
WP.29 - Introduction

Regulatory framework

The United Nations Economic Commission for Europe (UNECE) is the international body responsible for setting international standards for road traffic safety and other aspects of road transport. UNECE WPTC is a unique forum that brings together representatives from member countries to discuss and agree on these standards.

The WP.29 activities are conducted by the Committee of Experts (CoE), which is composed of representatives of all member countries. The CoE meets regularly to discuss and agree on standards, and also to monitor the implementation of these standards.

International models are a good reference, but all of them must be adapted to each country

Conclusions

- Improving vehicle fitness has an enormous potential to improve road safety
- Vehicles entering into the fleet, both new and used, must be controlled
- The madawruness of the fleet must be enforced
- There are international models giving a solution

Thank you for your attention!

Questions and remarks can be made to:
Eduard Fernández
CITA - www.citaesp.org
e.fernandez@citaesp.org
5.1.5. Presentation Webinar 5

Content webinar 5

1. Background
2. Scopes and content of the proposals
   a. Increasing helmet wearing rates on powered two and three wheelers
   b. Reducing BAC limits and increasing penalties on drink-driving
3. Risk analysis
4. International frameworks
5. Conclusions

1. Background

Aim of the SAFERAfrica project

Setting up a Dialogue Platform between Africa and Europe to create
favorable conditions and opportunities for the effective implementation of
actions for road safety and traffic management in African countries.

Increased awareness of African stakeholders and end-users on road safety
by means of an African Road Safety Observatory.

1. Background

Five focus areas of SAFERAfrica

- Road Safety Management
- Road Safety & Metabolism
- Road Safety & Training
- Road Safety & Support
- Road Safety & Transport Management

1. Background

Five key risk factors related to road users (WHO, 2018)

1. Speeding
2. Drunk-driving
3. Motorcycle helmet use
4. Seatbelt use
5. Child restraint use

1. Background

Definition Road User behaviour

= The actions of anyone who is travelling from one location to another by any
mode of transport, as a pedestrian, driver, rider or passenger.

Human factors have the biggest contribution to accidents

→ Human behavior plays a role in 93% of all accidents

1. Background

3 important E’s to influence human behavior

1. Enforcement (regulation, control, sanction)
2. Education (capacity building)
3. Engineering (infrastructure + vehicle)
2. Scope and content of the proposals

2a. Increasing helmet wearing rates on powered two and three wheelers

- b. Reducing BAC limits and increasing penalties on drink-driving

2b. Scope and content of the proposals

- Reducing BAC limits and increasing penalties on drink-driving

- Why?
  - Drink-driving increases risk of crash and severity
  - Blood alcohol concentration (BAC) limited to 0.05 g/dl instead of 0.10 g/dl
    - reduction of 6% ± 11% fatalities
  - Best practice suggested by WHO: BAC ≤ 0.05 g/dl

2a. Scope and content of the proposals

- Increasing helmet wearing rates on powered two and three wheelers

- Why?
  - Need injuries leading cause death and severe injuries motorcyclists
  - Wearing a helmet important safety equipment to prevent head injuries
  - Main problem in Africa: compliance to mandatory helmet law and public awareness

2b. Scope and content of the proposals

- Increasing helmet wearing rates on powered two and three wheelers

Different steps intervention STEP 1 PUBLIC AWARENESS CAMPAIGN

- A. Defining the reasons of non-compliance
  - Reasons non-use of a helmet (Ex. Survey)
    - Heat inside the helmet
    - Observation of the view
    - Good quality helmets too expensive

- B. Defining target audience

- C. Decide which message will be spread

- D. Decide how message will be spread

- E. Communication to raise media attention

- F. Evaluate public awareness campaign
2a. Scope and content of the proposals
Increasing helmet wearing rates on powered two and three wheelers

Different steps intervention STEP 1 PUBLIC AWARENESS CAMPAIGN
C. Decision which message will be spread
   - Simple and understandable message
   - Adjusted to target group
   - Adjusted to school characteristics country
D. Decide which message will be spread
   - Choose a media channel (e.g. television, radio, billboards, social media,...)

STEP 1 PUBLIC AWARENESS CAMPAIGN
What are the technical aspects needed?
- Communication expert
- Publicity in radio and television
- Publicity in social media
- Billboards along the road

Different steps intervention STEP 2 Enforcement
Strict enforcement low helmet use → compliance
A. Decide type of penalty
B. Inform motorcyclists change enforcement
C. Training of policemen
D. Increasing police capacity
E. Decide regions of enforcement

Different steps intervention STEP 2 Enforcement
C. Training of policemen
   - Knowledge of the law and penalties
   - Awareness of risks non-use helmets
   - Knowledge about setting up checkpoints

Lead agency:
- Ministry of Public Health or Transport
- Road Safety authorities
- Communication agency

Other Organizations:
- Collaboration with NGOs
- Collaboration with motorcycle rider groups
- Research institutes for the evaluation

Different steps intervention STEP 2 Enforcement
A. Decide type of penalty
   - Regulated by the law (i.e., double the amount of the fine)
B. Inform motorcyclists change enforcement
   - Combined with the public awareness campaign

Different steps intervention STEP 2 Enforcement
D. Increasing police capacity
   - Strategic planning
E. Decide regions of enforcement
   - Target specific regions with high non-compliance rates
2a. Scope and content of the proposals

Increasing helmet wearing rates on powered two and three wheelers

STEP 2 Enforcement
What are the technical aspects needed?
- Databases with offenders and traffic fines
- Trainers
- Higher police capacity

2a. Scope and content of the proposals

Increasing helmet wearing rates on powered two and three wheelers

STEP 2 Enforcement
Leading Agency
- Ministry of Public Health/Transport
- Road Safety authorities
- Police traffic command
Other organizations:
- Police

3. Risk analysis

Increasing helmet wearing rates on powered two and three wheelers

Barrier?
- Lack financial resources
- Public awareness campaign
- Lack financial resources
- Higher police capacity
- Lack of political commitment
- Corruption of police
- Good quality helmets are too expensive
- This heat in African countries

3. Risk analysis

Increasing helmet wearing rates on powered two and three wheelers

Overcoming barrier?
- Government or private companies make good quality helmets available
- Synergies?
- Political commitment (Ex. Support prime minister)
- Public authority workers serve as good examples

4. International frameworks

5. Conclusions

- Human factors are involved in almost 90% of all accidents
- Engineering of the traffic environment and vehicle can modify human behavior
- Public education should always be combined with enforcement
- Higher helmet wearing rates for drivers and passengers of PTW decreases the risk of injuries and fatalities
- Legal BAC limit of 0.05 g/dl instead of 0.10 g/dl reduces fatalities with 6% to 14%

Questions

Thank you for your attention!
Any suggestions?
Any feedback?
Feel free to send your questions and remarks to:
Elian.Baudry@icis.be

Next webinar

Safer Roads and Mobility “Safer Africa” proposals

Wednesday 24th of April 2019
Sandra Vieira Goncalves (UNEC)
5.1.6. **Presentation Webinar 6**
1. Background

Task 3.4 - Fostering initiatives on capacity building and road safety interventions.

Main Goal: Detail road safety interventions that are relevant within the African continent.
- Pillar 1 (Road Safety Management)
- Pillar 2 (Safer Roads and Mobility)
- Pillar 3 (Safer Vehicles)
- Pillar 4 (Safer Road Users)
- Pillar 5 (Post-crash response)

CONTENT OF WEBINAR 8

- Background
- Scope and content of the proposals
- Risk analysis
- Conclusions

Driver's expectancy

From the road safety point of view, in any kind of road intervention, there are four main concerns or fundamental principles that are relevant:

1. The use of the infrastructure must be properly ordered.
2. The road environment must be adapted to the type of use it is subject to.
3. The characteristics of the road environment must be adjusted to the psychophysiological characteristics of the human being.
4. The design must be performed to ensure that the road characteristics and safety work in an integral way.

Driver's expectancy

The first 2 concerns are related to the need of adapting the road environment to the previously expectations of the drivers.

This expectation is built in the driver’s lifetime, it is therefore important to assure:
- a correct hierarchy of the road network
- a proper differentiation of their characteristics

Driver's expectancy

The 3rd concern is related to two premises:

1. It is important to ensure that no demands are made on users which exceed their psychophysiological capacities.
2. The driver’s non-norm expectation must not be compromised.
Principles for self-explaining and forgiving roads

Self-explaining roads are roads on which the driver is encouraged to naturally adopt behaviour consistent with design and function.

Drivers would perceive the type of road and 'intuitively' know how to behave.

Self-explaining roads

Reengineering the road network according to its hierarchical level

Separating traffic elements by function and desired speed, mass, and crashworthiness is part of an effective safe system approach.

A functional hierarchy of the road network allows for proper coordination between the intended travel objectives of road users (function) and infrastructure characteristics (road and route), such that appropriate design criteria can be implemented.

A road network differentiated according to its function also helps drivers to clearly identify what kind of behavior they should adopt, and thus contribute towards higher road safety levels.

Reengineering the road network according to its hierarchical level

Plan of action

1. Develop the implementation concept for each road category, depending on its function
2. Perform a road inventory of your country or region
3. Perform a road classification according to the previously defined levels.
4. Compare the characteristics of the road network with the desirable ones and identify deviations.
5. Rank the deviations and establish a gradual, goal corrective intervention plan.

Reengineering the road network according to its hierarchical level

Step 2

Develop the implementation concept for each road category, depending on its function.

Following the three basic function levels forecast in safe system

- What needs to be done?
- Develop the concept for each road category, depending on its function, namely the characteristics to consider, that will need to be evaluated.
- What are the technical aspects needed?
- Knowledge about the safe system road hierarchy levels, and main characteristics that can be used to classify them.
- Which organisation can take the lead (leading agency)?

Road administration

Municipality

Which other partners/organisations may be useful to fulfill the step?

Road engineering consultants
Funded under European Union’s Horizon 2020 research and innovation programme - Grant agreement No 724029

30/05/2019 Page 46 of 56 WP8, task 8.2
Reengineering the road network according to its hierarchical level

STEP 1 (cont.)

What are the technical aspects needed?
- Access costs and prospective effects per intervention
- Develop tools for overall road safety and road network prioritization budget estimates
Which organisation can take the lead (leading agency)?
- Road administration at different levels
Which other partners/organisations may be useful to fulfill the step?
- Road engineering consultants

Reengineering the road network according to its hierarchical level

Facilities
Different human resources needed for the implementation of the intervention:
- GIS expert
- CIV expert
- Road engineer (with safety expertise)
- Technical staff to collect field data and to update database

Reengineering the road network according to its hierarchical level

CONTENT OF WEBINAR 6

- Background
- Scope and content of the proposals
- Risk analysis
- Conclusions

Reengineering the road network according to its hierarchical level

CONTENT OF WEBINAR 8

- Background
- Scope and content of the proposals
  a) Reengineering the road network according to its hierarchical level
- Risk analysis
- Conclusions

What are the difficulties that will arise when implementing the intervention (barriers)?
- Not enough experts to build the database
- Budget constraints
- On-site data collection, in case of non-existence
How can these difficulties be prevented?
- With a financial support from governments or external organisations
- Limiting the scope of the intervention to a selected subset of road links and nodes would diminish the budget initially required and allow for on-site training of a smaller number of experts
What are the precautions that are taken when implementing the intervention?
- Partial characterization of the road network already made by other institutions (for instance under academic studies) that can be used for this dataset.

- What absolutely necessary for achieving an effective intervention?
- It is mandatory initially to identify all links with the same function (highway type of road environment)
- What can have an active positive impact on the results of the intervention but might not be strictly essential?
- The volume of traffic counts on all road network links would be a major contribution for the accurate definition of classification. However, the gathering of this information may be too demanding for countries without a traffic control system already implemented.
5.1.7. Presentation Webinar 7

Conclusions

- Self-explaining and forgiving roads should be designed for a specific function which reflects the travel distance, level of traffic flow and desired speed.
- Road users’ a priori expectations will be more easily met in a road network with a proper functional hierarchy, leading to lower accident rates and fewer severe injuries.

Thank you for your attention!

Please, send your questions and remarks to: sandravences@swt.pt
Content webinar 7

1. Background
2. Plan of action
3. Context different steps
4. Risk management
5. Resources
6. Minimum requirements
7. Conclusions

1. Background

Aim of the Safer Africa project
Setting up a Dialogue Platform between Africa and Europe to create favorable conditions and opportunities for the effective implementation of actions for road safety and traffic management in African countries.

Increases awareness of African stakeholders and users on road safety by means of African Road Safety Observatory.

Five focus areas of Safer Africa

Road safety
Traffic management
Capacity building
Working group

Figure 2: Five pillars of the African Road Safety Action Plan 2011 – 2020

PILLAR 1
Road Safety Management
PILLAR 2
Safer roads and mobility
PILLAR 3
Safer vehicles
PILLAR 4
Safer road users
PILLAR 5
Post-crash response

Post-crash response

- Chain of rescue include several people.
- Witness of the accident is the first link and must protect the wounded and prevent emergency services.
- In the most serious cases first aid must be taken quickly to give more chance of recovery to the wounded.
- In some African countries, road safety association’s members regulate traffic. They are potential witnesses of road accidents but don’t know the first aid.
- Necessity to train them in first aid and emergency care to improve the care of the wounded.
5.1.8. Presentation Webinar 8

The training of road safety CSO's in first aid and emergency care and their equipment in first aid kits and accident site marking equipment will help improve the medical care of road accident victims. This will help improve road safety, because in low-income countries the majority of deaths occur during the pre-hospital phase. The availability of motorcycle ambulances allows timely rescue of road traffic injuries, increases their chance of recovery and thus contributes to an improvement in road safety.

Next webinar

Safer vehicle “Safer Africa” proposals

Wednesday 9th of May 2019
Eduard FERRÁDEZ (CITA)
SaferAfrica Road Safety Initiatives
Governmental vehicle fleet requirements
Webinar 4 – 7 May 2019

- Background
- Scope and content of the proposal
- Risk analysis
- International frameworks
- Conclusions

Any road safety policy must ensure that vehicles are safe when conceived and during their whole life
Setting up the scheme to ensure that all new vehicles fulfil safety standards is a complex activity.

The proposal: To define and apply the necessary endeavours to ensure that new governmental vehicles fulfil safety requirements.

The tips of the proposal:
- To focus on the purchase of vehicles for the governmental fleet
- The scope is smaller than for the whole country fleet:
  - Easier to manage
  - Allows to try concepts without bothering the population
  - Allows to set up the scheme and to extend it to all registrations in a larger stage.

Important question:
- Does this proposal require to build and manage complex testing facilities?
Using an already existing framework ensures availability of vehicles at a right price

Conclusions
- Good vehicles are essential for road safety
- Setting up requirements for all new vehicles is complex: a good way to start is enforcing the performances of the governmental fleet
- There is no need to invent new standards
- There is no need to invest in testing facilities
- Starting at a smaller scale facilitates the development of a nationwide solution

Thank you for your attention!

Please send your questions and remarks to: e.fernandez@itaip.org