INTERNATIONAL CONGRESS ON
TRANSPORT INFRASTRUCTURE AND SYSTEMS
IN A CHANGING WORLD

Road Safety Management

Improving road safety knowledge in Africa through crowdsourcing: the African Road Safety Observatory

Davide Shingo Usami

D S Usami, L Persia, E Meta, A Fava, A Azarko (Sapienza University of Rome)
G Yannis, S Mavromatis (National Technical University Athens)

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Why knowledge is important in Africa?

- Africa is the worst performing continent in road safety: the fatality rate, 26.6 per 100,000 inhabitants Vs 9.3 in Europe (WHO, 2018)
- Significant demand for data and knowledge needed but….
  - no centralised accident data collection system in place, underreporting, no standardization $\Rightarrow$ no reliable national figures
  - substantial lack of detailed knowledge on each road accident (e.g. missing location, no follow up)
Is there a solution?

Other types of data?
- Surrogate indicators also known as Safety Performance Indicators (e.g. speed, use of seatbelt…)

Other sources of data?
- Mobile devices (e.g. smartphones) acting as sensors to report traffic offenses and any other events related to vehicle traffic (e.g. CrowdOut and Roadwatch)
- Citizens as sensors or knowledge
The SaferAfrica Project
Innovating Dialogue and Problems Appraisal for a Safer Africa

- Funded under Horizon 2020
- **Duration**: Oct 2016 – Sep 2019
- 17 partners (Project Leader: CTL of Sapienza University of Rome)

Objectives

- Setting up a Dialogue Platform between Africa and Europe to create the 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
SaferAfrica crowdsourcing objectives

Objectives:
- Collect opinions and road safety needs of an African country from African citizens;
- Report general road safety issues at country level;
- Propose ideas to improve road safety in the country of origin.

Target group:
- scientific, technical and institutional end users within the project and on the Dialogue Platform.
- national and international authorities, decision makers, policy makers and funders
- the society in general
SaferAfrica crowdsourcing tools

**Reporting tool**
- Anyone can report a road safety problem or propose a solution to improve road safety in his/her country

**Web surveys**
- Citizen surveys were created and managed through the Google Form tool.

**Dialogue Platform**
- A forum for discussing the evidence and the recommendations coming from the SaferAfrica project and to foster their adoption in the fields of road safety

**Webinars**
- Used to promote in a relatively short time period (30 minutes) SaferAfrica key findings so as to foster the dialogue with the experts and the African stakeholders
Some preliminary results

21 reports and 14 proposals: up to Feb 2019 (about 80 in July 2019)

Citizens feedbacks by UN Road Safety Pillar

- Unsafe vehicles: 1 (Northern Africa), 1 (Eastern Africa)
- Unsafe Roads: 1 (Northern Africa), 6 (Eastern Africa), 2 (Southern Africa), 2 (Western Africa), 2 (Middle Africa)
- Road Safety Management: 1 (Northern Africa), 3 (Eastern Africa), 3 (Western Africa)
- Risk behaviour of road users: 1 (Northern Africa), 5 (Eastern Africa), 5 (Western Africa), 2 (Middle Africa)
- Poor post-crash care: 1 (Northern Africa)
Some examples of feedback

**Powered Two Wheelers (PTW)**
- Despite the regulations, very few PTW riders own a driving licence in many countries.
- The lack of public transport, coupled with chronic youth unemployment, gave way to motorcycle taxi transport (*Guinea, Cameroon*).

**Pedestrians.**
- Sidewalks are missing (*Eswatini*), where existing sidewalks are occupied by traders and other activities (*Tunisia, Ivory Coast*).
- Traffic lights are rare. In some cities many pedestrians do not know how traffic lights operate (*Cameroon*).
Conclusion and next steps

- According to the preliminary analysis of crowdsourced data collected, several problems were highlighted in all the five road safety pillars
  - “Blame the victim” vision
  - Limitations to the use of data (data are subjective, limited in amount and unstructured)
  - Use of crowdsourcing data to assess of the existing strategic documents at local, country, regional and continental level (e.g. the African Road Safety Action Plan)
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