

ROAD  
SAFETY

## African-European Dialogue Platform on Road Safety

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*SaferAfrica Newsletter is the official, semi-annual newsletter from the Horizon 2020 SaferAfrica Project. Each SaferAfrica Newsletter issue aims to disseminate project updates as well as news and comments on road safety management. It is developed and compiled with contributions from the SaferAfrica Consortium Partners and relevant stakeholders.*

*Realized by APRE. Contacts: [saferafrica@apre.it](mailto:saferafrica@apre.it)*



Dear Readers,

I am proud to launch the first issue of SaferAfrica newsletter, aiming at updating the main relevant results of the project. However, I hope it will also become an opportunity to disseminate the importance of road safety and increase the awareness of the economic, social and human impacts of road traffic fatalities in Africa. These impacts, indeed, are huge: African countries have the most dangerous roads in the world; according to the World Health Organization, **road traffic fatalities increased** from 24.1/100,000 population in 2010 to 26.6/100,000 population in 2013. Moreover, road trauma in **Africa** is expected to worsen further, with fatalities per capita projected to double from 2015 to 2030; this is mainly due to the fact that emerging economies are experiencing big increases in traffic for which their traffic systems are not sufficiently prepared.

Several **actions and policy documents** are already in place, paving the way for road safety improvements in Africa. Based on the *United Nation's 2011-2020 a Decade of Action for Road Safety*, the African Union (AU) and the United Nations Economic Commission for Africa (UNECA) defined the *African Road Safety Action Plan 2011-2020* focused on promoting the implementation of measures organized in five pillars: road safety management, safer roads and mobility, safer vehicles, safer road users and post-crash response.

The concept of SaferAfrica is based on the idea that Europe could play an important role by supporting African countries in improving road safety and achieving the Action Plan targets. In this view, the project, funded by the EC under Horizon 2020, aims at building favorable conditions and opportunities for the effective implementation of road safety actions in African countries by setting up a **Dialogue Platform between Africa and Europe**. The Platform comprises European and African authorities with key road safety responsibilities as well as other important stakeholders such as International Institutions, Research Institutes and NGOs. It works on two levels: a decision-making level and a technical/operative level, closely interconnected to foster an appropriate match between African road safety policy evolution, application, knowledge enhancement and institutional delivery capacity. The Dialogue Platform is based on four pillars defined according to the priorities highlighted by the *African Road Safety Action Plan mid-term review*: Road safety knowledge and Data, Road safety and Traffic management capacity reviews, Capacity building and training and The sharing of good practices. In particular, the main outcome of the first pillar, based on international experiences such as the European Road Safety Observatory, is the creation of the **African Road Safety Observatory**: a participative web portal, in which various stakeholders can find data and specialized information on road safety. It will be integrated with crowdsourcing functions to facilitate the participation of experts and users providing opinions and information on specific road safety problems.

The Platform will also be used as a network for activating **Twinning Programs**; these will pair up European and African partners to explore road safety problems at hand, the competencies required to deal with the issues, capacity building and knowledge transfer needs and other considerations, such as language and culture.

A key-factor of the project is the wide coverage of the African continent, ensured both through the involvement of **high level members of the Dialogue Platform** who have already confirmed their commitment - such as the International Traffic Safety Data and Analysis Group (IRTAD) of the International Transport Forum, the African Development Bank, the UNECA, the United Nations Economic Commission for Europe (UNECE), the World's Road Transport Organization (IRU) and the African Transport Policy Program (SSATP) - and through **partners** having huge experience in Africa, such as the International Road Federation (IRF), Handicap International (HI), International Motor Vehicle Inspection Committee (CITA), Solidarité Internationale sur les Transports et la Recherche en Afrique Sub-Saharienne (SITRASS).

An important role will also be played by the **Advisory Board**, a non-executive body composed by prominent international experts in charge of guarantying a high level of quality of the project results.

The **SaferAfrica Consortium** is composed of sixteen Partners: thirteen from the most important research centers and institutions in Europe and three key institutional actors from Africa mentioned above. The project started in October 2016 and has a duration of thirty-six months. After nine months, all the activities have already been launched and the first results will be available by the end of the first year.

It was a pleasure that these international institutes with a high level of experts accepted to be part of SaferAfrica and their involvement will guarantee that the project most relevant outputs will be of high level. Of course there is still more than two years of project to go and a lot of work to do but I'm confident that, with the support of all the project partners and key stakeholders, we will achieve the expected results.

Luca Persia, SaferAfrica Coordinator  
Research Centre for Transport and Logistics - CTL, Sapienza - Università di Roma



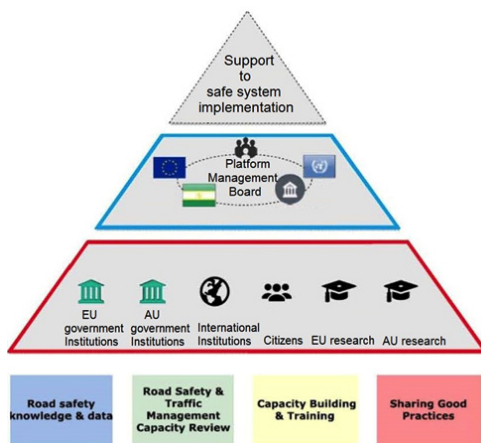
## SAFER AFRICA STORIES

# Building the African – European Dialogue Platform on Road Safety

by Research Centre for Transport and Logistics - CTL, Sapienza - Università di Roma

The SaferAfrica Consortium has been currently working to set up the Management Board and the Stakeholders Group of the Dialogue Platform whose members will actively provide a valuable contribution for achieving the project's objectives and building an effective and sustainable cooperation in Road Safety between Europe and Africa.

A pyramid, organised into a Technical and an Institutional level, depicts the **overall concept of the Dialogue Platform**.



The **Technical level** is articulated into Working Groups addressing specific road safety topics based on the four pillars of the project:

- Road Safety Knowledge and Data;
- Road Safety and Traffic management Capacity Review;
- Capacity Building and Training;
- Sharing of Good Practices.

This level involves governmental and research institutions and international stakeholders as well. Their activities are focused on supporting the African Community in setting up the African Road Safety Observatory combining African and European knowledge and addressing the specific needs of

the continent and of the Regional Economic Communities. More specifically, the technical level will work to draft policy recommendations on specific road safety issues in order to ensure the compliance with the challenges identified by the *African Road Safety Action Plan* and the *African Road Safety Charter*. Moreover, a Stakeholders Group, constituted by African public bodies, International research institutions and NGOs, will contribute to the technical activities releasing advices on specific local issues, supporting data collection as well as the identification of good practices and knowledge sharing activities. Stakeholders have, thus, a consultative role aimed at strengthening the compliance of the project with the needs of the society.

Conversely, the **Institutional level** will be run by a Management Board, composed by the most prominent Institutions at international level: policy makers, multilateral development banks, key international Institutions, able to effectively influence the process towards the African road safety improvement. The Management Board operates at strategic level strengthening the capacity of the Technical level to tackle the African Road Safety criticalities. The members of the Management Board will thus have the possibility to discuss and share opinions on the policy recommendations released by the Technical Level, providing feedbacks, inputs for their improvement, or directly fostering their adoption in the existing strategic planning documents or local interventions. Thirteen potential members of the Management Board and sixteen stakeholders have been contacted up to now with positive feedbacks.

In order to develop a stable body capable of operating independently from the project, Partners have also been working on the **Dialogue Platform Statute**, a document containing guidelines detailing the responsibilities of the actors involved, the actions expected from them and the mechanisms of their cooperation. The Statute can be subject to changes due to refinements and reorientations of responsibility during the project.

## Towards the Pan-African Road Safety Knowledge and Data centre

by National Technical University of Athens - NTUA

Africa is the worst performing continent in road safety. The mortality rate in Africa (26.6 fatalities/105 population) is almost as three times as Europe's, where the number of road fatalities represents 31% of the relevant global figure (Figure 1a). However, the most disturbing concern is the fact that the disparity in road safety results seems to be increasing. More specifically, in the WHO Europe region fatality rates improved from 10.3 per 100,000 population in 2010 to 9.3 per 100,000 population in 2013. Over the same period, road fatality rates in the WHO Africa region, increased from 24.1 per 100,000 population to 26.6 per 100,000 population (Figure 1b). As far as Africa is concerned, road trauma is expected to worsen further, with fatalities per capita projected to double from 2015 to 2030.

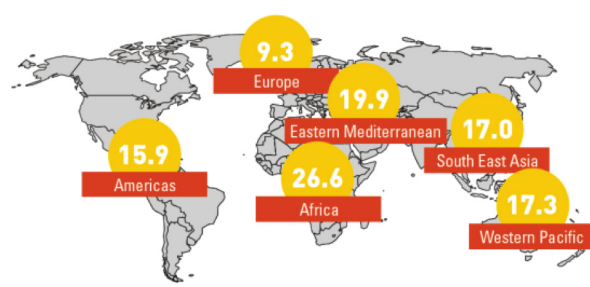
In order to improve road safety performance in African countries, many barriers need to be overcome. Among them stands the **substantial lack of detailed knowledge** on road casualties in terms of their number as well as associated factors leading to road accidents or affecting their consequences. There is a serious lack of road safety data on African countries, and even when data are available (e.g. through the reports WHO, IRF), little is known about data collection systems, data definitions.

Reliable and accurate data are a fundamental prerequisite to understand the magnitude of road safety problems in Africa and convince stakeholders to take certain actions. Reliable and accurate data are also needed to identify problems, risk factors and priority areas in order to formulate strategies, set targets and monitor performance.

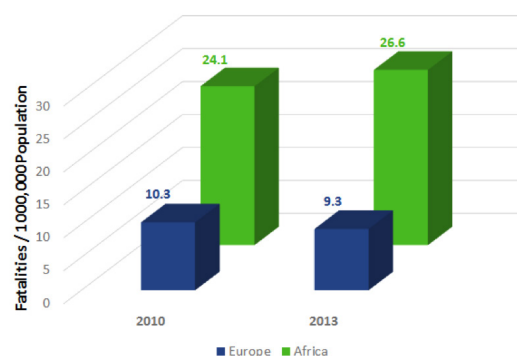
As an initial approach, it is essential to assess the needs of stakeholders in African countries in terms of knowledge, data and information tools, and deliver concrete data and information to be accessible by all stakeholders involved in road safety.

Within the context of SaferAfrica project, a **Pan-African Road Safety Data and Knowledge Centre** is under development to support policy makers and stakeholders with evidence on critical risk factors, related actions and good practices drawn from high quality data and knowledge. This Pan-African Road Safety Observatory will

be integrated with the crowdsourcing functions to allow the participation of experts and end users. The Pan-African Road Safety Knowledge and Data Centre will be developed as a first operational step. The Centre will be constantly maintained and extended even after the completion of the project. It is considered as an integral tool of the Dialogue Platform and, as such, will be made operational for further road safety data updates, knowledge production and policy support well beyond the end of the project.



(a)



(b)

Figure 1 (a, b): Mortality rate (/100.000 population) per region, WHO 2015.

## SaferAfrica online

by APRE - Agency for the Promotion of European Research

The SaferAfrica project has a new professional website with a smart graphic and a bold and lively layout: [www.saferafrika.eu](http://www.saferafrika.eu)

The website hosts insightful content on SaferAfrica's as well as on other international initiatives related to road safety with a comprehensive architecture aimed at providing maximum information on the project's activities on the major developments in the relevant sector. As such, it aspires at being a precious instrument of contact and information for all those people interested in being involved in SaferAfrica or in getting info on other road safety-related initiatives in the framework of Horizon 2020.

Indeed, users can get accustomed with the core mission of SaferAfrica in the [About](#) section, where the general "Safe System" approach is described along with the project activities as grouped in four pillars.

SaferAfrica pillars are:

1. Road Safety Knowledge and Data;
2. Road Safety and Traffic management Capacity Review;
3. Capacity Building and Training;
4. Sharing of Good Practices.

The overall SaferAfrica concept is depicted in the [Contents](#) section while the [Partners](#) section offers a clear picture of the consortium.

Moreover, during the whole lifetime of the project, the website will constantly collect [News](#), interesting contents, information about upcoming [Events](#).

The [Publications](#) section will have public deliverables, informative and scientific resources of interest as well as the SaferAfrica **Newsletters** available for download. Visit the SaferAfrica [www.saferafrika.eu](http://www.saferafrika.eu).





## ROAD SAFETY VOICES

# Work in progress to make road safety in Cameroon data-driven

by Jean François Wounba (PhD), Civil Engineer & Road Transport Specialist



Started in March 2015 the Road Safety Project in Cameroon is funded by the World Bank, grouping under Research Centre for Transport and Logistics - CTL, Sapienza - Università di Roma Coordination a Consortium formed by SWOV – Institute for Road Safety Research of Netherlands, IBSR – Belgian Institute for Road Safety

and IT-Ingegneria dei Trasporti. It is focused on the creation of the **National Centre for Analysis of Traffic Accidents** in Cameroon by developing and implementing traffic accident databases and an information system for road safety at national level.

The Road Safety Project in Cameroon aims to create a **methodological and practical structure for the management of traffic accident data** in Cameroon. Specifically, the project will provide a quality databases on road safety, with a centralized and integrated information system for the collection, management and analysis of traffic accident data.

The **context** in which this project is being carried on is characterized by segmented and separates subsystems for data collection, with very little collaboration between the actors involved in road safety data collection and management. The Police and Gendarmerie are responsible for the Road accident data collection. They are using two different paper road accident forms to collect these data. At the level of the Hospitals, it is possible to found data on some road injury. The Ministry of transport and the National Institute of Statistics are both in charge of the road accident data monitoring & analysis.

To point at the **main problems**, I would mention:

- The use of paper road accident forms;

- The lack of coded data;
- The lack of accident localization;
- Injury data are not collected;
- The lack of interconnected centralized system.

While **major assets** of the project are:

- To adopt standard definitions from UNECE Glossary for Transport Statistics;
- To use GPS devices or GIS-based maps to increase the accuracy of the accident location;
- To use a homogeneous data collection form;
- To introduce and faster electronic data collection;
- To introduce procedures of quality control data;
- To provide the ability to local Police and Gendarmerie offices to perform accident statistics;
- To improve Police and Gendarmerie sense of awareness about the importance of data collection.

As **major challenges** for this project we will highlight:

- The collaboration between stakeholders;
- Low commitment, at the beginning of the project, of two main actors: the Ministry of Transport and the Police;
- Very heavy administrative procedures.

The data management within the project will make it possible to **define a better road safety management policy**, by providing the authorities with the decision-making tools. In order to make such a data management system sustainable, the governance model that is aimed to be built should be an autonomous structure that can bring together the actors involved in road safety, both private and public.

The **main lesson learnt** so far is that the sustainability of the project will require a commitment at the highest level of the Cameroonian government.



## ROAD SAFETY VOICES

# A newly born Network of Regional Road Safety Observatories around the world

an interview with Veronique FEYPELL, Transport Analyst at the International Transport Forum (OECD)



**World Bank, Fédération Internationale de l'Automobile (FIA) and International Transport Forum (OECD)** recently signed an agreement to create a Network of Regional Road Safety Observatories. Focusing on low and middle-income countries, these observatories will bring together

national officials in charge of road safety with a view to improving the collection of road safety data, benchmarking road safety performance and driving evidence-based policies that reduce road deaths and injuries. The observatories will serve as platforms for knowledge sharing and the dissemination of best practices. They will facilitate collaboration across regions and create transparency necessary to establish a healthy competition among countries to improve road safety conditions.

**q. Which is the main goal of the agreement recently signed by World Bank, Fédération Internationale de l'Automobile and International Transport Forum?**

a. The three organizations have agreed to work together towards the promotion of regional road safety observatories around the world. The goal is to facilitate better coordination and cooperation between governments by encouraging the exchange of best practices between neighboring countries and to foster the establishment of sound crash data systems.

**q. Why do you think such an initiative is needed?**

a. Following the success of the creation of the Ibero American Road Safety Observatory (OISEVI), several organizations, national agencies and international agencies in different regions have expressed an interest in establishing a similar network in other regions. The worst that could happen is that different organizations decide in isolation to set up regional observatories in the same region. The benefit of this

agreement is to bring together stakeholders interested in taking part in new initiatives, co-ordinate initiatives and bring the expertise that already exists and streamline the limited resources available.

**q. Which would be the major challenges to be faced in order to gain the expected impact?**

a. A major challenge is to convince national governments of the importance to establish, develop and maintain sound crash data systems as an essential step to develop solid road safety policies, and of the added value of sharing data and information with neighboring countries in order to learn from their respective experiences .

**q. Which model of data governance has been designed?**

a. A regional road safety observatory can take different forms. It is not our intention to impose a governance model. Regarding data, the benefit of the World Bank, Fédération Internationale de l'Automobile and International Transport Forum agreement is to promote the collection of similar set of data and indicators, on the basis of our (IRTAD) International Road Traffic and Accident Database data structure, so that progressively we can get worldwide comparable data.

**q. What are the expected outcomes on the long term?**

a. The main objectives are to improve the quality of road safety data collection, especially in low and middle-income countries and create stable platforms for knowledge sharing of best practices. In the long term, it is expected that these observatories will allow to have a tool to monitor the road safety performance and evaluation in a large set of countries and in turn have the means to design effective road safety policies that respond to the specific safety challenges of each country.



## NEWS

### New series of Positioning Papers by Global Road Safety Partnership - GRSP

The Global Road Safety Partnership - GRSP has launched a new series of Positioning Papers, designed to create an understanding of the scale of road traffic deaths and injuries and their linkages to other humanitarian and development issues. The Positioning Papers seek to highlight that **road safety is a multidimensional issue** that requires an urgent and sustained contribution across many sectors and that evidence based road safety interventions can address broader development issues such as children's rights, public health, consumer rights. The Positioning Papers further enhance the **GRSP's suite of tools** to support road safety advocacy campaign planning. [More info](#)



## NEWS

### #4RoadSafety Manifesto launched by Global Network for Road Safety Legislators

The #4RoadSafety Manifesto issued by the Global Network for Road Safety Legislators highlights the measures that can help prevent tragic waste of human life on the world's roads. It includes **ten key recommendations** to encourage parliamentarians to support the current United Nation's Decade of Action for Road Safety (2011-2020). It focuses on speed management, the safe system approach, good governance, funding for road injury prevention and the role of the multilateral development banks. A new UN target for road safety in 2030 is proposed.

[More Info](#)



## NEWS

### Save LIVES: the new technical package by World Health Organisation

World Health Organisation (WHO) released a document titled "**Save LIVES: a road safety technical package**", which is an evidence-based inventory of priority interventions with a focus on Speed management, Leadership, Infrastructure design and improvement, Vehicle safety standards, Enforcement of traffic laws and post-crash Survival. The six strategies and twenty-two interventions recommended in the package are interrelated and should be implemented in an integrated manner to effectively address road traffic deaths and injuries. [More info](#)



## NEWS

### IRFWRS 2016: data on more than 200 countries and 45 road related topics

The International Road Federation (IRF) World Road Statistics (WRS) is considered the major comprehensive, **universal source of statistical data** on road networks, traffic and inland transport. The WRS 2016, collecting data from 2009 to 2014, features **more than two hundred countries, with data on more than forty-five road related topics**, presented in nine sections. An invaluable tool for governments, NGOs, investments banks, research institutes and anyone analysing and reporting trends in key subject areas like traffic volumes and vehicle usage, road expenditure, road safety, energy consumption and emissions.

[More info](#)



## EVENTS

### CROSSROADS - 18th IRF World Road Meeting 2017, New Delhi, 14-17 November

For the last 60 years, the International Road Federation - (IRF) has been organizing the World Road Meeting - (WRM) once every four years in different cities across the world. The next WRM will be held in **Delhi, India, from 14-17 November, 2017**. More than 4000 delegates from many different countries in the world are expected. The theme is "**Safe Roads and Smart Mobility: The Engines of Economic Growth**". With daily plenary sessions, forty-four parallel sessions with papers covering ten thematic streams, daily innovation cafés, a remarkable line-up of key-note speakers and a great deal of business and networking opportunities, the event is a must attend in the transport and mobility sector. [More info](#)



## EVENTS

### African Forum for Road Safety 2017 Ouagadougou, Burkina Faso, 27- 29 October

The African Forum for Road Safety - FASer is a high level international event aiming at promoting experience sharing and bringing out appropriate reactions to the issues of accidents in Africa. The FASer 2017 will be focusing on "**Political leadership and experience sharing to reduce road related mortality in Africa**", gathering three hundred people among international experts from public and private sectors, field stakeholders, high level decision makers and communication operators. The objective is to promote road safety throughout and serve as a trigger for high impact actions with a scope reaching the region and high ranking levels. [More info](#)



# SERVICES



Road Safety Knowledge and Data



Dialogue Platform



Capacity Building and Training



Road Safety Management



Good Practices

## CONSORTIUM

### Coordinator



CENTRO DI RICERCA  
PER IL TRASPORTO  
E LA LOGISTICA

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