Road Safety in Africa and beyond

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Lecture Outline

• Road Safety In Africa

• The SaferAfrica project

• EU international cooperation on road safety
More than 1.2 million people are killed each year in road accidents worldwide.

The number of road fatalities is almost stable since 2007, despite the increase in population and motorization.

Road accidents are the main cause of death among young people aged 15-29 years.

Source: WHO Global status report on road safety 2015
Low and middle-income countries account for:
- 82% of the world population
- 54% of the registered vehicles worldwide

However, more than 80% of road fatalities are recorded in these countries.

Accident fatality rates in low- and middle-income countries are more than double than those in high-income countries.

Source: WHO Global status report on road safety 2015
## Road Safety in UN Regional Groups

<table>
<thead>
<tr>
<th>Group</th>
<th>Population</th>
<th>Registered Vehicles</th>
<th>Road Network</th>
<th>GDP</th>
<th>Road Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>African Group</td>
<td>16%</td>
<td>3%</td>
<td>8%</td>
<td>3%</td>
<td>22%</td>
</tr>
<tr>
<td>Asia-Pacific Group</td>
<td>59%</td>
<td>46%</td>
<td>36%</td>
<td>32%</td>
<td>61%</td>
</tr>
<tr>
<td>Eastern European Group</td>
<td>4%</td>
<td>7%</td>
<td>8%</td>
<td>5%</td>
<td>4%</td>
</tr>
<tr>
<td>Latin American and Caribbean Group</td>
<td>8%</td>
<td>10%</td>
<td>9%</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>Western European and Others Group</td>
<td>13%</td>
<td>34%</td>
<td>40%</td>
<td>52%</td>
<td>6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Sources: WHO, World Bank, IRF database
Data Processing: NTUA

George Yannis, Road Safety in Africa and beyond, June 2018
Africa presents the **highest traffic fatality rates** globally, with almost three times higher fatality risk than Europe (WHO 2015).
Almost half of all fatalities in the world concern **VRUs** (motorcyclists, cyclists and pedestrians)

The **African Region** has the highest proportion of pedestrian and cyclist fatalities (43%) of all road traffic deaths

This is partly attributed to the fact that **walking and cycling** are important means of transport in Africa

*Source: WHO Global status report on road safety 2015*
Countries **reducing** road fatalities in 2010-2013 (WHO 2015)

Nigeria, Namibia and South Africa improved their road safety management capacity levels (WHO 2015)

....however still there seems to be a substantial lack of detailed knowledge on:

- Number of road casualties
- Associated factors
  - leading to road accidents
  - affecting their consequences
Road fatality rates in Africa

• Among the large countries, Egypt, Nigeria and Morocco had the **lowest fatality rates** per million population in 2013.

• Libya, Democratic Republic of Congo and Tanzania had the **highest fatality rates** per million population in Africa.
• More than 75% of people killed in road accidents are **males** (most drivers are males)

• The highest percentage of **female** road fatalities was recorded in **Zimbabwe**, in 2013, and the highest percentage of **male** fatalities was recorded in **Angola**
Road fatalities by transport mode in Africa

- The highest **fatality rate per thousand vehicles** was recorded in Central African Republic while the lowest was recorded in Gabon

- In 2013, 37% of road fatalities were traveling by **4-wheeled vehicles**, while 35% were **pedestrians**

- Liberia (66%) and Mozambique (56%) are the countries with the highest percentages in **pedestrian fatalities** in road accidents

- The highest percentage of **2-wheelers** road fatalities was recorded in Benin, in 2013

• Political framework to enable road safety improvement

• Mid-term Review of the Action Plan (2015, UNECA)
  • Data Collection, Analysis and Reporting
  • Funding Road Safety
  • Road Safety and Traffic Management
  • Capacity Building and Knowledge Transfer
The SaferAfrica project
WHY SaferAfrica?

- **300,000** traffic fatalities and over 5mil. injured per year
- Opportunity to **exchange** information and experience between Europe & Africa
- **Assist** with evidence and data gathering
- Identify requirements for **skills** development and training needs
The SaferAfrica Project

Funded under the Horizon 2020 Mobility for Growth (MG-3.6-2016 – Euro-African initiative on road safety and traffic management)

Title:
SaferAfrica - **Innovating Dialogue and Problems Appraisal for a Safer Africa**

Duration: 36 months (Oct 2016 – Sep 2019)

Project Leader: Prof. Luca Persia, University of Roma – La Sapienza
# Project Partners

<table>
<thead>
<tr>
<th>Participant Organisation Name</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research Centre for Transport and Logistics (CTL) - Coordinator</td>
<td>Italy</td>
</tr>
<tr>
<td>National Technical University of Athens (NTUA)</td>
<td>Greece</td>
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<tr>
<td>Belgian Institute for Road Safety (IBSR)</td>
<td>Belgium</td>
</tr>
<tr>
<td>International Road Federation (IRF)</td>
<td>Switzerland</td>
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<tr>
<td>IFSTTAR</td>
<td>France</td>
</tr>
<tr>
<td>Loughborough University (LOUGH)</td>
<td>UK</td>
</tr>
<tr>
<td>National Laboratory of Civil Engineering (LNEC)</td>
<td>Portugal</td>
</tr>
<tr>
<td>Institute of Road Safety Research (SWOV)</td>
<td>Netherlands</td>
</tr>
<tr>
<td>SITRASS</td>
<td>France</td>
</tr>
<tr>
<td>Agency for the Promotion of European Research (APRE)</td>
<td>Italy</td>
</tr>
<tr>
<td>Vehicle and Traffic Safety Centre (SAFER)</td>
<td>Sweden</td>
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<tr>
<td>National Advanced School of Public Works (ENSTP)</td>
<td>Cameroon</td>
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<tr>
<td>Handicap International (HI)</td>
<td>Belgium</td>
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<tr>
<td>Abidjan – Lagos Corridor Organisation (OCAL)</td>
<td>Benin</td>
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<tr>
<td>ICI-Santé (ICI)</td>
<td>Burkina Faso</td>
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<tr>
<td>Sub-Saharan Africa Transport Policy Program (SSATP)</td>
<td>Kenya</td>
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<tr>
<td>International Motor Vehicle Inspection Committee (CITA)</td>
<td>Belgium</td>
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</tbody>
</table>
SaferAfrica Objectives

- 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.
SaferAfrica Overall Concept

• Institutional level

• Technical level

• Both levels closely interconnected
  • foster the appropriate match between African road safety policy evolution
  • enhance knowledge
  • deliver institutional capacity
Road Safety Knowledge & Data

Approach

• Review of Road Safety Data Collection Systems and Definitions
  • distribution and analysis of survey to African road safety data experts to determine data collection systems - definitions - processing – storage
    • 2 questionnaires (short – extensive)
  • recommendations for a minimum set of harmonised data collection procedures and definitions applied in the short- to medium –term

• Road Safety Data and SPI Collection
  • exploit existing data from international sources (e.g. WHO, IRF)
  • data analysis and identification of risk factors
Road Safety and Traffic Management

• Road safety management activities improve
  • efficiency
  • effectiveness
  of decision-making process

  • enable the efficient use of available resources

• Assess thoroughly the needs of actors involved in road safety in terms of knowledge, data and information tools

• Develop African guidelines – recommendations for establishing and/or improving national road safety agencies
Capacity Building & Training

- Report potential barriers for adequately trained staff
  - lack of road safety education in universities
  - lack of specialised professional training
  - lack of training standardization

- Define curricula
  - analysis of background and definition of User Needs
    - level
    - workload
    - learning outcomes
Sharing Good Practices

- Systematic analysis of African good practice measures
- Transferability audit (International, European and African practices)
  - opinions from different African stakeholders and experts regarding adaptation of road safety measures in different contexts
    - society/culture
    - Institutions
    - economy
African Road Safety Observatory (RSO)

- Core output of SaferAfrica project
  - Continuous update from the project’s 4 core pillars (4 WPs)
    - Road Safety Knowledge & Data
    - Road Safety & Traffic Management Capacity Reviews
    - Capacity Building & Training
    - Sharing Good Practices

  based on:
  - ✔ work carried out
  - ✔ project findings
African-RSO Structure

- About the African-RSO
- Statistics
- Road Safety Management
- Good Practices
- Capacity Building
- Dialogue Platform
- News

www.africanroadsafetyobservatory.org
African-RSO Statistics

- Statistics
  - data collection
  - indicators
  - infographics
  - analysis
  - underreporting

- Accidents, Exposure, Performance Indicators
- Thorough Quality Control
African-RSO
Road Safety Management

• Road Safety Management
  • assess status of traffic and road safety management
  • develop remedial and sustainable programs and actions

African-RSO Good Practices

- **Good Practices**
  - collection of effective measures and policies from African and global experiences
    - infrastructure
    - behaviour
    - vehicle
    - management
African-RSO Capacity Building

• Capacity Building
  • highlight and assess the needs for training and education on road safety
  • specify the content of the training activities by providing modules and tools

African - Global
Training material, Training Courses
African-RSO Dialogue Platform

Dialogue Platform

- high-level body, established within the SaferAfrica project
  - support the implementation of African Road Safety Action Plan 2011–2020
  - support definition of initiatives to foster the implementation of the Action Plan
  - prepare projects “keys in hand” for the Dialogue Platform Management Board

- different levels
  - institutional level
  - technical level
    - working groups
    - stakeholders group

Management Board Members

| EC - DG MOVE | AfDB – African Development Bank |
| IRF – International Road Federation | FIA Foundation – Federation Int. de l'Automobile |
| IRTAD – Int. Traffic Safety Data and Analysis Group | IRU – World Road Transport Organization |
| WHO – World Health Organization | UNECA – UN Economic Commission for Africa |
| WB / SSATP – World Bank / Africa Transport Policy Program | PIARC – World Road Association |
African-RSO Dialogue Platform

- Institutional level
  - ran by a Management Board
    - most prominent Institutions at international level (policy makers, development banks, key international Institutions)
  - decisions made on specific initiatives
    - African – EU projects or partnerships
    - policy recommendations (approval)

- value-for-money assessments
- funding structures through commitments from development banks or the EC
African-RSO Dialogue Platform

- Technical level
  - involves African – European governmental and research institutions, organisations, NGOs
  - acts as advisory board towards Management Board
    - provide guidance and recommendations for approval on strategic - investment priorities
  - addresses specific topics - needs
African-RSO Dialogue Platform

• Technical level
  • Working Groups
    • Road Safety Knowledge and Data
      • collect data and analyse risk factors in order to support policy makers with evidence on critical risk factors
    • Road Safety and Traffic Management Capacity Review
      • develop remedial and sustainable programs to improve traffic and road safety management
    • Capacity Building and Training
      • identify training, research and innovation needs and develop capacity building
    • Sharing of Good Practices
      • analyse good road safety practices worldwide and deploy suitable solutions in Africa
African-RSO Dialogue Platform

- Technical level
  - Stakeholders Group
    - strengthen the compliance of the DP outputs with the needs of the society
    - involve actors not directly involved in the project as partners

Membership on a voluntary basis (Stakeholders Group’s Declaration of Membership)
African-RSO News

- News
  - support various road safety activities in Africa
    - African, European, international
      - links to policy organisations, research institutes, etc.
      - web-resources (campaigns, etc.)
      - conferences – events
Future Road Safety Challenges in Africa

• Strengthen Authorities road safety capacity
• Need for dedicated road safety budgets
• Improve monitoring and accountability
• Coordinated action of International Organisations (UNECA, European Union, Development Banks, Other Organisations and Countries)
• Need for pan-African synergies and coordination
EU international cooperation on road safety
Role of the EC to further promote Road Safety in Africa

Provide assistance at all Governance levels on:

• making all African countries realize the importance of road safety, by setting common strategies and targets
• increasing the awareness of African stakeholders, policy makers and end users on road safety
• improving road safety management
• adopting the principles of the Safe System approach
• improving evidence based decision making through better safety data and knowledge
Cooperation benefits for the EU

• The EU as global leader on road safety has a major role to play in supporting Africa and other LMIC Regions to reduce road fatalities.

• EU and EU countries investments in Africa (infrastructure, vehicles, know-how, trade) will be more efficient if the road safety dimension is added.

• EU road safety presence in Africa will allow for better exploitation of the new UN Global trust fund by Europeans.

• Working closely with African countries Governments on road safety will further strengthen the EU-Africa ties.

• EU road safety assistance will strengthen the European presence and role in these Regions, currently with growing presence of China, India and Islamic Countries.
ITF-WB-FIA Initiative for a Regional Road Safety Observatory in Africa

- Memorandum of Understanding (MoU) between
  - International Transport Forum (ITF)
  - World Bank (WB)
  - Fédération Internationale de l’Automobile (FIA)

- Support African countries’ efforts to reduce road transport fatalities by uniting their activities
  - systematically collect
  - analyze
  - share
  reliable road crash data

- Serve as a platform for government officials and road safety experts
  - exchange knowledge
  - share best practices
  - scale up effective policies across the region

- Complementary operation with other Road Safety Observatories (IRTAD, OISEVI, etc.)
European Union Cooperation with other International Organisations

• The European Commission disposes all the expertise and capacity needed for road safety support of Africa and other LMIC Regions

• The EC should join the ITF-WB-FIA Initiative, exploiting the SaferAfrica legacy (Capacity Building, Observatory, Dialogue Platform, etc.)

• EU Countries participation in the road safety initiatives of the various International Organisations (EC, ITF, WB, UN, WHO, etc.) should be coordinated

• Involvement and coordination with other European Commission Services (DG Move – European Road Safety Observatory, DG Devco) is necessary
Road Safety in Africa and beyond

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European Commission – DG for Research and Innovation - 11 June 2018

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