



ROAD SAFETY WORKSHOP FOR ANGLOPHONE AFRICA

MEETING REPORT

13-15 December 2016, Nairobi, Kenya

I. Introduction

1. Africa faces a rapidly increasing road crash tragedy, completely disproportionate to the level of motorization and road network density. It is the cause of unbearable human and economic losses to the region. Africa, as a region has the highest rate of road traffic fatalities. In a region where 50 % of the population is below the age of 16 years, road crashes also place a heavy burden on the continent's younger generation. Much needs to be done to address this problem and African countries are committed to address this challenge by signing off on the Decade of Action for road safety and also developing the African Action Plan and African Road Safety Charter. One of the primary steps towards addressing the issue would be acceding to and effectively implementing existing United Nations road safety agreements and conventions. However, not all governments are familiar with these legal instruments and many governments are not yet contracting parties. In particular, the Africa region has a relatively low number of contracting parties. The benefits of harmonization of road safety legal instruments and conventions throughout the region and world are clear as it would facilitate the implementation of quality and comparable laws that protect road users, cross-border traffic flows as well as improve efficiency and lower costs of transport, which ultimately leads to higher quality of life.

Another major stride towards achieving the Decade of Action (DoA) goal is to provide better, more reliable data on crashes, the factors responsible for the different types and the magnitude of casualties (fatalities, injuries, costs). This data will inform policy-makers about the scope and severity of the problem and, in turn, argue for greater attention, more systematic planning, and allocation of more resources for prevention efforts. Effective road safety plans and programs need to be guided by good quality data. Some African countries have developed road crash data information systems, but in many cases the data is incomplete or inadequate to be able to provide a clear baseline and detailed understanding of the causes of crashes. Various groups and organizations use crash and related injury and death data for a number of purposes, however, for it to be effective for planning and evaluation of road safety action across the region, it is important that regional and national data management is carried out in a systematic and uniform manner using standardized tools and procedures.

2. A regional workshop was hosted by the Kenya National Transport and Safety Authority (NTSA), and co-organized by the United Nations Economic Commission for Europe (UNECE), United Nations Economic Commission for Africa (UNECA), the Africa Transport Policy Program (SSATP), the World Bank and the International Traffic Safety Data and Analysis Group (IRTAD) of the Organization for Economic Cooperation and Development (OECD), in Nairobi, Kenya from 13 to 15 December 2016. The meeting focused on strengthening road safety governance, through knowledge of the United Nations legal instruments pertaining to road safety, as well as on road safety data management.

3. The workshop covered the United Nations road safety legal instruments, fundamentals of road safety data management and what would need to be done for African countries to monitor progress towards the Global Decade of Action for Road Safety. The workshop was also one of the important activities of building the capacity of targeted countries, in committing to a shared program of regional and national road safety activities geared at accelerating knowledge transfer, strengthening institutional capacity and scaling up road safety investment. Furthermore, it provided a platform to remind African governments of their leading role in achieving the road safety-related SDG targets and in implementing activities of the African Action Plan for Road Safety.

II. Participation

4. The workshop was attended by relevant stakeholders of the Anglophone African countries, including Ministries of Transport, Road Safety Councils & Commissions of the member States, Corridor Management Institutions, the Health and Private sectors, NGOs, and Development Partners (*the full list of participants is attached as annex 1 to this document*).

5. The workshop was declared open by the Principal Secretary, State Department of Transport, Ministry of Transport, Infrastructure, Housing and Urban Development of Kenya, Mr. Irungu Nyakera. Opening statements were also made by Mr. Jean Todt, UN Secretary-General's Special Envoy for Road Safety, Mr. Francis Meja, Director General for National Transport and Safety Authority of Kenya, Mr. Robert Lisinge, Chief Operational Quality Section of UNECA, Mr. Fred Wegman, Chair of International Traffic Safety Data and Analysis Group (IRTAD) and Mr. Andre Dzikus, the Coordinator of Urban Basics Service Branch of UN-Habitat.

6. All the speakers highlighted the lack of reliable and comprehensive data which impedes the prioritization of road safety among other national development challenges and priorities in Africa. The costs incurred due to unsafe roads are huge in Africa and could outweigh the benefits experienced from the ongoing growth boom within the continent. The presenters called for a renewed political will, if African countries want to improve the road safety situation on the continent. It was noted that as inland transport grows, the United Nations legal instruments also increase in significance as they provide a common framework for national standards and legislation on key road safety issues. The Secretary-General's Special Envoy for Road Safety highlighted that progress in Africa is critical to achieving global goals on road safety.

III. Tawia Addo-Ashong of the SSATP welcomed the participants and set out the objectives of the workshop and moderated a tour de table to allow each participating country to say a few words about their status and their expectations.

- IV. Mr. Antonino Tripodi, Research Fellow at the Research Centre for Transport and Logistics (CTL) informed participants about the SAFER AFRICA Initiative. He stated that the project was approved and funded by the European Commission in the framework of the Horizon 2020 “Mobility for Growth” within the “Smart, Green & Integrated Transport” Work Programme. The project coordinator is the Italian University “La Sapienza” while the project consortium is based on the participation of 16 partners coming from different European and African countries, aimed at establishing a Dialogue Platform between Africa and Europe focused on road safety and traffic management issues. Safer Africa will represent a high-level initiative providing recommendations for the full implementation of the African Road Safety Action Plan and the African Road Safety Charter, as well as fostering the adoption and implementation of specific budgeted initiatives.

The work programme of the workshop is attached to this document (*annex 2*).

V. **Issues Discussed** (*see below*)

Session 1: Overview: The Importance of Road Safety Data

✚ Mr. Robert Lisinge of the UNECA presented the “Status of Road Safety Data Management in Africa”. He outlined the progress made in the implementation of African Road Safety Plan of Action, noting a number of achievements in all pillars of the Plan. Mr. Lisinge noted that despite progress made, some challenges remained, including the following: road safety data management not being top policy priority, weak institutional and technical capacities, lack of necessary data collection materials as well as disaggregated data, inconsistency of definitions, lack of co-ordination among key stakeholders, among others. He informed participants that according to the African mid-term review report on the implementation of the African Road Safety Action Plan 2011-2020, data management continues to be a major challenge in most African countries. He noted, however, that some countries have implemented appropriate interventions to improve the management of road safety data (*examples include the introduction of computerized road safety database, and Web-based System, among others*).

✚ The Chair of IRTAD, Mr. Fred Wegman, made a presentation in the above stated session. He discussed the work of the IRTAD, which aims at advancing international knowledge on road safety and contributing towards reduction of the number of traffic casualties. With around 70 members and observers from 40 countries, the organization has become a central focus for the promotion of international co-operation on road crash data and its analysis. He reiterated that good quality road safety data is fundamental to understanding road safety problems, to communicating them and to assessing successes and failures of interventions. Mr. Wegman stated that without road safety data, it is not possible to carry out evidence-

based policies and programmes. He also further pointed out that training of data analysts is an excellent way of capacity building.

In the discussions that ensued, participating countries raised the following issues:

- ✚ Despite the growing burden of road traffic injuries on the continent, road safety has received insufficient attention at both regional and national levels. The reasons include lack of general awareness and specific information about the scale of the problem, its negative impacts on health, social and economic costs incurred due to road traffic crashes, and about interventions that can prevent crashes or reduce the harm they cause. Similarly, participants noted that in some countries, there are no specialized or targeted institutional frameworks for road safety, which would ensure mitigating measures are developed and implemented to lessen the scourge of RTI (*Eg. Liberia, Gambia, Uganda, Mauritius, Botswana, South Sudan*).
- ✚ Participants identified the lack of defined leadership roles (*champions*) who could ensure that road safety efforts are coordinated to effectively address the problem. Equally, in such environments, political will has been frequently lacking to develop and implement effective road safety programmes in Africa.
- ✚ The meeting noted that significant benefits and cost-savings can be gained if road management and lead agencies have the capacity to readily share common/harmonized data with each other. Presently, only limited comparisons between African countries can be made due to the inadequate data.
- ✚ The delegates proposed the following: (i) sharing of best practices across African countries, (ii) ensuring greater investment in public health communities, and (iii) collaborating to a greater extent with the police force. Lack of targeted interventions in many countries, weak enforcement of road safety laws, as well as lack of funding were noted as major hindrances to progress.
- ✚ The member country representatives observed that in most African countries, there was a large gap in the quality and coverage of data that countries collect and report on Road and Traffic Injuries (RTI).
- ✚ The meeting noted growing urbanization and expanding road infrastructure in most African countries. Safety considerations in land-use planning and road design are not adequate to support growth in urban infrastructures in the region.

African countries have many competing issues that require governments' immediate attention. In most African countries' governments, road safety has not been among the top priority issues. In addition, lack of road safety awareness and capacity have compounded the issue as reflected by the minimal commitments from the African leaders. These factors have been cited as major constraints to the implementation of the provisions of African Plan of Action for Road Safety.

- ✚ In most African countries, post-crash care is weak or non-existent with resource constraints being cited as the main factor affecting the provision of adequate care. This calls for proper government commitment and actions to curb the scourge of road crash injuries and fatalities and in so doing, it focuses the development of Africa on a more sustainable pathway.
- ✚ Sound evidence is a fundamental requirement in road safety management in order to channel resources where they are needed most as well as to assess the performance of multiple elements of the road safety practices. On the same note, knowledge of the present status and progress of road safety at regional and country levels is fundamental to identifying gaps and determining areas for effective interventions. In spite of its importance, the generation of data/evidence to support road safety policy design and implementation is grossly inadequate in most African countries compared to other sectors.

The meeting agreed on the following recommendations:

- ✚ Initiatives should be taken to improve data quality and collection methodologies, so that better comparisons can be made across the region.
- ✚ The status of the road designs, legislation and enforcement, vehicles and post-crash-care are still inadequate in most African countries. These inadequacies can be resolved systematically by taking lessons from safety practices of developed countries and implementing UN legal instruments.
- ✚ African countries should leap-frog to acquire good road safety practices and systems by building the institutional and human capacity of their lead agencies as well as learning from existing successful practices. A well-known practice which many African countries can adapt to their context is the Safe Systems approach which is based on a holistic view of the road transport system. The Safe Systems approach addresses the interactions among roads and roadsides, travel speeds, vehicles and road users and recognizes the limitations of human performance and shares responsibilities amongst the different actors in the system.

- ✚ Some countries noted that human error is the most common factor accounting for more than 85% of all traffic crashes (*Eg.* Ethiopia). Therefore, road safety policy that targets ‘behavioral’ approaches which induce change in individual attitude and conduct, such as drink-driving, non-use of seat belt, and speeding, among others, is critical for sustainable safety. Furthermore, efforts should be garnered towards achieving a culture of safety throughout the continent.

Session 2: Collecting Crash Data

- ✚ During this session, the participants received a presentation from the representative of the WHO, Dr. Melecki Khayesi and a retiree police officer from Belgium, Mr. Hubert Ruypers.
- ✚ Mr. Melecki Khayesi presented on the minimum data elements for a common road crash dataset that can be used for national analysis and planning. His presentation highlighted the following:
 - Data utilized in the public health approach to road safety policy;
 - Why minimum data set is necessary;
 - Criteria for selecting minimum dataset; and
 - Proposed minimum data set.

Participating countries raised the following issues:

- ✚ The quality of decision making in road safety and injury prevention is dependent on the quality of data on which decisions are based. Countries need to develop a national minimum data set, *standard tool for collecting data*, for an information management system to study traffic crashes in the region. It is obvious that there are considerable gaps in most African countries in terms of required minimum data sets, and these need to be addressed.
- ✚ A minimum data set ensures uniformity of data when combining sub-national data sets and for regional comparisons.
- ✚ Current road safety practice is characterized by broadly using traffic crash data collected by different bodies with the main objective of producing official statistics and guiding road safety policies and interventions. However, the use of these statistics for evidence based policy recommendations shows serious limitations given the varying definitions and data collection methodologies procedures used. In this context, it was recommended that there is a need for redesigning and modernizing the traffic crash data collection systems - and more specifically the traffic accident statistical form –in most African countries and

come up with minimum indicators with similar definitions and approaches for data collection

- ✚ Data is central in the public health approach to road safety policy, and quality population data is clearly important but it takes time to build the infrastructure to collect even basic death and injury data accurately.

The meeting agreed on the following recommendations:

- ✚ The criteria used in selecting the minimum set of road safety data indicators for African countries should include the following: the indicator should be:
 - Useful for road crash analysis;
 - Comprehensive and concise values; and
 - Not difficult or impossible to collect.
- ✚ To create a common dataset, countries need to define the minimum data elements and specify uniform definitions and criteria so that this minimum dataset is uniformly understood by all those who will use the data.
- ✚ Having a regionally agreed definition of “serious” injuries will help the road safety community on the continent to better understand the consequences of road crashes and to monitor progress.
- ✚ Trauma care centers and their associated care have proved crucial in limiting mortality from injury. Interventions directed at trauma care systems, which includes the provisions for pre-hospital care, focus primarily on improving patient outcomes.
- ✚ Police reporting rate is very low in most African countries. Under-reporting varies mainly according to injury severity, to road user type and third party involvement, comparing casualties with no third party insurance to those who have one. Under-reporting also varies with road type, road environment (urban/rural) and type of police force, all of which are structurally dependent.
- ✚ Planning for the prevention of traffic crashes requires "**Minimum Data Set**"(MDS) that are compliant with health information that informs crash prevention efforts. Standard data infrastructure presents policymakers and government officials with a great opportunity to strengthen and integrate existing crash information systems. For example, a presentation was delivered on how to deploy iMAAP mobile solutions, which are developed by the UK's Transport Research Laboratory (TRL), for better management of road crash database system.

- ✚ Participating countries outlined the need to change and refine crash costing methods, definitions, data issues and limitations, and the implications for future updating of crash values.

Session 3: Status of data collection and crash data system in African Countries

- ✚ **Nigeria:** The representative of Nigeria, Dr. Boboye Oyeyemi, presented on the Federal Road Safety Commission (FRSC) experience on compiling road safety data and establishing a crash data system. Following a series of reforms introduced particularly on crash data management, FRSC is a good example of a lead agency in Africa and it is recommended that other African countries learn from the Nigerian experience. Figures from the FRSC show that road traffic crashes have been reduced by half.
- ✚ **Ghana:** Mrs. May Obiri-Yeboah (NRSC) provided an update of progress in Ghana in the areas of data collection, crash data systems, as well as a focus on the ranking of fatalities by road users' type and class. In Ghana, the Building and Road Research Institute (BRR) of the Council for Scientific and Industrial Research (CSIR) maintains the road traffic crash database with information on road traffic crashes and casualties from 1991 to 2015. The existing road traffic crash/casualty data are managed using the off-the-shelf-software microcomputer crash analysis package (iMAAP) developed by TRL, UK. The speaker also indicated that the increasing number of motorbikes for commercial use has led to motorcycle users suffering the highest burden of death and disability in Ghana.
- ✚ **South Africa:** Ms. Magadi Gainewe (RTMC) spoke on the progress of road safety, focusing on road traffic information, crash investigation and recording in South Africa through coordinated strategic planning, regulation, facilitation and law enforcement in respect of road traffic matters by the national, provincial and local spheres of government.

Participating countries raised the following issues:

- ✚ A credible crash database is a crucial element of all road traffic safety activities and is essential for the diagnosis, monitoring and evaluation of RTIs;
- ✚ Planned and consistent training of the Police and agencies involved in the crash database systems is key to ensuring a reliable and credible data for policy formulation, strategies and safety research.

- ✚ Committed funds should be made available to help establish crash data quality assurance mechanisms that improve underreporting and deficiencies in the database.
- ✚ Overall, data shortfalls identified are namely, 'non-reporting' and 'under-recording'.
- ✚ Given that reporting in the various countries is not standardized, comparing safety data between African countries is difficult. Also, underreporting has been acknowledged as a common problem for many African countries.
- ✚ The police do not collect information on all non-fatal crashes, partly because the legal requirement to report crashes to the police varies from country to country. The use of hospital road casualty data should therefore be encouraged to augment police records.
- ✚ Urbanization, particularly in Africa, has been accompanied by increased levels of road crashes. The growing number of crashes and feeling of insecurity that city dwellers are facing daily is one of the major challenges around the continent.
- ✚ Lack of quality infrastructure is at the core of many of the challenges faced by rapidly urbanizing African cities. Underinvestment in road maintenance also reduces the safety of roads and security of the population. African countries need to urgently provide long-term solutions to social, economic, and governance costs of road traffic crashes, particularly in cities, and promote **inclusive policies** targeting the most vulnerable groups for safer cities for all populations
- ✚ Building capacities of road safety professionals including the traffic police and health officers is paramount in addressing road safety concerns.
- ✚ The number of motorbike crashes has increased exponentially. Some measures are being taken to try to stem the problem (*For example, in Uganda, Capital City Authority is attempting to introduce new regulations; other initiatives are also being introduced such as the Global Helmet Vaccine Initiative*).
- ✚ Presenters recommended the following actions for African countries:
 - Make conscious efforts to build modern crash data infrastructure;
 - Build high capacity networks that can facilitate daily collection of crash data;
 - Be open to improvement of current crash data architecture but accommodate cultural diversity in upgrading the crash data system;
 - Reach out for more knowledge and collaborate with others for improvement of the existing systems.

Session 4: Compiling Data: Establishing a crash data system – Experience of European and Asian/African countries

✚ Mr. Antonino Tripodi, Research Fellow at the Research Centre for Transport and Logistics, University of Roma, made a presentation on the requirements to set up, update and maintain a crash data system. He stated that only 22% of countries are able to provide information on deaths in traffic crashes, injuries, and their economic impacts. He indicated that data analysis is an important tool for determining the main safety problems toward which measures should be directed. Mr. Tripodi gave an example of a project to develop an automated road crash database in Cameroon that involves the creation of a Traffic Accident Analysis Center. His presentation highlighted the following:

- A database is not only a repository of data, it's rather a set of functions and competences, differentiated based on the territorial level;
- It is crucial to detail competences needed, support tools and the activities to be realised;
- A precise definition of the activities and their timeframe helps realising punctual analysis using recent data;
- The databases should be designed based on an integrated vision at national and international level and on a top-down approach.

✚ Mr. Subu Kamal, Strategic Applications Director of Transport Research Laboratory, UK, provided an overview of TRL's iMAAP and iMAAP Mobile software systems, which are based on the latest multiple platform technologies that enable police officers to use tablet computers and mobile phones to collect real-time road traffic crash data at the scene of an incident. He stated that the system also provides road safety specialists with powerful analytical tools for identifying crash trends and cluster sights, enabling more efficient and effective road safety interventions to be developed and deployed. It is hoped that this kind of innovative tool, will support lead road safety agencies in reducing the number of people dying on the region's roads.

✚ He further stated that the tool uses spatial methods/analysis to provide a greater understanding of crash patterns and processes that cause them.

✚ The following suggestions were made by delegates:

- The need for political commitment across all ministries concerned to deal with challenge of road crashes;

- A broad strategy involving education, engineering and enforcement to deal with RTI;
- A clear vision and numerical targets for road crashes reductions in the different categories;
- A concrete plan with specific measures for implementation and enforcement;
- Institutional coordination within and between different levels of government and with private actors/regional bodies;
- Careful and critical evaluation of measures and their effectiveness;
- Participating countries are encouraged to deploy TRL's iMAAP mobile software systems or similar tools.

Session 5: Safety Performance Indicators

- ✚ Mr. Stergios Mavromatis of the National Technical University of Athens in Greece made a presentation on methodologies to collect and monitor Safety Performance Indicators (SPIs). He highlighted the recent SPIs that have been proposed by road safety practitioners as a useful baseline in comparing countries on different risk aspects of their road safety system. In this respect, he noted that SPIs should be actionable, that is, they should provide clear directions for policymakers about what action is needed and which priorities should be set in order to improve a country's road safety level in the most efficient way.
- ✚ Based on the framework for safety performance indicators, the good and bad aspects of road safety can be identified for each African country. Moreover, targets and priorities for policy actions can be set. He also stated that the SPIs use qualitative and quantitative information to help in determining the program's success in achieving its objectives. In order to properly perform their function, SPIs need to be relevant to the program's desired outcomes and objectives, and to be quantifiable, verifiable and unbiased.
- ✚ Mr. Henk Stipdonk, Head of Assessment and Forecasting Department at the Dutch Institute for Road Safety Research (SWOV), shared the experience of Netherlands and Sweden in using SPIs. Furthermore, Mr. Stipdonk observed that additional safety performance indicators (rather than crash/ injury numbers) provides a means for monitoring the effectiveness of safety actions applied in these countries. His presentation highlighted the following:
 - The most relevant SPI's are those that represent the most serious road safety problems.
 - SPIs must be relevant to suit different countries (European SPI's may not be the most relevant for African countries)
 - Some topics for consideration for African countries are as follows:
 - Speeding
 - Alcohol
 - Road structure (sidewalks, safe crossing)

- ✚ The presenters suggested that African countries need to consider the use of safety performance indicators (SPIs) as an immediate step to address the road safety challenges. Additionally, the SPIs (indicators) must measure operational conditions of the road traffic system that influence the system's safety performance of countries.
- ✚ Ex-post and ex-ante evaluations are critical to further underpin road safety management decisions on the continent. In addition, transferability of results from one setting to another (*external validity*) is indispensable in order to get a good picture of the findings (*casualty/causes*).
- ✚ Member States were urged to define minimum indicators and methodological approaches to collect the data in a regular and harmonized way. Similarly, mainstreaming of regular monitoring and updating of SPIs as part of African countries' national safety strategies was also recommended.
- ✚ Development partners and road safety practitioners were urged to provide technical guidance – *share experiences* – with African countries regarding data collection and observation methodologies (such as case studies, sampling and sample size, data collection timeframe, and measuring protocols) as well as data administration, among others, in order to produce harmonized sets of SPI and MDS that are comparable over time and between countries at an African scale. Also recommended was the collaboration and creation of synergies among the various independent bodies that collect data on SPI/MDS (*such as road authorities, enforcement, health, different tiers of government, among others*) and recognition of the important roles they play in achieving high levels of road safety.

Session 6: Linking Police and Health Data

- ✚ This session consisted of presentations from Mr. Henk Stipdonk, Head, Assessment and Forecasting Department, Dutch Institute for Road Safety Research (SWOV), and Dr. Gladwell Gathecha, Head, Violence and Injury Prevention Unit, Ministry of Health, Kenya.
- ✚ Both presentations highlighted the limitations of independent institutional databases (police versus hospital). The presentations indicated the need to link and match databases from different sources. It was noted that by matching databases, it is possible to find an acceptable estimator for the real number of victims.

Participating countries raised the following issues:

- ✚ Many developed countries have carried out record linkage procedures of police and health data for a number of years. Some carry it out periodically; however, there are great differences in the methodology used. Some countries link the data manually, while others use deterministic linkage allowing certain level of tolerance in the variables or matching exactly the identifier variables. Other countries used probabilistic record linkage based on weights such as US or distance-based such the Netherlands.
- ✚ A number of participating countries, which have improved their road safety performance use both crash injury data collected by the police and health sector data.
- ✚ Many countries do not possess required human resources capacities to develop and implement an effective road safety programme. Appropriate training programmes should be undertaken as a matter of priority. *A good practice that can be emulated by other African countries is the Nigerian example whereby Nigerian FRSC in partnership with Shell Company managed to train communities to handle injuries along the high-risk corridors.*
- ✚ Moreover, medical staff should be trained in order to systematically classify (road traffic) injuries using International Classification of Diseases (ICD) and to assess severities with indices such as the Abbreviated Injury Scale (AIS) or the Maximum Abbreviated Injury Scale (MAIS). This information, without personal information, should be made easily available for statistical purposes, policymaking and research.
- ✚ The linked data in the road injury database should be used to provide an overall understanding of road safety performance in Africa, in particular with respect to the relationship between the police crash data and the hospital admission data.
- ✚ Data should be widely shared among the relevant authorities and concerned groups, particularly those responsible for traffic, law enforcement, health and education.

Session 7: Data analysis for supporting decision makers

- ✚ Mr. Henk Stipdonk, Head, Assessment and Forecasting Department, Dutch Institute for Road Safety Research (SWOV) and Mr. Duncan Kibogong, Head, Road Safety Strategies and County Coordination, National Transport and Safety Authority, Kenya, made presentations. Mr. Stipdonk outlined the possible avenues to influence policy, as follows:
 - Arrange for sound data that are at least representative;
 - Stratify the data into relevant groups;
 - Use graphs first, and tables/statistics later;
 - Set meaningful, measurable, simple targets;
 - Look for analyses that translate into measures;

- Focus on effective measures for large groups;
 - Focus on the most important and the most effective; and
 - Convince politicians by press/electorate/parliament.
- ✚ Both presenters indicated that evidence-based approaches are critical for successful road safety policies/interventions – supported by crash and other detailed road safety data to influence politicians.

The meeting agreed on the following recommendations:

- ✚ Overall, there is an urgent need to improve the publicly available road safety data in African countries. This will enhance monitoring of the burden of traffic injuries and deaths, enable sound interpretation of national road safety data, and allow the formulation of effective road safety policies and programs.
- ✚ A proposal to have one or more well-known political leaders to actively champion road safety was recommended as such an initiative will boost the RS efforts on the continent
- ✚ Well-targeted investment of financial and human resources can reduce road traffic injuries and deaths considerably. Information from other African countries on their experiences with various interventions can help in reducing the costs of road traffic injuries and death on the continent. Such interventions can be replicated at minimal costs across the continent.

Session 8: Benchmarking road safety data (nationally - internationally - role of IRTAD - Regional Observatories)

- ✚ Mr. Fred Wegman, Chair of International Traffic Safety Data and Analysis Group (IRTAD), made a presentation regarding road safety benchmarking experiences of IRTAD. He explained that road safety is an important policy area that can benefit from the implementation of various international benchmarking practices. It is therefore widely advocated by most countries and international bodies nowadays. However, performing a successful road safety benchmarking practice is by no means easy. Challenges exist from the definition of benchmarking framework at the very beginning to the final decisions in terms of identification of best practices and establishment of a continuous process of mutual learning.
- ✚ Mr. Stergios Mavromatis from the National Technical University of Athens, Greece, made a presentation on Safer Africa Road Safety Observatory Project. He stated that the objective of the initiative was to expand the knowledge, support and increase the awareness

of African stakeholders, policymakers and end users on road safety. The project is envisaged as a Pan-African road safety observatory that collects a range of information types. These include, a series of data protocols and collection methodologies, national and in-depth crash data, exposure data and safety performance indicators. It will also gather harmonized/specialist information on road safety practices and policy in African countries.

- ✚ The observatory will enable continental organizations such as AUC, development partners and road safety practitioners to monitor progress towards targets, identify best practices, and ensure that new regulatory and other safety actions will result-in the maximum casualty reduction. All data assembled or gathered within the project will be available over the web to the entire road safety community.

The meeting agreed on the following recommendations:

- ✚ Benchmarking the road safety performance of African countries as a basis for learning and speeding-up positive developments;
- ✚ A complete picture of casualty totals from road crashes is needed to fully assess the consequences of road crashes and monitor progress; and
- ✚ Participating countries identified key challenges for further consideration including data collection, analysis and reporting, where a re-focusing of activities was required to enhance the chances of meeting the 2020 casualty reduction targets.

Way Forward: Harmonization of Road Safety Data Management in Africa

Dr. Pieter Venter presented an initiative by ECA and SSATP to harmonise road safety data management in Africa. It entails a study whose overarching objective is to improve road safety management at the national, sub-regional and regional levels in Africa by harmonising road crash data collection, analysis and reporting by countries on the continent. The adoption of common road safety indicators and harmonisation of road crash data will ensure comparability of data among African countries and between countries on the continent and the rest of the world. The goal is to adopt common definitions and data collection methods for the selected indicators. In essence, the initiative seeks to develop standard procedures for road crash data collection, storing, analysis and reporting.

The findings of the study including a minimum set of road safety indicators would be discussed at the next SSATP annual meeting to be held in 2017. It is envisaged that these indicators will be endorsed at the meeting of the *AU Specialised Technical Committee on Transport, Intercontinental and Interregional Infrastructures, Energy and Tourism* to be held in March 2017 in Lomé, Togo.

Session 9: United Nations Road Safety Conventions

- ✚ Mr. Robert Nowak and Mr. Lukasz Wyrowski, both from UNECE, gave an overview of three United Nations road safety conventions, namely the 1968 Convention on Road Traffic, 1968 Convention on Road Signs and Signals, and the 1997 Agreement concerning the adoption uniform conditions for periodic technical inspection of wheeled vehicles. Both presentations highlighted the negative aspects posed by the lack of consistency in international traffic rules, in road signs and signals to road users and road safety and the growing need for harmonization. They also discussed the benefits of being party to these Conventions as well as explained the process to accede to any of the United Nations road safety conventions. The presentations noted road safety benefits of international harmonization of traffic rules as well as economic benefits of enhancing international road transport and tourism.
- ✚ United Nations road transport agreements are under-utilized in the region. Having so far failed to accede to them, most African countries cannot take advantage of their substantive benefits. Many countries also lack the basic governance capacity to prepare for accession, to accede and to fully implement international agreements. Capacity building in this area would be seen as a productive first step.

The meeting agreed on the following recommendations:

- ✚ Awareness raising through national and regional workshops should be intensified;
- ✚ The accession to and implementation of these agreements is vital for increasing road safety in African countries;
- ✚ Technical assistance and training through dedicated seminars sought by member States from development partners (UNECE) need to be carried out;
- ✚ The Conventions are crucial for facilitating international/regional road traffic (for example on the Trans-African Highway network - TAH), international transport and intra-African trade as well as tourism for African countries. Therefore, initiating dialogue within government about becoming a contracting party to the United Nations legal instruments on road traffic complements the TAH agenda.

VI. Closing of the Workshop

- ✚ In their closing remarks, the representatives of the UNECE, SSATP, UNECA and NTSA emphasized the need to work together in order to achieve the objectives of the Africa Plan of Action for Road Safety 2011-2020. The chair of the meeting from NTSA thanked all the participants for their active engagement throughout the meeting and closed the workshop.