Assessing Road Safety Management in Africa

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Road Safety in Africa

• 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.
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

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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

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

• Does Parliament have a role in decision-making on RS orientations or directions?
Road Safety Strategy

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

14, 70%
6, 30%

• Have national medium-term (4-10 years) quantitative targets been set for improved safety performance?

17, 85%
3, 15%
Have the targets been defined:

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

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

- using a rational process based on known key problems and potentially efficient measures (bottom-up)
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?
Road Safety Data Systems

- Are sustainable systems (durable, funded, maintained) in place to collect and manage data on road crashes, fatalities and injuries?
  - Yes: 10, 50%
  - No: 10, 50%

- Is there a Central Organization in charge of data systems for RS?
  - Yes: 7, 35%
  - No: 13, 65%

- Are there crash databases that link police and hospital data?
  - Yes: 18, 90%
  - No: 2, 10%
Monitoring Road Safety Progress

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

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

- Do you use any international RS databases/information sources?
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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