Actions to support Road Safety in Africa

SaferAfrica Project

Antonino Tripodi (CTL)
Susanna Zammataro (IRF Geneva)

UNRSC MEETING
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SaferAfrica

- EU Funded Project
- Horizon 2020
- IRF Geneva member of the consortium
- 36 months project
- Kick-off in October 2016
To create conditions 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

Strategic placement of the Dialogue Platform
SaferAfrica overall concept

The underpinning concept of SaferAfrica is the **Safe System approach**, which is considered an integral part of all road safety and traffic management activities.

Through the involvement of a large number of African actors, the project ensures wide coverage of the African continent.
Objectives (1)

• Assess the implementation of African Road Safety Action Plan 2011–2020
• Formulate evidence-based recommendations to update the Plan.
• Define initiatives to foster the implementation of the Action Plan
• Identify suitable schemes for funding
• Capacity building at different levels
• Dissemination of knowledge/technical expertise.
Structure

Four main Pillars of activities:

1. Road Safety Knowledge and Data
2. RS and Traffic Management Capacity Review
3. Capacity building and Training
4. Sharing of Good Practices
Platform activities on road safety and traffic management

- Conducting capacity reviews
- Data collection and evidence gathering
- Analysis of specific risk factors
- Assessment of problems and mapping of critical areas
- Analysis of road safety assessment methodologies
- Analysis of road safety management systems
- Methodologies for targeting and measuring future progresses
- Development and implementation of training programmes
- Definition of research and innovation needs
Management

• Decision-Making Level: a Management Board
  (EU, AU, UN Regional Commissions, MDBs, etc.)

• Technical Level: WGs EU-Africa
  (Governments, Research inst., NGOs, local and international entities)
Road Safety data in Africa

• According to the Midterm Review of the African Road Safety Action Plan (2011-2020), few African countries have established baseline data on Road Safety

• There is a big gap in the quality and coverage of data that countries collected and reported on Road and Traffics Injuries (RTI)

• Challenges related to data included:
  – under-reporting of RTI deaths in many countries
  – lack of harmonization of definitions of RTI indicators which limited the use of existing national data
Pan-African Road safety knowledge and data centre

ROAD SAFETY KNOWLEDGE AND DATA CENTRE

• Recommendations to improve the AU road safety data collection system (e.g. standardized road accident dataset)
• Assessment of the application of the African road safety action plan with relation to management of data

Support to Safe System Implementation

• Definition of Platform priorities to improve AU data collection system
• Identification & dissemination of available funds

• Promotion of MoU among EU and AU institutions

International INSTITUTIONS

CARE database

HLG

AU Commission

UNECA

AIDB, ERCs

EU - Research

Citizens, NGOs

Africa - Government INSTITUTIONS

Review of road safety data collection systems and definitions
• Data collection of road safety data (accidents, exposure and SPIs, road safety measures) among the network of African stakeholders
• Analysis of risk factors, mapping of critical areas and identification of challenges
• Development of knowledge and management tools (Road Safety Observatory in Africa)
• Set up of "participative" road safety knowledge and data centre
RS practices - Twinning programs

• A number of road safety developments across the continent exist, that can be a reference for other countries
  – Coordination: MoU for road safety stakeholders in Zambia and Namibia.
  – National road safety council/committee: Burundi, Burkina Faso, Guinea, Ethiopia, Lesotho, Cote d’Ivoire.
  – Infrastructure: Road safety audits/inspections in Malawi, Zambia.
  – Training: Scholarship to attend road safety training abroad (South Africa); study tour to France (Benin).
  – Deterring drunk driving: High-level officials arrested in Kenya.
  – Age restriction for imported vehicles: Senegal, Democratic Republic of Congo.
## Project partners

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

- European Commission
- African Union
- United Nations Economic Commission for Africa
- Development Banks: World Bank / African Development Bank / Islamic Development Bank
- Regional Economic Communities
- Bodies in charge of corridors development
- Road authorities of single African countries
- Academic institutions (African and EU)
- NGOs (African and EU)
- International institutions (IRTAD, IRF, HI, CITA)
THEME
SAFE Roads & SMART Mobility as engines of economic growth

DATES
14-17 November 2017

SPECIAL FEATURE
Global Meeting of Ministers of Transport on 13 November 2017
Focus on Road Safety

Call for Papers open till end of January

www.WRM2017.org
Thank you for the attention

szmmataro@irfnet.ch