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Assessing Road Safety Management in Africa

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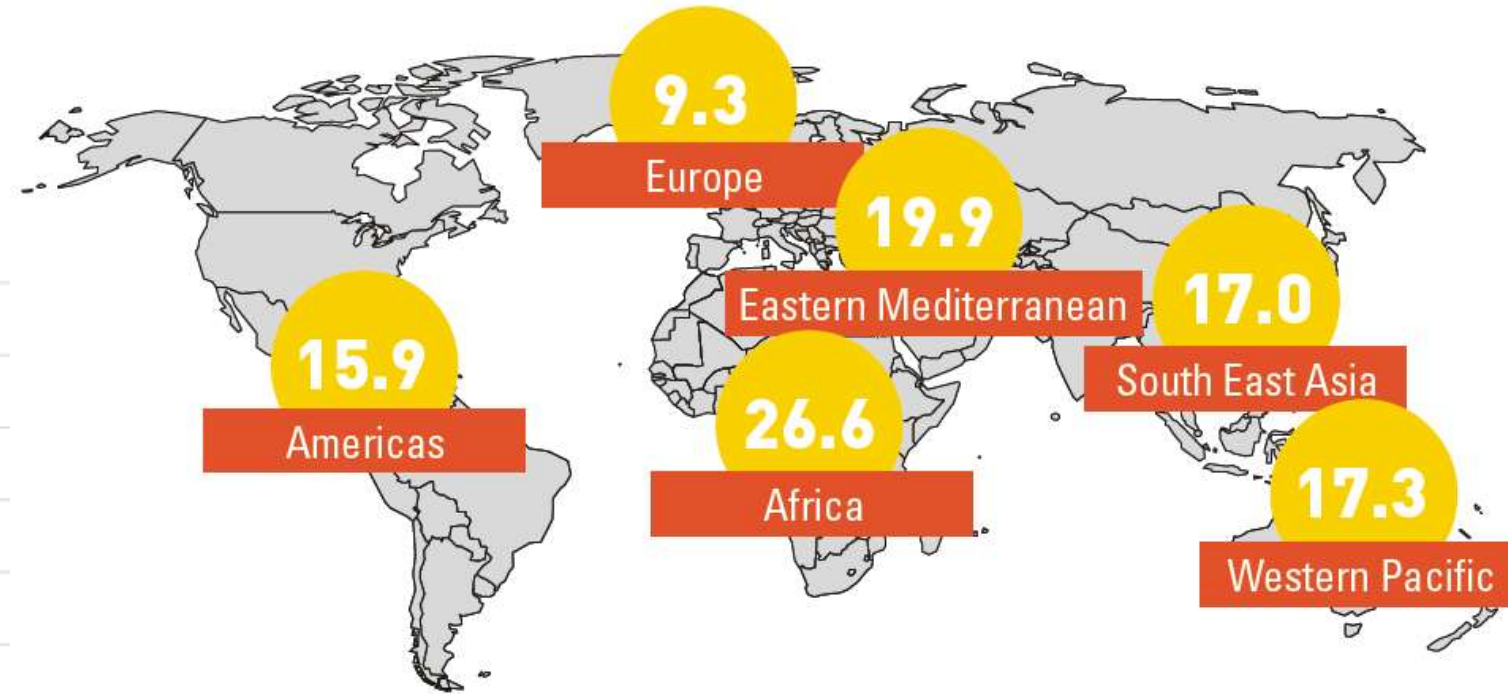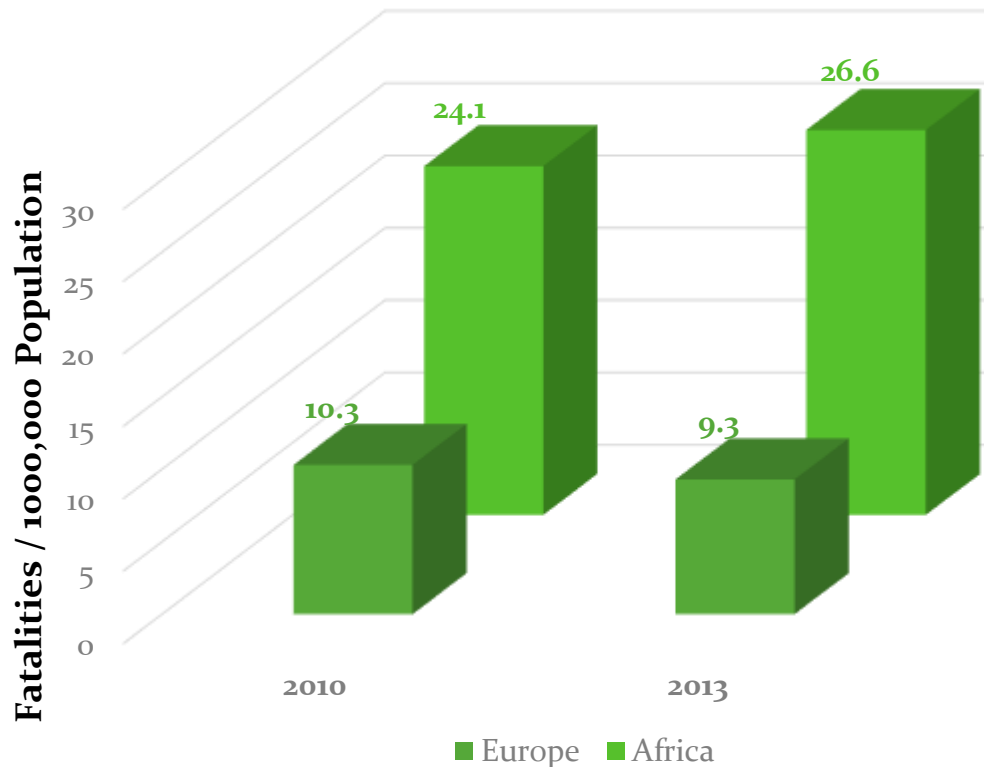email: stemavro@central.ntua.gr

[2] Universita Degli Studi di Roma "La Sapienza"

Thessaloniki, 29 September 2017

Road Safety in Africa

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

Chart (Fatalities / 1000,000 Population):

- 2010: Europe 10.3, Africa 24.1
- 2013: Europe 9.3, Africa 26.6

Legend: ■ Europe ■ Africa

World map with regional rates:
- Europe: 9.3
- Americas: 15.9
- Eastern Mediterranean: 19.9
- Africa: 26.6
- South East Asia: 17.0
- Western Pacific: 17.3

- Africa presents the **highest traffic fatality rates** globally, with almost three times higher fatality risk than Europe

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:
  University of Roma – La Sapienza

	Partner	Country
1	CTL	Italy
2	NTUA	Greece
3	IBSR	Belgium
4	IRF	Switzerland
5	IFSTTAR	France
6	LOUGH	UK
7	LNEC	Portugal
8	SWOV	Netherlands
9	SITRASS	France
10	APRE	Italy
11	SAFER	Sweden
12	ENSTP	Cameroon
13	HI	Belgium
14	OCAL	Benin
15	ICI	Burkina Faso
16	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

- the African **Road Safety Observatory**

Barriers

Substantial lack of detailed knowledge on road casualties

- Number

- Associated factors leading to road accidents or affecting their consequences

Methodology

- Assess **needs of stakeholders** involved in road safety
  - Knowledge
  - Information tools

- Convey a clear view on **current road safety practices** followed in Africa

- Two fold approach
  - **Short questionnaire**
    - Basic road safety data processing, availability and definitions
  - **Extensive survey**
    - Detailed demands and views of road safety stakeholders

SaferAfrica Surveys

- **Assess current status** regarding basic aspects of road safety data and definitions

- **Determine**
  – National data collection systems (e.g. accident forms processing)
  – Definitions of basic variables (e.g. fatalities)

- **Join information on data**
  – Collection (e.g. fatality data, exposure data and SPI data)
  – Processing and storage (e.g. practices for recording road casualties)

- Analyse **results** – identify **risk factors** – deliver **recommendations**

Extensive Questionnaire

- Section 1 – Road Safety Activities
  - Activity in the field of road safety
  - Road safety management practices per country
  - Key road safety resources utilized in respondent's daily work

- Section 2 – Data and Data Practices
  - Data collection practice
  - Basic road safety data per country

Replies up to now
- 21 Countries
- 29 Stakeholders

Short Questionnaire

- **Delivered**
  Nairobi, Kenya (WB/IRTAD Workshop)

- **When**
  13-15 December, 2016

- **Feedback by**
  20 African Countries

- **Questions**
  10

Northern Africa
Western Africa
Middle Africa
Eastern Africa
Southern Africa
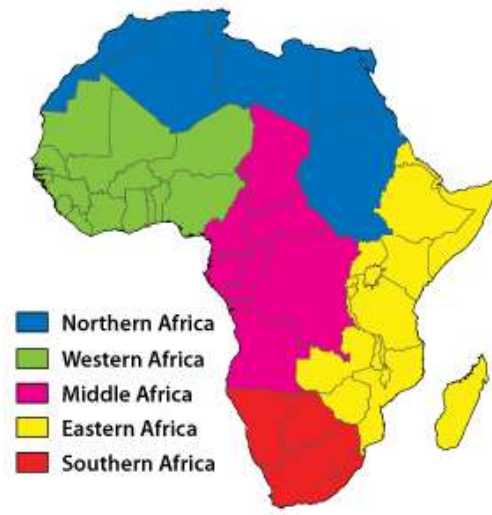
n_o	Countries		n_o	Countries
1	Ethiopia		11	Botswana
2	Kenya		12	Lesotho
3	Malawi		13	Namibia
4	Mauritius		14	South Africa
5	Mozambique		15	Swaziland
6	South Sudan		16	The Gambia
7	Tanzania		17	Ghana
8	Uganda		18	Liberia
9	Zimbabwe		19	Nigeria
10	Cameroon		20	Sierra Leone

Lead Agency

- Has a Lead Agency been established to prepare policy orientations or directions for Road Safety (RS)?

■ YES
■ NO

5, 25%

15, 75%
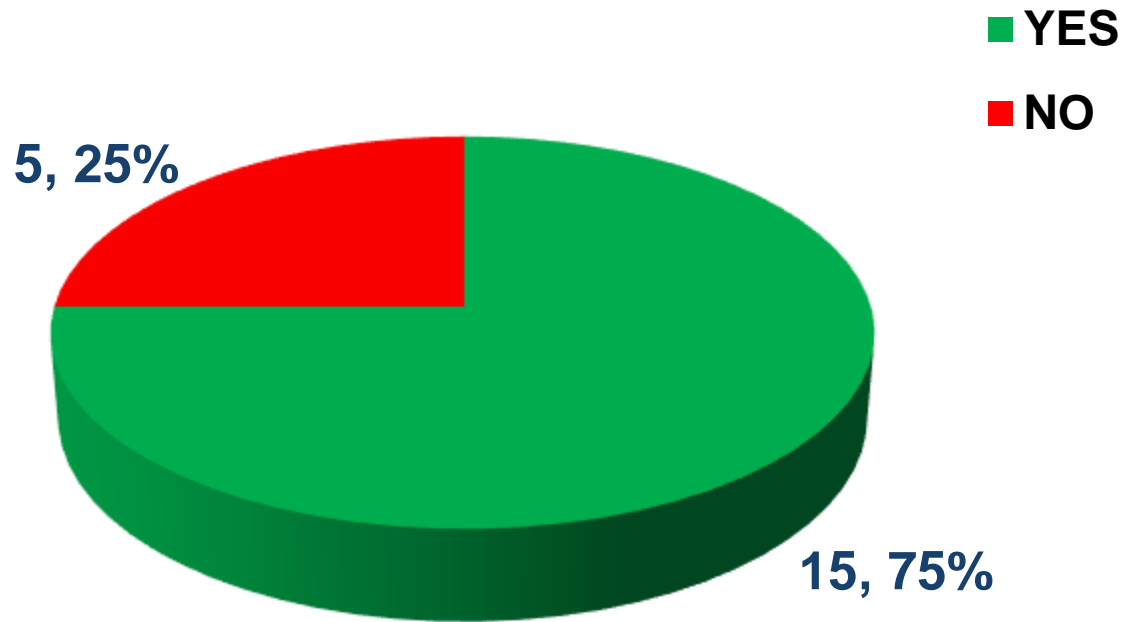
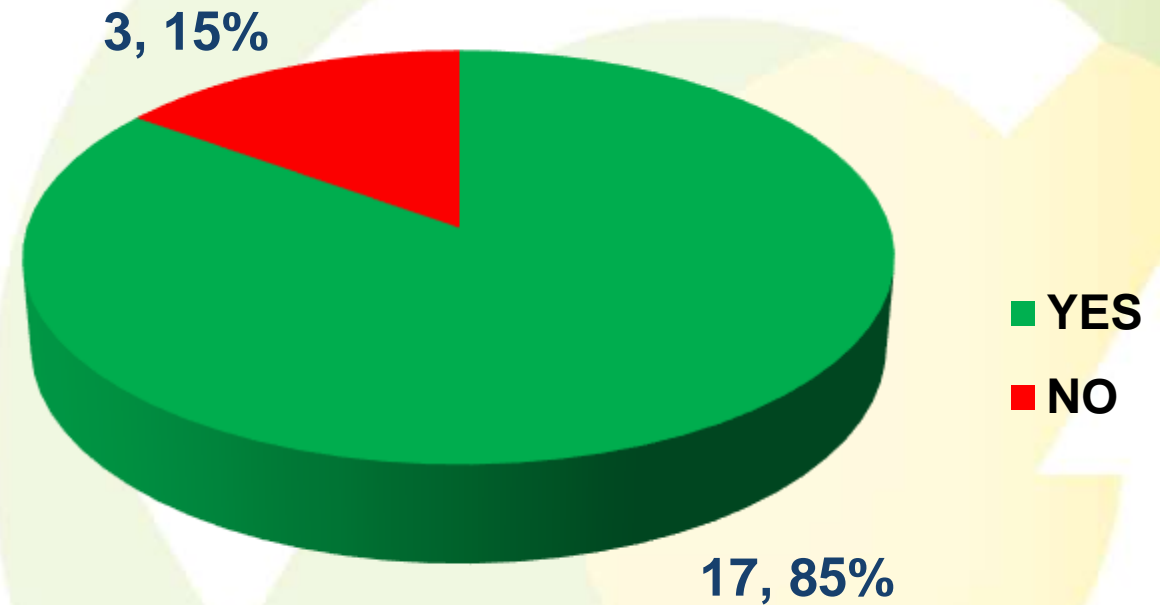- Does Parliament have a role in decision-making on RS orientations or directions?

■ YES
■ NO
■ N/A

2, 10%   1, 5%

17, 85%
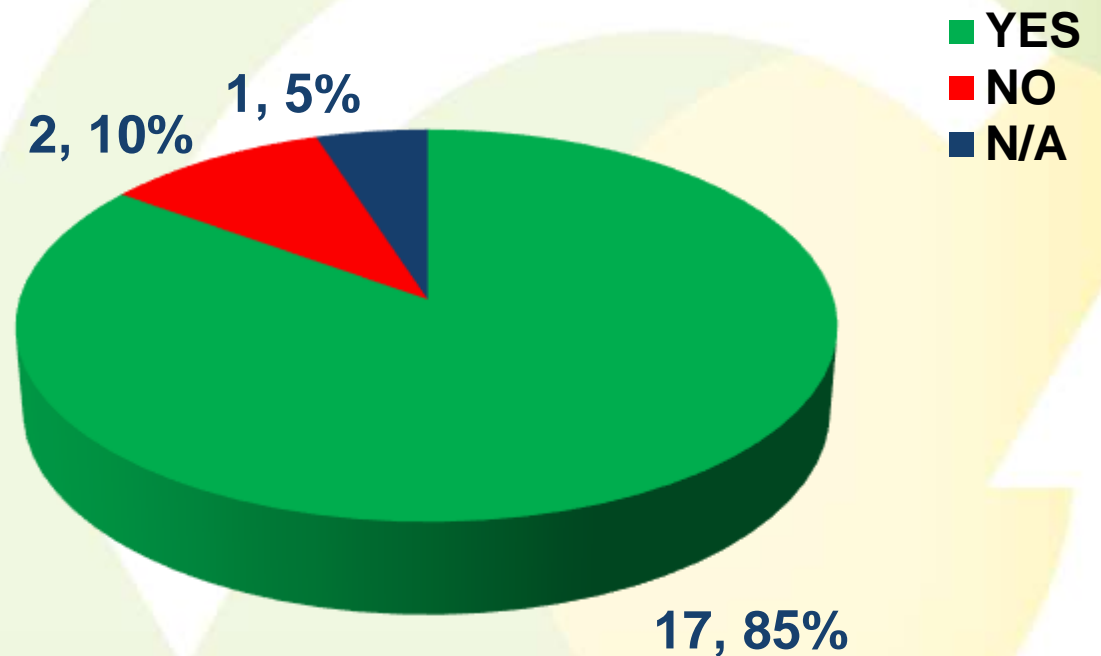
Road Safety Strategy

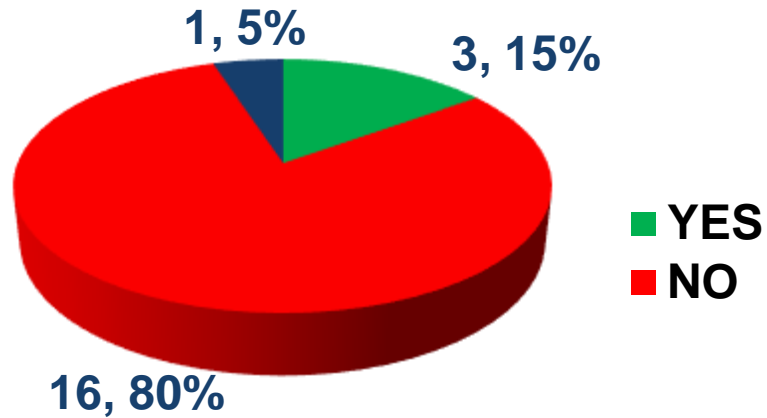- Has a national Strategy for improved RS performance in the long term officially been set?

6, 30% **14, 70%**

- ■ YES
- ■ NO
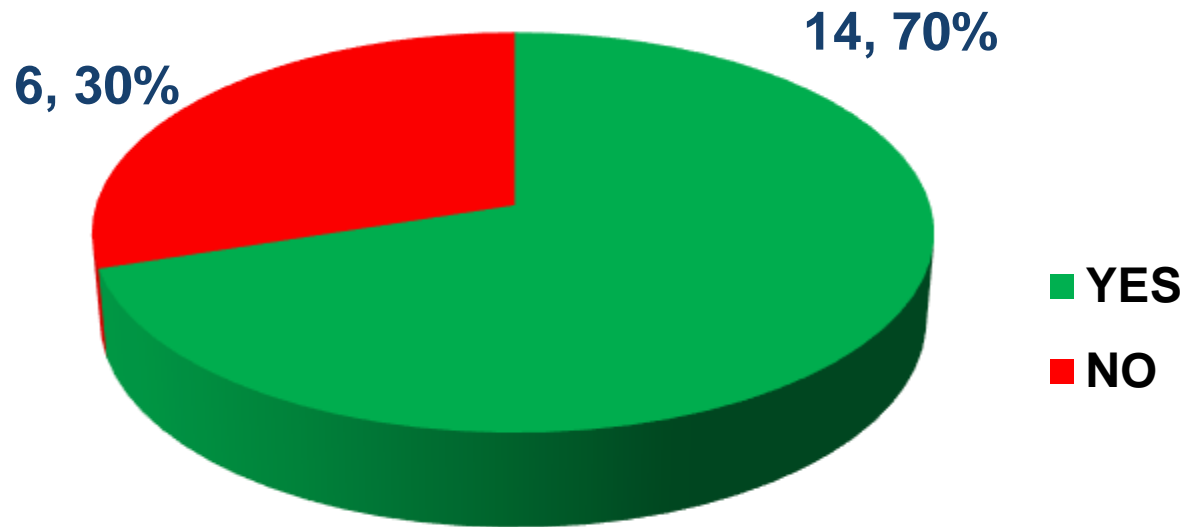
- Have national medium-term (4-10 years) quantitative targets been set for improved safety performance?

3, 15%

17, 85%

- ■ YES
- ■ NO

Road Safety Targets (1/2)

Have the targets been defined:

- on a purely (national) political basis (top-down)

1, 5%   **3, 15%**

- YES
- NO

16, 80%

- on the basis of the UN Decade of Action RS target (-50% in 2020)

1, 5%

6, 30%   **13, 65%**

- YES
- NO
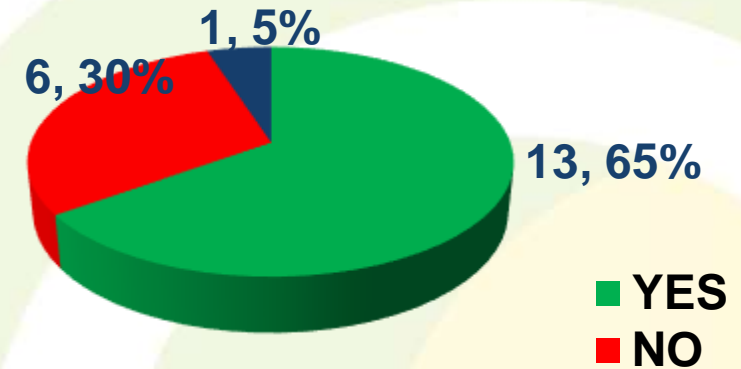
- using a rational process based on known key problems and potentially efficient measures (bottom-up)

1, 5%   **6, 30%**

- YES
- NO

13, 65%
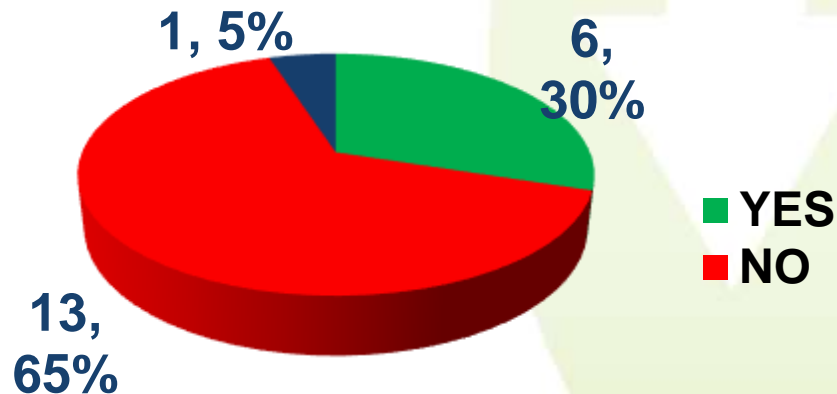
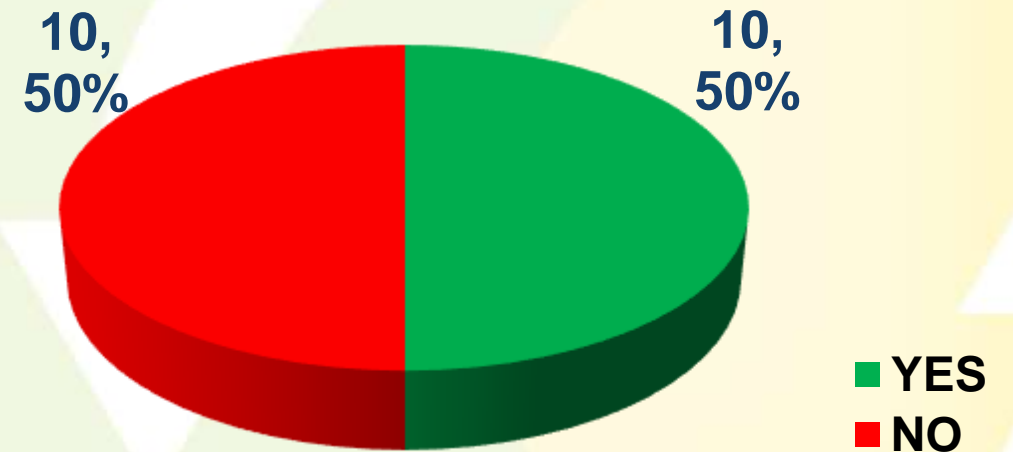# Road Safety Targets (2/2)

- Are the targets based on:
  - fatalities
  - serious injuries
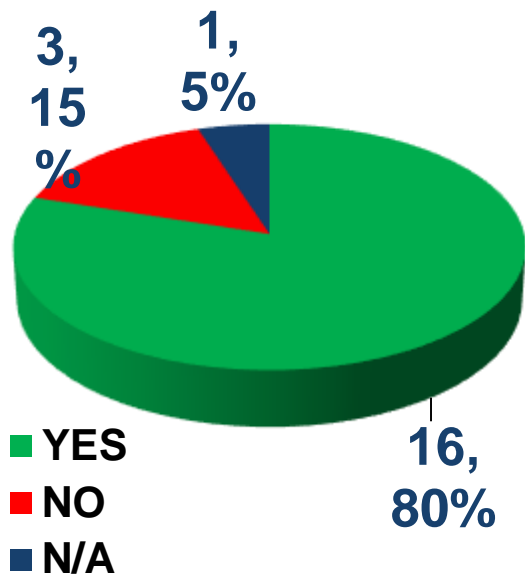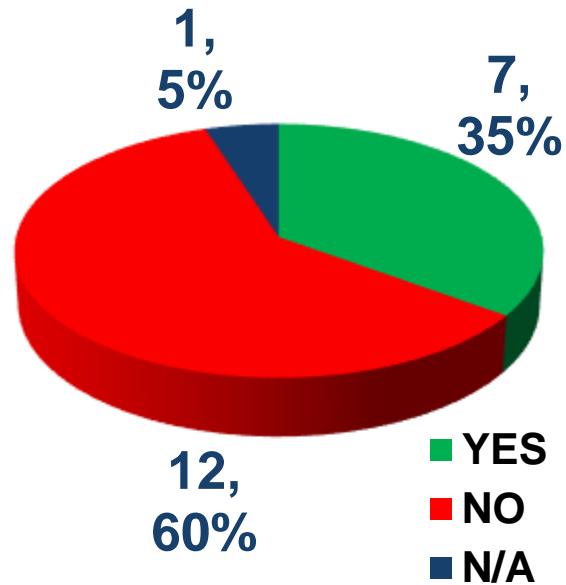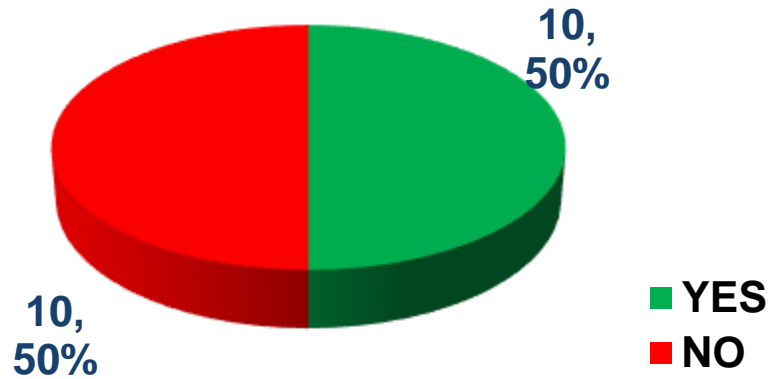
- Have intermediate safety performance indicators (SPIs) been defined to check progress towards the target?

fatalities

3, 15%
1, 5%
16, 80%

- YES
- NO
- N/A

serious injuries

1, 5%
7, 35%
12, 60%

- YES
- NO
- N/A

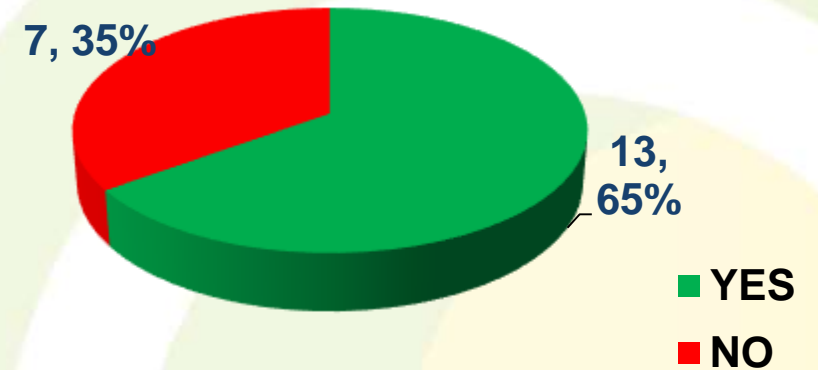10, 50%
10, 50%

- YES
- NO

Road Safety Data Systems
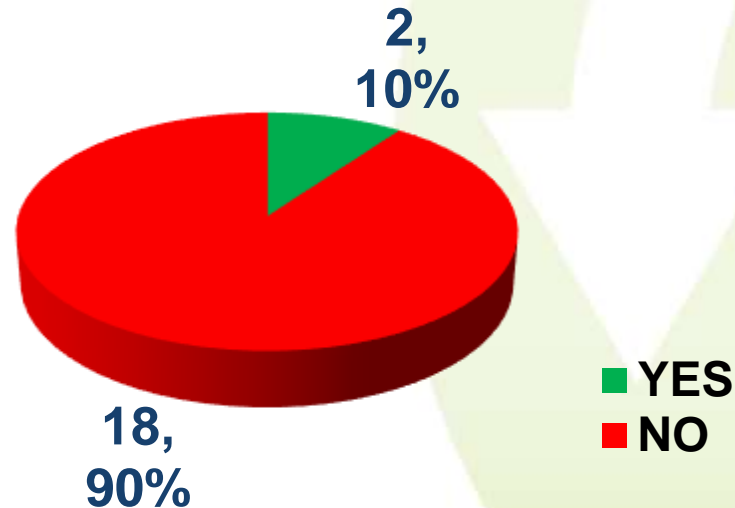
- Are sustainable systems (durable, funded, maintained) in place to collect and manage data on road crashes, fatalities and injuries?

10, 50%

10, 50%

■ YES
■ NO

- Is there a Central Organization in charge of data systems for RS?

7, 35%

13, 65%

■ YES
■ NO

- Are there crash databases that link police and hospital data?
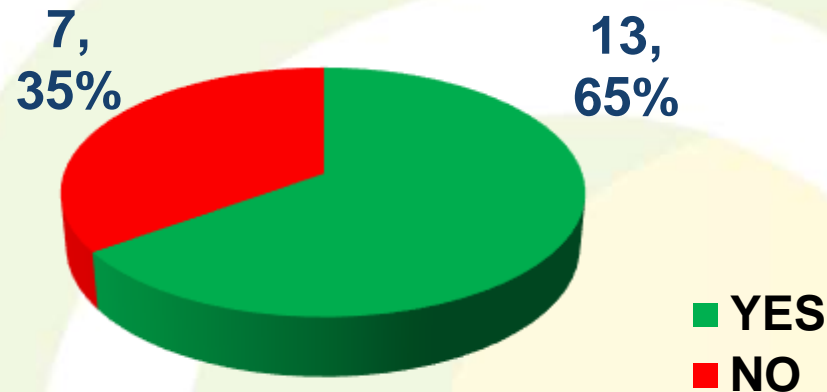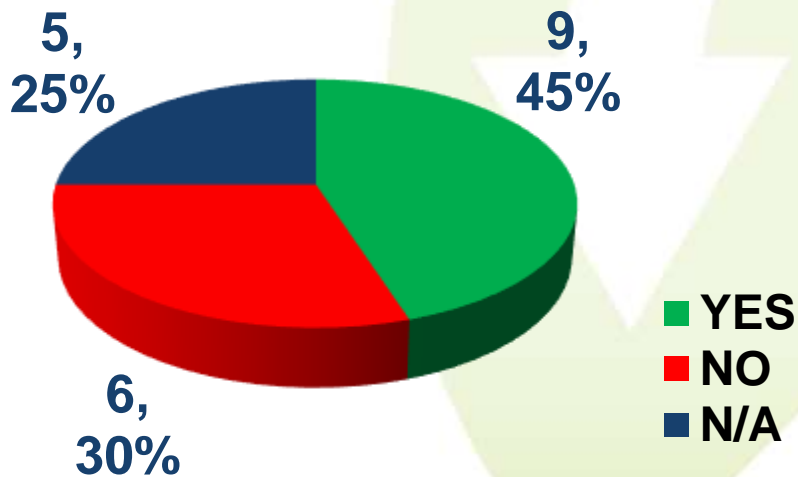
2, 10%

18, 90%

■ YES
■ NO

Monitoring Road Safety Progress

- Has a reporting procedure been set up to monitor the RS interventions carried out in the country?

1, 5%
8, 40%
11, 55%

- YES
- NO

- Is "benchmarking" used to monitor progress in the RS situation relatively to other (European) countries?

7, 35%
13, 65%

- YES
- NO
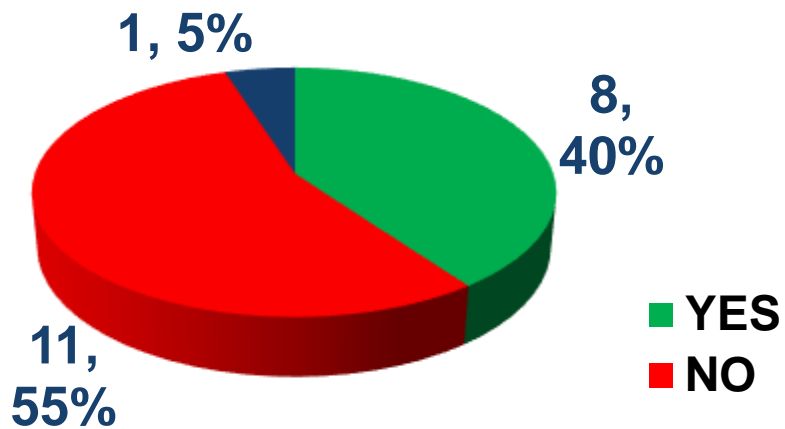
- Do you use any international RS databases/information sources?

5, 25%
9, 45%
6, 30%

- YES
- NO
- N/A

Conclusions

- Significant **demand for data and knowledge**
  – Support road safety activities
  – Road safety measures

- Such information is **poorly available**

- Urgent **need for the improvement**
  – Data
  – Information availability

- Countries seem to **favor targets set for the African continent** as a whole

- Critical finding: **underreporting**
  – Police and hospital data are not currently being linked

- General **lack of the necessary road safety information and data**

- Efforts should focus on **closing the existing gaps**

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