SAFER AFRICA

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Newsletter

African-European Dialogue Platform on Road Safety

IN THIS ISSUE:

- The SaferAfrica Legacy
- All the SaferAfrica results now available!
- Cultural values and road safety in Africa

... and more

SaferAfrica Deliverables & Results

Road Safety VOICES

The SaferAfrica Legacy

It was early October in 2016 we had our kick-off meeting in Rome. It was clear from the beginning that the project would have **been different from other EC funded research project**. We shared our doubts (several) and discussed the issues in light of our experiences in African countries, well aware of the many expectations included "in the bundle". Now, looking behind, **I'm extremely proud of what we were able to achieve.** The aim of SaferAfrica is to foster "keys in hand" initiatives addressing road safety policies, road safety management, capacity building and training and other road safety interventions at different scales.

Probably, the **most important and innovative result of SaferAfrica is the Dialogue Platform**, linking policy makers, donors and professionals engaged in road safety to plan and design road safety actions. A Dialogue Platform Management Board was set up with 11 prominent international institutions identified among political unions (AU, EU), multilateral development banks (WB, AfDB), other key organizations (UNECA, WHO, IRF, IRU, ITF, FIA, PIARC), in order to effectively influence the process towards the African road safety improvement.

The project impact potential has been developed throughout the Platform, the creation of **a community of 192 stakeholders from 42 African countries** and the Observatory, consistently interacting to foster the planned actions of awareness and knowledge building for road safety governance. So far, the dialogue involved four Dialogue Platform workshops, eight webinars, dedicated web consultations and country meetings in the five countries interested by road safety management capacity reviews.

A **transferability tool** has been developed to support the discussion by appraising the potential barriers to the implementation when a measure is proposed in a different context.

Innovation also comes in terms of new knowledge developed. New road safety data coming from stakeholders' surveys on road safety management, opinions and perceptions gathered through crowdsourcing and a survey on cultural values on road behaviours. Thanks to the analyses of these data and the already available information, new evidence on risk factors and policy needs have been produced at country, Trans-African corridors and regional level.

Another major result is the **African Road Safety Observatory** (www.africanroadsafetyobservatory.org), a participative web portal where African stakeholders can find specialized information on road safety, such as: country factsheets, capacity reviews reports, good practices, webinars. A complete road safety e-learning course developed by SaferAfrica on the five UN pillars is also freely available. The Observatory is the entry point to the Dialogue Platform webtool, a virtual environment for networking and discussion. Moreover, thanks to the implemented crowdsourcing functionalities, local stakeholders and citizens can report a road safety problem/solution in an African country.

Concerning **capacity building**, a manual for Train-the-Trainer courses on road safety and a pilot course in Cameroon has been realised together with a Twinning project on road safety research between Italy and Cameroon. In this last initiative we had the chance to discuss on road safety teaching and research in Cameroon with professors and students from École Nationale Supérieure des Travaux Publics (ENSTP) during a study trip organised within the project.

Several initiatives have been set up to carry on the effort to improve road safety in the African continent. A major one comes from the joint work of African countries, AU and international organizations (World Bank, AfDB, UNECA, FIA, IRTAD), with the objective to foster cooperation to generate a robust body on road safety data, to influence public policies and assist countries to address global and African roads safety goals. Another initiative is represented by the creation of an African Excellence Research Centre for road safety in Cameroon funded by the AfDB. In this context, although SaferAfrica is expected to end in September 2019, the various actors involved have recognised the need to combine these initiatives with the ongoing ones of SaferAfrica, like the African Road Safety Observatory (African RSO).

I would like to show **my warm thanks to all those who have contributed** with their work to making SaferAfrica a project of high social and scientific value, starting with the consortium partners, the MB representatives and finally the stakeholders who represent an irreplaceable value for SaferAfrica!

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

Héritage de SaferAfrica

En début octobre 2016, nous avons eu notre réunion de lancement à Rome. Il était clair dès le début que le projet aurait été différent des autres projets de recherche financés par la Commission Européenne (CE). Nous avons partagé nos doutes (plusieurs) et discuté des enjeux à la lumière de nos expériences dans les pays africains, en étant bien conscients des nombreuses attentes incluses "dans le paquet". Maintenant, en regardant derrière moi, je suis extrêmement fier de ce que nous avons réussi à accomplir.
L'objectif de SaferAfrica est d'encourager les initiatives " clés en main " concernant les politiques de sécurité routière, la gestion de la sécurité routière, le renforcement des capacités et la formation, ainsi que d'autres interventions de sécurité routière à différentes échelles.

Le résultat le plus important et le plus novateur de SaferAfrica est probablement la Plate-forme de dialogue, *qui relie les décideurs politiques, les donateurs et les professionnels engagés dans la sécurité routière pour planifier et concevoir des actions de sécurité routière. Un Conseil de gestion de la plate-forme de dialogue a été mis en place avec 11 institutions internationales de premier plan identifiées parmi les unions politiques (UA, UE), les banques multilatérales de développement (BM, BAD), d'autres organisations clés (CEA, OMS, IRF, IRU, ITF, FIA, AIPCR), afin d'influencer efficacement le processus visant à améliorer la sécurité routière en Afrique.*
*Le potentiel d'impact du projet a été développé dans l'ensemble de la Plate-forme, avec la création **d'une communauté de 192 parties prenantes de 42 pays africains** et de l'Observatoire, en interaction constante pour encourager les actions prévues de sensibilisation et de renforcement des connaissances pour la gouvernance de la sécurité routière. Jusque- là', le dialogue a comporté 4 ateliers de la Plate-forme de dialogue, 8 webinaires, des consultations spécifiques sur le Web et des réunions de pays dans les 5 pays intéressés par les évaluations des capacités de gestion de la sécurité routière.*
Un outil de transférabilité a été développé pour soutenir la discussion en évaluant les obstacles potentiels à la mise en œuvre lorsqu'une mesure est proposée dans un contexte différent.
***L'innovation se traduit aussi par le développement de nouvelles connaissances.** De nouvelles données de sécurité routière provenant d'enquêtes des parties prenantes sur la gestion de la sécurité routière, les opinions et les perceptions recueillies grâce au crowdsourcing et à une enquête sur les valeurs culturelles relatives aux comportements sur les routes. Grâce aux analyses de ces données et aux informations déjà disponibles, de nouvelles preuves sur les facteurs de risque et les besoins politiques ont été produites au niveau des pays, des corridors transafricains et des régions.*
***Un autre résultat majeur est l'Observatoire africain de la sécurité routière** (www.africanroadsafetyobservatory.org), un portail Web participatif où les parties prenantes africaines peuvent trouver des informations spécialisées sur la sécurité routière, telles que des fiches d'information par pays, des rapports d'évaluation des capacités, des bonnes pratiques et des webinaires. Un cours complet d'apprentissage en ligne sur la sécurité routière développé par SaferAfrica sur les cinq piliers de l'Organisation des Nations Unies est également disponible gratuitement. L'Observatoire est le point d'entrée de l'outil web de la Plate-forme de dialogue, un environnement virtuel pour la mise en réseau et la discussion. De plus, grâce aux fonctionnalités de crowdsourcing mises en place, les acteurs locaux et les citoyens peuvent signaler un problème/solution de sécurité routière dans un pays africain.*
*En ce qui concerne le renforcement des capacités, **un manuel pour les cours de formation des formateurs sur la sécurité routière et un cours pilote au Cameroun** ont été réalisés conjointement avec un projet de jumelage sur la recherche en sécurité routière entre l'Italie et le Cameroun. Dans le cadre de cette dernière initiative, nous avons eu l'occasion de discuter de l'enseignement et de la recherche sur la sécurité routière au Cameroun avec des professeurs et des étudiants de l'École Nationale Supérieure des Travaux Publics (ENSTP) lors d'un voyage d'étude organisé dans le cadre du projet.*
*Plusieurs initiatives ont été mises en place pour poursuivre l'effort d'amélioration de la sécurité routière sur le continent africain. L'une d'entre elles provient du **travail conjoint des pays africains, de l'UA et des organisations internationales** (Banque mondiale, BAD, CEA, FIA, IRTAD), dont l'objectif est d'encourager la coopération afin de créer un organe solide sur les données de sécurité routière, pour influencer les politiques publiques et aider les pays à atteindre les objectifs mondiaux et africains de sécurité routière. Une autre initiative est représentée par **la création d'un Centre africain de recherche d'excellence pour la sécurité routière au Cameroun,** financé par la BAD. Dans ce contexte, bien qu'il soit prévu que SaferAfrica prenne fin en septembre 2019, les différents acteurs concernés ont reconnu la nécessité de combiner ces initiatives avec les initiatives en cours de SaferAfrica, comme l'Observatoire africain de la sécurité routière.*
Je tiens à remercier chaleureusement tous ceux qui ont contribué par leur travail à faire de SaferAfrica un projet de haute valeur sociale et scientifique, à commencer par les partenaires du consortium, les représentants du CA et enfin les parties prenantes qui représentent une valeur irremplaçable pour SaferAfrica!

*Prof. **Luca Persia**, SaferAfrica Coordinator Research Centre for Transport and Logistics - CTL, Sapienza Università di Roma*
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The Euro-African Dialogue: a tight cooperation to make African roads safer

by CTL - Research Centre for Transport and Logistics, Sapienza Università di Roma, SaferAfrica WP2 leader

With the aim to discuss and focus on existing road safety problems in African countries, SaferAfrica Dialogue Platform (DP) has been working to link policymakers, donors and professionals engaged in road safety research to plan and mainstream road safety actions.

The Dialogue Platform works as a forum for discussing the evidence and the recommendations, coming from the SaferAfrica project, and where to foster their adoption in the fields of road safety and traffic management, capacity building and road safety interventions. The Dialogue Platform is composed by a technical level and an institutional one. The technical level is articulated into working groups addressing specific road safety topics based on the four pillars of SaferAfrica project: Road safety knowledge and data, Road safety and traffic management capacity reviews, Capacity building and training and the Sharing of good practices. The analyses and results provided by the working groups are then presented to the "institutional" level of the Platform, including international organizations and multilateral development banks active in the field of Road Safety, namely: European Commission, World Bank, African Development Bank, Federation Internationale de l'Automobile (FIA), United Nations Economic Commission for Africa (UNECA) World Road Association (PIARC), World Health Organization (WHO), International Road Transport Union (IRU), and International Transport Forum (ITF).

In the first year of the project, the Dialogue Platform has been set up and two main tools have been developed to : the Platform Statute (Deliverable 2.1) and the SaferAfrica DP web tool a reserved virtual area of the African Road Safety Observatory, allowing access to consultations on specific issues and policy recommendations. The African RSO is an on line portal that includes freely accessible knowledge resources and tools - such as statistics, maps, reports and fact sheets as well as dialogue and crowdsourcing functions with a view to enabling experts, institutional stakeholders and end users to take part .The Platform Statute provided the guidelines describing the interactions and expected actions of the actors involved in the Dialogue Platform, namely a Management Board at the top and a Stakeholder group.

Core stakeholders, essential to the dialogue, have been identified among country governments and state agencies, like ministries, road safety agencies and road authorities. Non-governmental organizations were also important players actively participating to improve road safety conditions in Africa. Both international NGOs like the Global Alliance NGOs for Road Safety and national or community-based organizations have been involved.

A group of 192 stakeholders coming from 42 countries, with the average participation of 4 stakeholders per country, capable of contributing to specific road safety topics has been consolidated. **SaferAfrica project involved** in the Dialogue Platform almost the entire African Continent. An intense networking activity was implemented during the entire project life, especially in connection with the birth of the Africa Road Safety Observatory to recruit new African stakeholders and expand the SaferAfrica community (**D 2.6 – Network Expansion Report 1; D2.3 – Activities Report 2**). In this group, many members are represented by the **governmental institutions, NGOs, network of universities, research bodies**.

The contribution from the Management Board members and the Stakeholders group were provided both within dedicated **SaferAfrica Dialogue Platform Workshops** and through consultations undertaken within the **SaferAfrica DP web tool.**

SaferAfrica Dialogue Platform Workshops represented an opportunity for interaction, examining problems from different perspectives, gaining knowledge about experiences from others thanks to the participation of both SaferAfrica team as well as African Stakeholders and personalities coming from prominent international organizations. The 1st SaferAfrica DP Workshop was held in Marrakech, Morocco (11 October 2017, D 2.2). The 2nd SaferAfrica DP Workshop was organized in Athens, Greece (27 April 2018, D2,3) The 3rd and the 4th SaferAfrica DP Workshop were organized respectively in Abidjan (Ivory Cast) and in Brussels on 8th of November and 4th of April 2019. Moreover, **8 Webinars** have been organized in collaboration with the Consortium's partners to share project results with the Stakeholders and to attract them on important road safety issue raised by SaferAfrica project.**The participation of African countries to the 8 Webinars was high**: 25 of the 38 involved countries were African, representing the majority.

All SaferAfrica deliverables are available on line at
www.saferafrica.eu/publications

pic: Mamoudou Keita, Obsermu SaferAfrica Dialogue Platform in Abidjan Ivory Coast, 8 November 2018

Fostering Dialogue on road safety and traffic management: have a look at major SaferAfrica deliverables!

by IFSTTAR - French Institute of Science and Technology for Transport, Development and Networks – SaferAfrica WP3 Leader

A brief of major results under **SaferAfrica work package 3 "Fostering Dialogue on road safety and traffic management"** is following reported.

The deliverable D3.1 "Assessment of the Action Plan and of regional instruments" dealt with the assessment of the implementation of the Road Safety African Action Plan. This assessment has been supported by SWOT and PESTEL analysis completed at different geo-political scales (continental, regional economic communities/corridors and country). The assessment followed the five pillars approach proposed by the UN. The report developed a scoring approach making possible the identification of strengths and weakness for the different levels of analysis and some recommendations for making effective the African Action Plan and for improving the current situation. This evaluation clearly highlights that ARSAP mid-term evaluation recommendations are still relevant and have to be enhanced in most African Countries.

Deliverable 3.2 "Road safety policy initiatives" is focused on promising future initiatives in the field of road safety. This report has looked at recent WHO, SaferAfrica, and capacity review data on road safety management in countries in the five major African regions: Northern, Western, Eastern, Central and Southern Africa. The analysis is based on three main questions on road safety management: What are the challenges for African countries regarding road safety management capacities? What are optimal locations - i.e. countries, corridors and regions? How can possible future safe system projects be prioritized? Few road safety management initiatives identified per Country are then described and prioritized on a regional base.

Deliverable 3.3 "Road safety and traffic management Initiatives" deals with another important issue concerning the identification of the most pressing needs of African countries regarding road safety policies. Based on WHO, SaferAfrica, and capacity review data on road safety policies at country and regional levels, five main research questions have oriented the analysis: What are the most pressing needs of African countries regarding road safety policies? What are optimal locations? How can possible future policy initiatives be prioritized? What recommendations can be given for the implementation of future policy initiatives (i.e. technical, financial, etc.)? What package of information is necessary to support discussions/decisions of the Platform (institutional level)?

Deliverable 3.4 "Capacity building initiatives and road safety interventions initiatives" concerns Capacity Building Initiatives. Implementing successfully some road safety initiatives requires some skills and competences. It requires then some well-trained road safety professionals, i.e. workers who spend all or most of their workday on matters pertaining directly to road safety. In this deliverable, capacity building initiatives are proposed for six different groups of road safety professionals: data collectors and analysts, health personnel, public policy makers, road safety engineers, teachers and educators and traffic police.

Deliverable 3.5 "Road safety interventions initiatives" aim is to propose some Road Safety Interventions initiatives. They were carefully chosen and designed for improving the road safety system in the African countries. The road safety interventions were selected taking into consideration the needs described in the capacity reviews of WP5, the applicability to the African continent and the concreteness of the road safety intervention. Those interventions serve as a guideline for the implementation of some concrete initiatives within the five traditional pillars of UN. Some specific adaptations and adjustments are taken into consideration to be aligned with the characteristics of the country or region.

Deliverable 3.6 "Cultural influences on road behaviors and attitudes towards road safety" analyzed the influence of culture on road safety with an application to the African context. A pilot study was undertaken for collecting data among African countries stakeholders. Data was collected through a qualitative investigation based on in-depth semi directive interviews with local road safety experts from five countries and a questionnaire survey targeted at the African road users. A focus is done on Burkina Faso, because of significant number of answers collected. The study deals more especially from the psychological approach with the safety of vulnerable road users, respect of the law by road users, bribery, and awareness about road risks. One main recommendation is to increase education efforts and to fit them to the local cultures.

To conclude, all WP3 deliverables have highlighted recommendations for road safety politics, which have now to be discussed with African road safety stakeholders.

All SaferAfrica deliverables are available on line at
www.saferafrica.eu/publications

The African Road Safety Observatory: towards a Pan-African Road Safety Knowledge and Data Centre

by NTUA - National Technical University of Athens, SaferAfrica WP4 Leader

www.africanroadsafetyobservatory.org

In order to improve the poor 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. Only few countries dispose suitable time series of road fatality data. The greatest lack in data concerns risk exposure and safety performance indicators. Even if road safety data are available in African countries they are not always comparable mainly due to under-reporting, different definitions of the variables, different years collected, collection methodologies etc.

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, an effort was made to assess the current situation of Africa in terms of road safety data, data collection systems and definitions and furthermore understand the needs of stakeholders in African countries in terms of knowledge, data and information tools. **(Deliverable 4.1 "Survey results: road safety data, data collection systems and definitions")**

Moreover, recommendations for a minimum set of harmonised data collection procedures and definitions that could be applied in the short- to medium term to improve African data collection systems were drafted. The recommendations refer to all types of data (accident, exposure and safety performance) and consist of a minimum set of data elements and a common collection system. In addition, a two-step approach was proposed including a) the improvement and harmonisation of the existing data and methods and b) the collection of new harmonised data. **(Deliverable 4.2 "Recommendations for a common data collection system and definitions")**

Aiming to provide a factual appraisal of road safety levels in Africa, to reveal critical issues and to indicate priority areas with high potential for road safety improvements, road safety data collected within SaferAfrica were analysed to identify key risk factors affecting road safety in African countries. Specifically, a data organisation and analysis system was developed in order to produce indicators and define the critical areas and challenges per topic and region of Africa. Road safety data were collected either from international databases or via questionnaires distributed to national experts within the context of the SaferAfrica project. **(Deliverable 4.3 "Data analysis and identification of risk factors")**

However, the key objective of WP4 and one of the main results of the SaferAfrica project is the development of **the African Road Safety Observatory** (African RSO) on line at **www.africanroadsafetyobservatory.org**. Working as a Pan-African Road Safety Data and Knowledge Centre, **the African Road Safety Observatory aims to support policy makers and stakeholders** with evidence of critical risk factors and related actions and good practices on the basis of high-quality data and knowledge. The development of the tool, based on the European Road Safety Observatory (ERSO), was adjusted to the specific needs of African stakeholders and particularities of road safety situation and data availability in African countries.

The African RSO is an ergonomic, user-friendly and efficiently designed web portal, which includes various knowledge and tools, such as statistics, reports, fact sheets, knowledge resources and links. A background database has been developed, exploiting all available data from various international data sources. Based on the data collected, **interactive maps and figures** are available in the African RSO, with key road safety data, analyses and information for the African countries. Another asset of the African RSO is that it is integrated with crowdsourcing functions, allowing thus the participation and the interaction of end-users, road safety experts and other related stakeholders.

The African RSO is open to the wide public already for 22 months (well ahead of the initially schedule) and **today it is a well-established and reference road safety observatory with global recognition**. The contribution of the African RSO is expected to be of very high value for the improvement of road safety in Africa, by creating the necessary capacity and motivating all public and private stakeholders for serious and continuous efforts for road safety improvement in all African countries.

All SaferAfrica deliverables are available on line at
www.saferafrica.eu/publications

Watch the video "African Road Safety Observatory. Learn, Explore, Participate.

Road safety and traffic management capacity reviews: an overview on SaferAfrica work

by SWOV – Dutch Institute for Road Safety Research, SaferAfrica WP5 leader

Work package 5 of the SaferAfrica project focuses on traffic management and capacity reviews.

Five countries, representing the main geographic areas of Africa, were selected to perform capacity reviews of their road safety management situation. The methodology adopted for the Road Safety Management Capacity Review (RSMCR) was based on the assessment framework outlined in the World Bank guidelines (based on Bliss and Breen, 2009). The selected five countries are: **Cameroon, South Africa, Kenya, Burkina Faso and Tunisia**. The capacity review deliverables for each country are **available as SaferAfrica reports D5.6 – 5.10 within the SaferAfrica website – publication section**.

Based on the results of the RSMCR, short term improvement plans are proposed based for each country's situation. These proposed plans can be adopted by the countries, or any country in the region that has similar issues, to improve their road safety management in the short-term. The details of the short-term improvement plans are presented in separate reports for each country (SaferAfrica deliverables D5.11 – 5.15). Examples of these short-term improvement projects covers project leadership and management (e.g. training programs for road safety institutions, project promotion, etc.), multi-sectoral interventions in demonstration (e.g. infrastructure safety improvements, enforcement programs, etc.), monitoring and evaluation systems (e.g. accident data collection, project performance measuring, etc.), and policy reviews (road planning and design standards against Safe System principles, legislative, regulatory and data system needs, etc.).

In addition to the improvement projects**, an organisational model**, based on the work by Small and Runji, is proposed for the countries' road safety lead agencies, **and procedures** for adopting road safety assessment (Small and Runji, 2014). This is an in-depth step taking the country's strengths and highlighting areas of weakness. The organisational model of the road safety management lead agency covers areas such as result focus, coordination, legislation, funding and resource allocation, promotion, monitoring and evaluation, and research and development and knowledge transfer**. A general organisational model is then formulated for the African context** in such a way that all the mentioned areas are covered, and the model can be established in any African country (task deliverable is SaferAfrica D5.16).

The final task of WP5 is the **evaluation of each country's road infrastructure and vehicle standards** and identifies strengths and weaknesses with regards to international safety standards (ERSF, 1996). Based on the evaluation results, strategies are developed to facilitate the implementation of the most promising and least impeded steps to improving road infrastructure and vehicle standards and enforcement. Evaluated concepts include safe vehicles, road design practices, vehicle design and performance standards, geometric design standards for roads, etc. The deliverables from task 5.5 of WP5 and reporting the situation related to vehicle and road design standards in the five countries are available as SaferAfrica reports D5.17 – 5.21.

The methodology adopted in this work-package can be implemented by any country to evaluate their road safety management situation. The results from the work-package tasks can be used by the specific countries, or any country that has a similar situation to any of the five evaluated countries to improve their road safety management. WP5 provides important input to other SaferAfrica WP's, especially WP3 "Fostering Dialogue on road safety and traffic management" in which country specific issues are used for developing issues relevant to entire regions.

Kampala, Uganda

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All SaferAfrica deliverables are available on line at
www.saferafrica.eu/publications

Capacity building and training actions: find out how can SaferAfrica support

by VIAS-Institute, SaferAfrica WP6 leader

SaferAfrica WP6 "Capacity building and training actions" is focused on education and training of professionals in the field of road safety, which is also one of the main recommendations of the World Report on Road Traffic Injury Prevention (WHO, 2004). Its recommendation 4 (allocate financial and human resources to address the problem) emphasis among other things on training programs across a range of disciplines for developing and implementing national road safety strategies.

After identifying training needs and making an inventory of existing courses, **a two-level course curriculum was developed (Deliverable 6.1 "Road Safety Curriculum for Africa"**) . The first level is conceptualized as a general introduction for professionals or students and gives an overview of all the basic knowledge. Level two is a further training course, but is only described in general terms. The **level-one course** is spread over 30 e-learning sessions which are available on the SaferAfrica website.

The following table gives an overview of the different subjects. These sessions can be used as an independent course, but parts of it can also be used in formal educational settings. All of them are spoken and written in English, but **three sessions are also available in French and in Portuguese**.

Besides this more general introduction course, **special focus was set on policy makers and people who work in governmental organizations**. On basis of a survey in different African organizations a general format was created. Taking into account the difference between regions and with the help of the persons who did a Road safety Management Capacity Review in WP5, content was described in more detail for each of the five involved countries. As a general conclusion, **two kinds of curricula were described** (learning outcomes, course plan, content, etc.): one with a classic 'compact' format (5 closed course days) and one with a spread format (5 course days, with an interval of one week). These formats are available in deliverable 6.3 [link] and can be used by any organization that wishes to plan a training. The program could easily adapted to local needs.

A lot of **different professionals are involved in road safety policy and interventions**: from the road building engineer, the data-analyst, police officer, to the teacher in schools, and off course many others. Beside their normal curriculum, it could be enriching to implement a few lessons on road safety. To manage this, a **train-the-trainer course was developed**. The handbook describes besides a few general issues on road safety, a clear plan for trainers to develop specific learning outcomes and methods to implement road safety in different curriculum (see **Deliverable 6.2 "Train-the-trainers manual"**)

This training got a try-out in Cameroon with the cooperation of the Minister of Transport and the ENSTP (Ecole Nationale supérieure des Travaux Publics) in Yaoundé. A report and evaluation is described in Deliverable 6.2-annex. This course was also a port of the last part of WP6 and was focused on building research capacity. A twinning project between CTL of Rome and ENSTP was put in action. **Students and professors of ENSTP came to Rome to participate in seminars and to work on a PhD-project under the supervision of CTL-staff members**. There was also a review of the ENSTP-curriculum and suggestions were made to optimize the program. The progress of this project and the results can be found in **Deliverable 6.5 Report on Twinning progam in Cameroon**. Based on this experience, terms of reference were developed to generate future twinning projects (**D6.4 "Terms of reference for twinning programmes"**).

Mod. 1: Concepts		Mod.4: safe roads		Mod. 6: safe vehicles	
Mod. 1: Concepts	General introduction	Mod.4: safe roads	Road life cycle (PO)	Mod. 6: safe vehicles	Active safety
	Road safety approach		Driving task and infrastructure (PO)		Passive safety
	Risk factors		Safe system principles (PO)		UN vehicle regulations
	Model for crash analysis		Crash contributing factors		Technical inspection
Mod. 2: Data collection	RS data collection		Assessing effects	Mod. 7: Post-crash care	Global vision
	Data analysis	Mod. 5: Safe users	Introduction (FR)		Medical care and rehabilitation
	Safety performance indicators		Vulnerable rad users (FR)		Mental health care
	Data & policy making		Education (FR)		PCR as an integrated approach
Mod.3: Management	Lead agency		Enforcement		Side components
	Building a RS strategy				
	Planning actions				
	Funding				

PO= also available in Portuguese

FR = also available in French

Table 1: overview of the different e-learning modules and sessions of the SaferAfrica project WP6

All SaferAfrica deliverables are available on line at
www.saferafrica.eu/publications

# Sharing of good practices: SaferAfrica Factsheets and Transferability Audit

by Loughborough University, SaferAfrica WP7 leader

Within the SaferAfrica project, the main objective of WP7 "Sharing of good practices" is **to analyse good road safety practices realised at country, corridor and regional levels in Africa** and to compare these practices with those of other countries and with international experiences. Road safety interventions are defined as those actions designed to target consciously chosen safety performance improvement objectives within the road transport system. Good practices in this area are those which have effects either directly measurable in terms of accident, casualty or injury reduction, or indirectly assessable through intermediate measures such as reducing speed, use of personal safety devices, uptake of safety systems, etc., which are known to influence safety final outcomes. For SaferAfrica, criteria used in the EU SUPREME project to select and describe good practice were adopted. These criteria include characteristics such as the existence of a focus on clearly identified road safety problems and knowledge of the active mechanism put in place to mitigate them; the relative size of the safety phenomenon addressed; a quantitative assessment of the likely impact of the intervention; a reported evaluation of effects; results from costs and benefits analysis; acceptance by public and policy makers; prospect of long term effects; and transferability.

Priority areas identified within the African Road Safety Action Plan were used to target the analysis of good practice and the selection of intervention examples that have the potential to contribute to the expected outcomes. These priority areas correspond to the five pillars (Road Safety Management, Safer Roads and Mobility, Safer Vehicles, Safer Road Users, and Post-Crash Response) and the two cross cutting issues mentioned in the Action Plan. **Over 200 interventions were reviewed** in total with 40 good practice examples from Europe, Africa and the rest of the World described in detail for the WP7 reporting: nine related to road safety management issues, seven to safer roads, five to safer vehicles, 14 to improving road user behaviour, three related to ameliorating post-crash response, and two showing the benefits of combining several interventions and gathering synergies between interventions within a specific local improvement objective.

Following the identification of good practice, **a Transferability Audit tool has been developed** in WP7 in order to assess the need for and the ease with which the examples of good

Good Practice Factsheet 2018

Pedestrians

Good Practice Factsheet 2018

Public transport

Good Practice Factsheet 2018

Powered two-wheelers (PTWs)
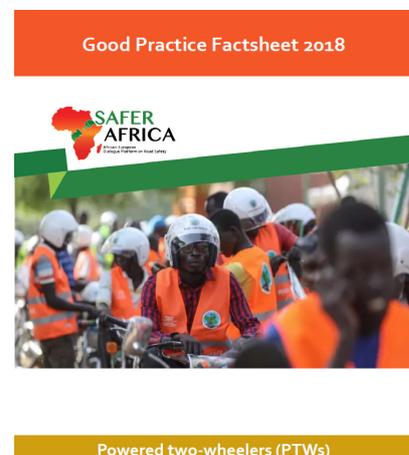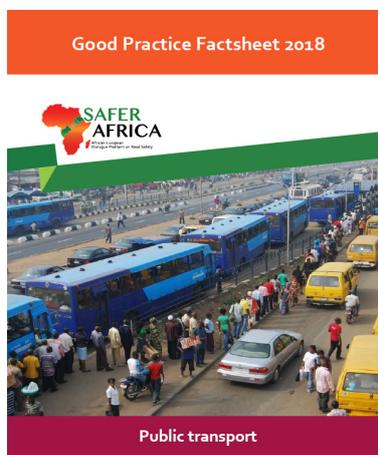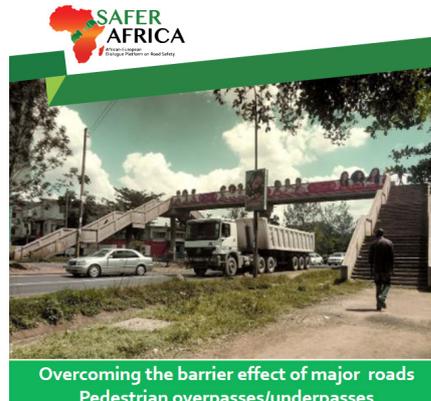
practice could be applied within a select group of African countries. Each road safety issue in a given country exists in a space defined by the economic, institutional, social and cultural factors which influence it. The road safety space varies from one road safety issue to another and from Country to Country, although some factors may be shared across road safety issues or across countries. For the SaferAfrica Transferability Audit the task has been to assess whether a given road safety intervention may alleviate what is perceived as a problem within one (or more) of the assessment area(s) provided by the Road Safety Space (i.e. Society/Culture, Economy and Institution) as research layers which describe the receptor context. **A Problem Priority Matrix (PPM) has been adopted to assess the transfer process** (i.e. mainly the applicability)of international road safety good practices to an African country, where rows represent road safety measures and columns the three Road Safety Space factors (Culture, Society, Economy and Institution). Relationships among rows and columns are scored and weighted by SaferAfrica stakeholders, to identify which

measures would be best placed to address safety issues at country level within Africa.

The transferability audit was completed by 14 road safety professionals with at least one representative from each of Kenya, South Africa, Tunisia, Cameroon and Burkina Faso. The transferability ranking has showed that the majority of interventions are medium challenging. Finally, analysing the problem scores across the Countries, the domain "Economy" has shown the highest scores, proving to be the most important barrier for transferability. Conversely, "Institution" is not perceived as a barrier.

The final task within WP7 is to propose a set of projects that could be adopted at a local level within Africa. This draws upon the assessment of good practice and transferability audit as well as result from elsewhere across the SaferAfrica project such as the capacity reviews (WP5), the identification of road safety risks (WP4) and the review of progress towards the African Road Safety Action plan (WP3).

All SaferAfrica deliverables are available on line at
www.saferafrica.eu/publications

Cultural values and road safety in Africa: insights

by Julien Cestac, IFSTTAR

There is plenty of literature about motor vehicle crashes produced by the last 50 years of traffic safety research. However, there is much less literature linking cultural factors with road safety. In fact, a direct relationship between culture and crashes would be difficult to observe as there are so many factors interacting with culture. Culture also interacts with the driving environment: for example drivers change their behaviour when they drive in another country. At the individual level, culture and driving environment interact also with more proximal environments: family, peers, neighbourhood and social media. Social norms (descriptive or injunctive) and cultural values can be congruent one with another or not, and thus have different impact on driving behaviours. Concerning road users' characteristics, some risk factors are universal (age, gender, and type of vehicle used), but their importance may vary depending on the country considered.

The study conducted in the framework of the SaferAfrica project was focused on the influence of culture on road safety, more specifically applied to the African context. A pilot study has been conducted to develop tools and start data collection among African countries on this topic. It consisted in two parts: a first qualitative part based on in-depth semi directive interviews with local road safety experts (from Burkina Faso, Cameroon, Ghana, Kenya and Tunisia) and a second part based on a questionnaire survey targeted at African road users. Only one country, Burkina Faso, totalized enough responses to the questionnaire to be analysed.

Results from this study showed that, from a psychological perspective, the main issues in the investigated countries are: safety of vulnerable road users, respect of the law by road users, bribery, and awareness about road risks. Cultural values and religious beliefs were found to influence risk perception and risk taking. In our Burkinabe sample, religious affiliation was a strong differentiator of relation to risks. Public policies will need to be adapted and developed accordingly. In particular, it is highly recommended to increase education efforts and to fit them to the local cultures.

According to these results, some priorities for interventions were identified. The first priority should be to increase the safety of vulnerable road users. More specifically, the powered two wheelers who are often overloaded, whose drivers are often not holding appropriate driving licenses and not wearing helmets, and pedestrians that are often lacking appropriate infrastructures (sideways and pedestrian crossings). It has emerged from the interviews and from the pilot survey that there is a lack of awareness about road safety in the populations. Moreover, the level respect of the law is quite low and partially linked in the central African countries with bribery. The distrust of the populations towards police forces may be aggravated by more general political events, as with the 2015 coup d'état attempt in Burkina Faso for example. More generally, traffic safety is often in African countries under the pressure of political challenges.

There are differences between countries, related to cultural factors and to the traffic safety political and social agenda, but also within a given country (for example, in Cameroon between the South and the North). These differences should be taken into account when designing road safety measures in order to maximize their efficiency they should be adapted to the local cultural values.

Religion is an important part of safety cultures, even more in Africa than in Europe. In Burkina Faso, where the main cleavage is between Catholics and Muslims we have seen how religion is linked to differences in risk perception: for example there was a stronger attachment to tradition among Catholics participants, whereas road libertarianism was found more frequent among Muslims. Previous works (Ngah Essomba, 2017) already demonstrated the importance of religious beliefs and religiosity as guidance for road safety behaviors in Africa. It would thus be a wise approach to cooperate with local religious authorities in the perspective of road safety.

Detailed recommendations are available in the SaferAfrica deliverable 3.6 "Cultural influences on road behaviours and attitudes towards road safety".

Find it at www.saferafrica.eu/en/Publications

Future perspectives of work for a Safer Africa

case of some research topics for master of Engineering Students at National Advanced School of Public Works (ENSTP) Yaounde-Cameroon

by Professor George Elambo NKENG, Director, Ecole Nationale Supérieure des Travaux Publics (ENSTP) Yaounde-Cameroon

Road safety is a very important aspect of the traffic and transport system in Cameroon. The number of road fatalities in Cameroon is estimated at more than 6000 in 2013 and the mortality rate (27.6 fatalities per 100,000 inhabitants). This rate is very high compared to other low and middle-income countries. Road crashes also have, besides a great emotional impact and an impact on quality of life, an important socio-economic impact. Several types of costs result from road crashes, such as medical costs, loss of productive capacity, property damage, administrative costs and human costs (pain, grief, sorrow, loss of quality of life). Costs of road crashes have been estimated to be at least 2.3% of GDP in low and middle-income countries indicating that road crashes have a higher socio-economic burden.

Adequate and accurate information and data on road safety and the related costs are essential to develop effective road safety policy strategies. However, incompleteness of road safety statistics due to under-reporting is a well-known problem in Cameroon as well as in many other low and middle-income countries. Moreover, information on the consequences of crashes in terms of medical treatment, health, ability to carry out daily activities, property damage and administration, as well as on the associated costs is not systematically recorded and made available. Data collected by the national gendarmerie for inter-urban road network and the national police for urban road network are not comparable and do not contain the same information format, which makes the analysis and production of national road accidents statistics difficult.

Several initiatives have been taken in Cameroon to enhance the availability and quality of road safety data, aimed at improving road safety decision making. Road accidents databases are being developed in Cameroon with the support of World Bank Financing and Cameroon has been a partner in the EU funded Safer Africa project, coordinated by the Center of Research in Transport and Logistics (CTL) University of Rome, La Sapienza. This project which is coming to an end aim at establishing a Dialogue Platform between Africa and Europe focused on road safety and traffic management issues.

Furthermore, the World Bank has initiated a research project aimed at assessing the socio-economic costs of road crashes in Cameroon. Specifically, the research project will investigate the range of data necessary for estimating social costs of road crashes in Cameroon and provide policy guidance on how to best establish appropriate policy formulation mechanisms that allows systems and individual who imposes risks on others to be responsible for the extra cost they impose. As part of the local capacity building

effort and objective under this research project, the Bank project team in coordination with CTL (responsible for developing the centralized accident database and research center in Cameroon) is working in liaison with the ENSTP students. This ongoing collaborative effort will provide opportunities for students to get involved in scientific research on road safety under the guidance and mentorship of season researchers and experts aimed at improving their research capacities and knowledge.

This four road safety research topics for the Master of Engineering students of the NASPW, that first topic which is a more general road safety topic while the other three concern key stakeholders in road safety (police/ gendarmerie, health care and insurance companies). The data that will be collected in each of the studies will not only serve to answer the particular research questions but will equally serve as an input for the World Bank global study on the socio-economic costs of road crashes in Cameroon. In addition to the specific data collection for each topic, a joint household survey will be conducted that is aimed at collecting basic data needed to answer the research questions.

A. RESEARCH TOPICS

1. Causes of road crashes and policy options to reduce crashes

2. The role of police and emergency services in road safety management

3. Post-crash care and health consequences of injuries

4. Role and contribution of insurance companies in building a road safety data system

Kampala, Uganda

B. SELECTED RESEARCH STUDENTS, THEIR SUPERVISION AND TIME FRAME

Twelve students of the fifth year of the Master of Engineering (MEng) programme in Civil Engineering selected after a joint interview with the World Bank have been assigned the different topics. The topics which fall within the four themes outlined above will serve as their end of course MEng dissertation. Four of the students who represent each of the themes had an academic visit to CTL, University of Rome, La Sapienza where they enriched their knowledge and their research skills on Road Safety. The four students have already shared their experience with their classmates.

The aspects which will be looked at by these students include:

- Identification and analysis of geometric parameters and the contribution of road degradation to road accidents
- Optimal repairs of transport infrastructure in urban areas.

Those aspects will be examined for a number of road corridors which include Bafoussam-Douala, Yaounde-Douala, Yaounde-Bertoua, Yaounde-Bafoussam, Yaounde-Ebolowa and for Urban towns they will include Edea, Yaounde, Douala, Bafoussam and Kribi

Besides the six academic research supervisors designated by ENSTP and 2 or 3 from CTL, The World Bank Team in collaboration with the ENSTP and CTL will identify ten (10) practicing experts in the field who will serve as External supervisors for the various research Teams.

The research is meant to be delivered by end of December 2019. ENSTP is charged with the responsibility of establishing a time-table corresponding to this deadline.

CONCLUSION

With the results of (The African Road Safety Observatory) exploitation of the Safer Africa, Horizon 2020 project, the reinforcement and training of human capital for and research on road safety, the existence of the Centre for Analysis of Accidents, and the eventual creation of Centre of Excellent for Road Safety, ENSTP will be contributing to the achievement of a "Smart, green and integrated transport" for Africa.

📌 NEWS

African Road Safety Observatory

The African Road Safety Observatory is a space for interaction to highlight the relevant road safety needs in African countries. The African Road Safety Observatory includes various knowledge and tools, such as statistics, reports, fact sheets, knowledge resources and links and it is integrated with crowdsourcing functions to facilitate the participation of experts and end-users. Moreover, the Observatory, through a reserved area, is designed as a tool for managing all the activities of the Dialogue Platform for the consultancy of a Management Board as well as of a Stakeholders Group.

Visit the African Road Safety Observatory at **www.africanroadsafetyobservatory.org**
Share the video "African Road Safety Observatory. Learn, Explore, Participate!"

📌 NEWS

Access the SaferAfrica public deliverables

All the SaferAfrica public deliverables produced within the project together with relevant thematic publications are made available on the SaferAfrica website - Publications Section.

More info

📌 EVENTS

CITA RAG Africa Meeting will be held in Marrakesh, Morocco, on 30th and 31st October

The next CITA RAG Africa Meeting will be held in Marrakesh, Morocco, on 30th and 31st October CITA is a partner of the SaferAfrica Consortium.

More info

📌 EVENTS

Abu Dhabi World Road Congress will take place from 6 to 10 October

The Abu Dhabi World Road Congress will take place from 6 to 10 October, under the topic "Connecting Cultures, Enabling Economies". The aim is to enable multilateral talks as innovative way to establish new ideas towards better understanding not only of road, infrastructure and transport works but also regarding the cultural part. SaferAfrica team will be presenting the paper: "Developing safe system projects in Africa" .

More info

📌 EVENTS

AIIT International Congress TIS Rome 2019 will take place on 23 – 24 September

The AIIT International Congress TIS Rome 2019 will take place on 23 – 24 September i with the aim to promote the knowledge of the new trends of development of mobility systems and transport infrastructures. SaferAfrica team will present a paper titled "Improving road safety knowledge in Africa through crowdsourcing: the African Road Safety Observatory".

More info

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CORRIDOR ABIDJAN - LAGOS ORGANISATION

SWOV INSTITUTE FOR ROAD SAFETY RESEARCH

SSATP Africa Transport Policy Program

International Road Federation Fédération Routière Internationale Federación Internacional de Carreteras

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