



Road Safety in Africa and beyond



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African-European Dialogue Platform on Road Safety

Lecture Outline

- Road Safety In Africa
- The SaferAfrica project
- EU international cooperation on road safety

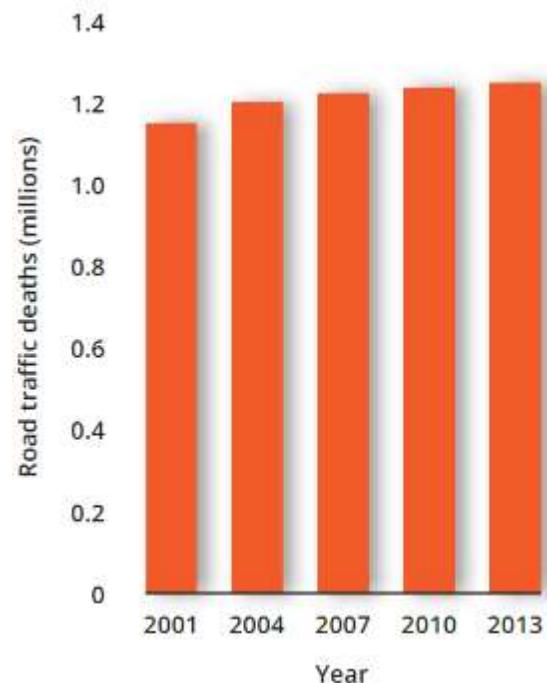


Road Safety in Africa



Road Safety Worldwide (1/2)

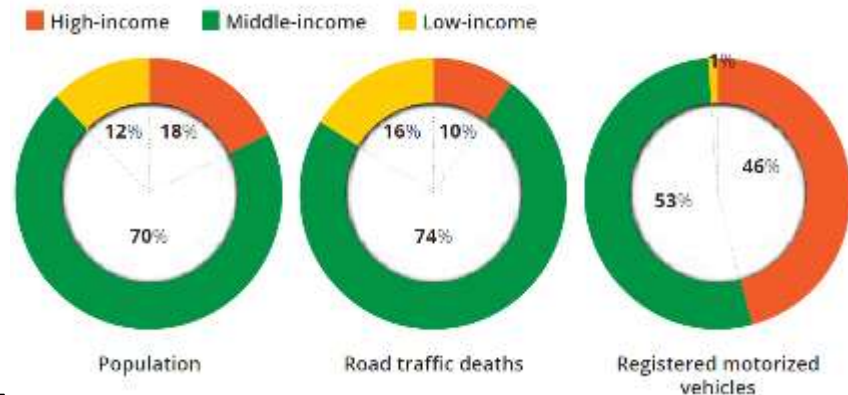
- More than **1.2 million people** are killed each year in road accidents worldwide
- The number of road fatalities is **almost stable** since 2007, despite the increase in population and motorization
- Road accidents are the main cause of death among **young people aged 15-29 years**



Source: WHO Global status report on road safety 2015

Road Safety Worldwide (2/2)

- **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

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

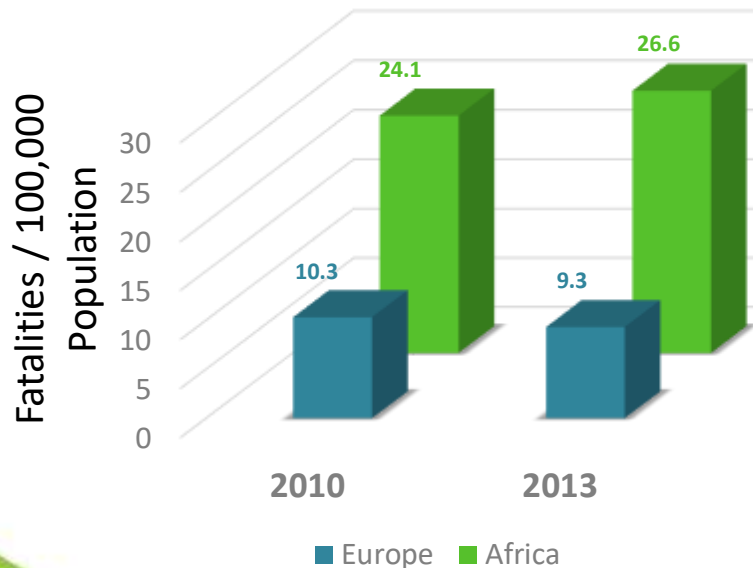
Sources: WHO, World Bank, IRF database

Data Processing: [NTUA](#)



Road Safety in WHO Regions (1/2)

Road traffic fatality rates per 100,000 population (WHO 2015)

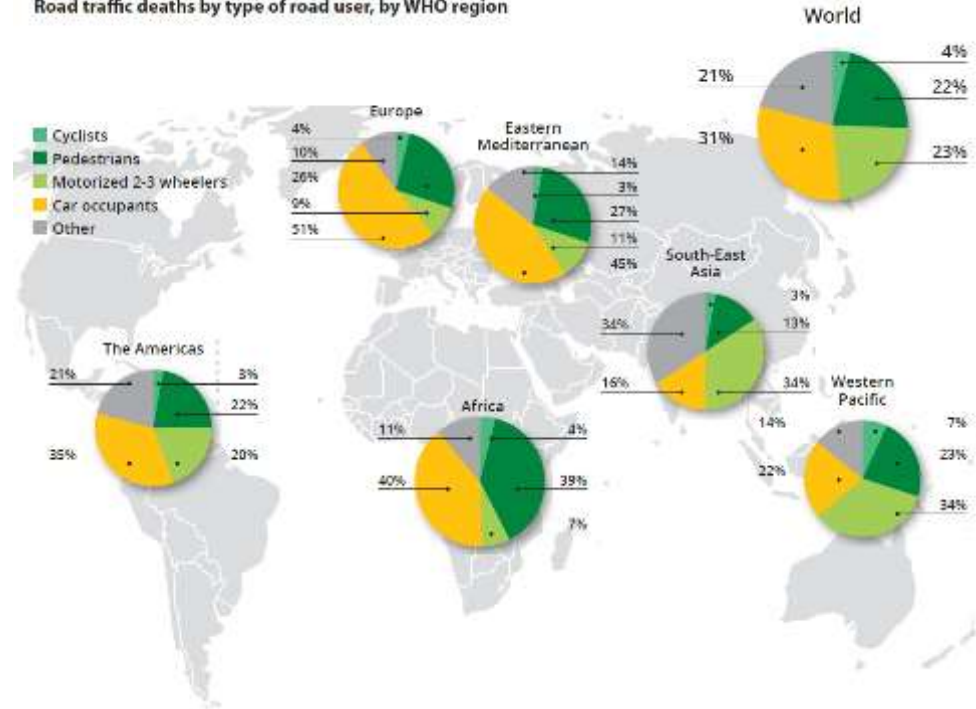


Africa presents the **highest traffic fatality rates** globally, with almost three times higher fatality risk than Europe (WHO 2015)

Road Safety in WHO Regions (2/2)

- 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

Road traffic deaths by type of road user, by WHO region



Source: WHO Global status report on road safety 2015

Road Safety in Africa

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



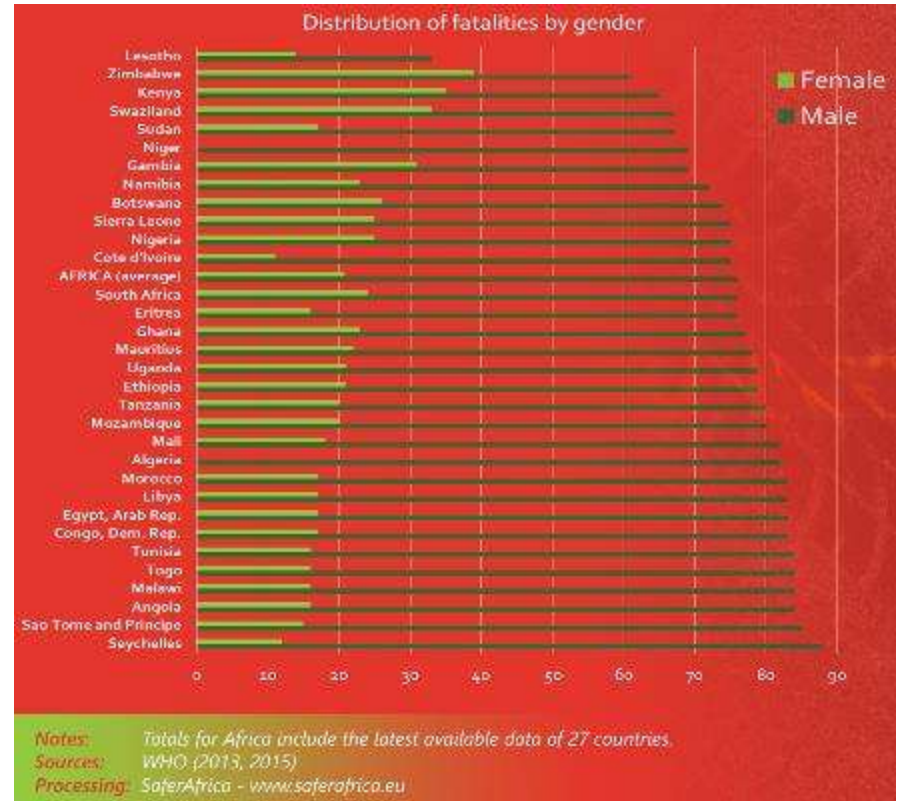
Road fatality rates in Africa

- 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



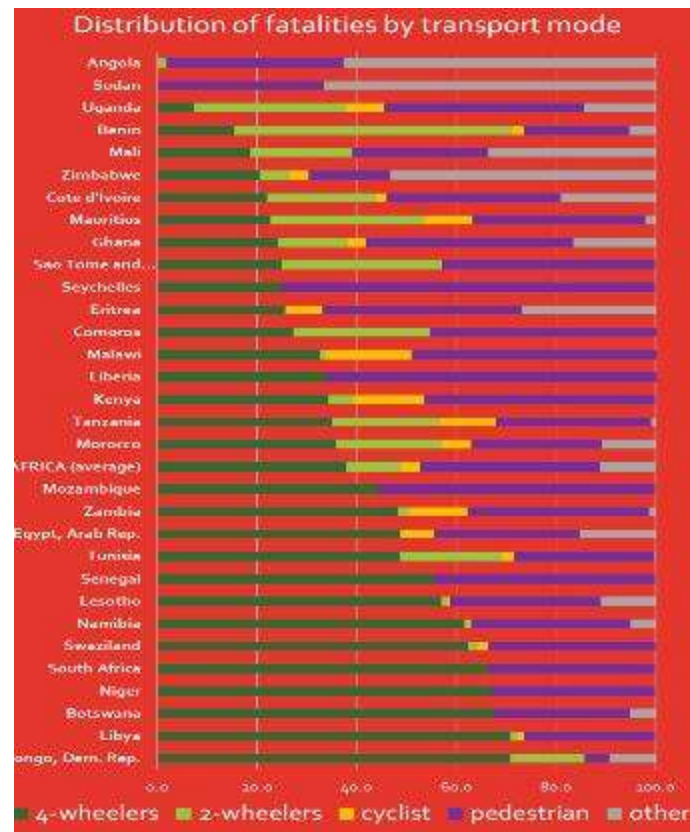
Road fatalities by gender in Africa

- 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



African Road Safety Action Plan 2011-2020

- 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



United Nations
Economic Commission for Africa

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

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

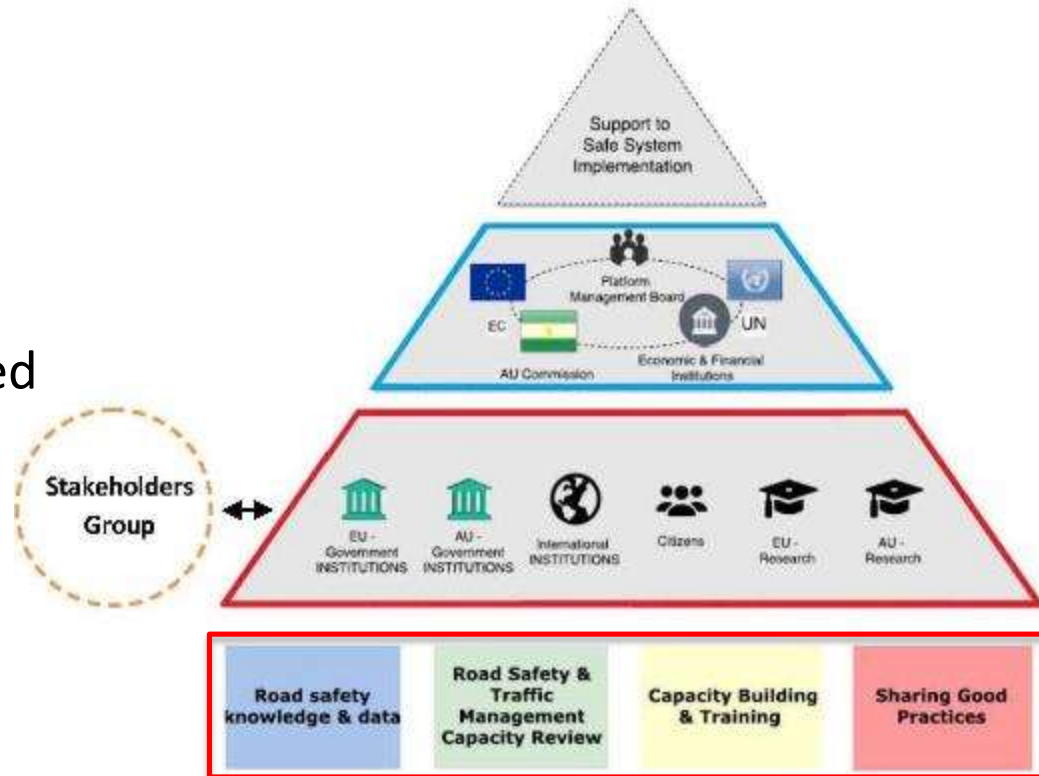
SaferAfrica Objectives

- 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
 - effectivenessof 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

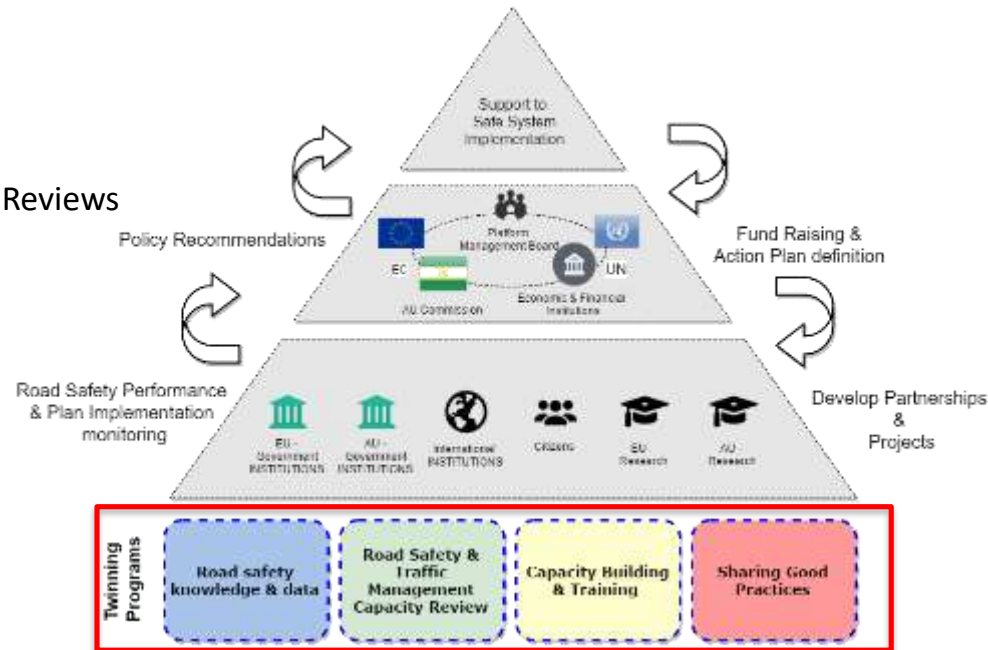


African Road Safety Observatory (RSO)

- 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 - Global
Policy Documents, Legislation, Strategies, Programmes,
Guidelines and Standards, Annual Reports, Enforcement
Initiatives, Management Plans, Development Plans



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

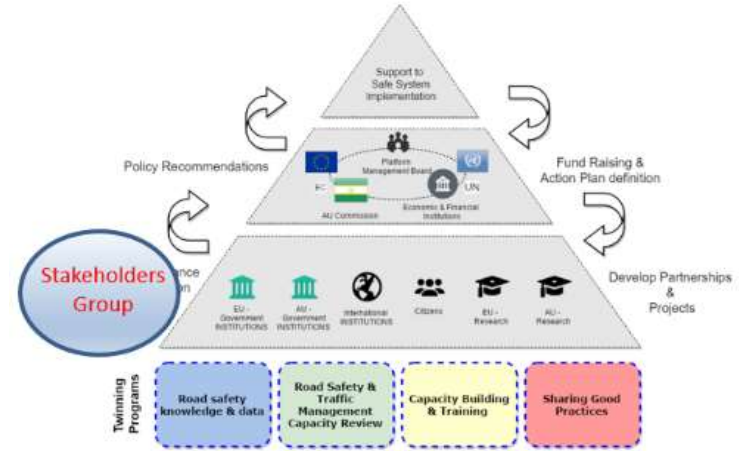
African - Global
Training material, Training Courses



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

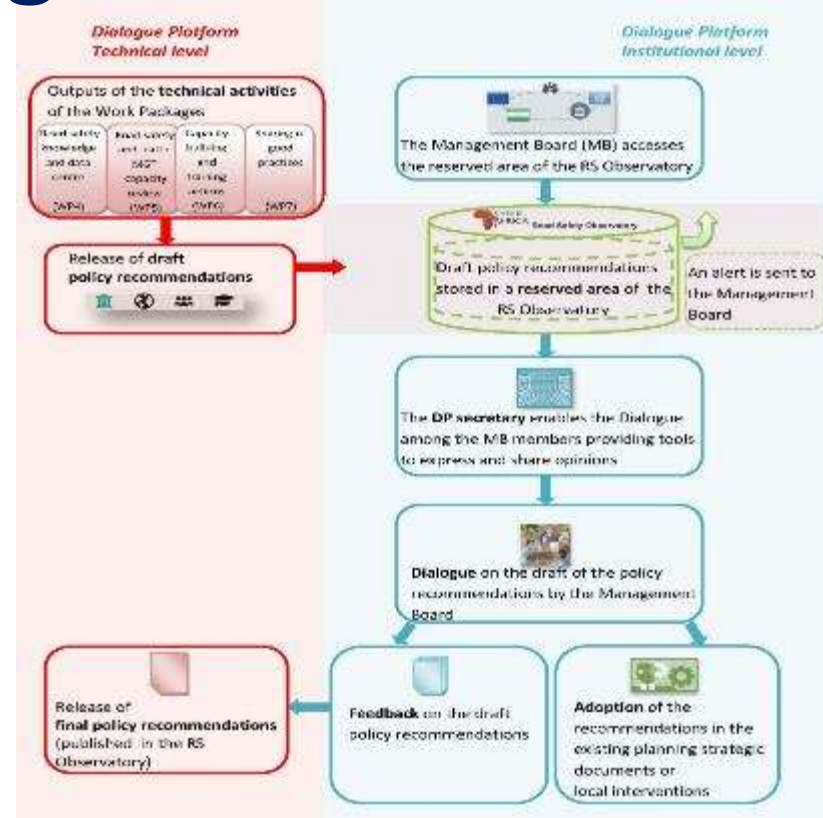


Management Board Members

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





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