

AFRICA ROAD SAFETY OBSERVATORY (ARSO)

WORK PLAN PROPOSAL 2022-2024

(Draft for discussion, to be amended as needed over time - March 2022)

Background

Recognizing the gravity of road safety problems globally, in 2010, the UN General Assembly proclaimed the period from 2011-2020 as the Decade of Action for Road Safety, with the goal of reducing the forecasted level of road traffic fatalities around the world by increasing activities conducted at the national, regional, and global levels.

The First Decade of Road Safety for Africa (2011-2020) responded to road safety challenges with focused activities on five priority areas (or pillars). Correspondingly, member countries were encouraged to implement activities according to the five pillars set out by the Global Plan and the African Action Plan: *road safety management, safer roads and mobility, safer vehicles, safer road users, post-crash response, and safer rural transport as a cross-cutting issue.*

With Africa witnessing the highest rate of traffic fatalities in the world, road safety improvement has emerged as one of the most important development priorities on the continent. However, to improve the poor road safety performance in Africa, many challenges and barriers need to be addressed. Among the major ones stands the substantial lack of detailed knowledge on road casualties in terms of their number as well as associated factors leading to road crashes or affecting their consequences.

The Work Plan is based on cumulative implemented activities and outcomes in the last three years and expected achievements of the ARSO for the two upcoming years (i.e., 24 months). It is set up to design options for the period June 2022 – June 2024 to be adopted by the TSC and General Assembly in March 2022. Hence, extensive consultations and the most up-to-date region-wide safety impact assessments were considered. Furthermore, this 2-year ARSO action plan is based on the proposed 10-year ARSO strategic plan and previous activities, while taking into account the current status of ARSO and its resource requirements.

The ARSO Vision is:

“Leveraging data-driven decision making, learning from experience and to promote good practice to drive road safety actions”

The ARSO Mission is:

“Fostering a coordinated international and continental cooperation to develop effective solutions for reducing the number of accident victims across the continent”

The ARSO Core Values are:

- ✓ *Inclusivity: a desire to address safety issues for all road users*
- ✓ *Integrity: creating a culture of transparency and accountability*
- ✓ *Partnerships: a strong and effective collaboration between member states, regional blocks development partners and private sector;*
- ✓ *Humanity: a strong focus on people, their safety and quality of life;*
- ✓ *Innovation: a commitment to finding creative, evidence-based and sustainable solutions to preventing road trauma.*

In the section below, each pillars’ objective was broken down into manageable activities that ARSO -TSC or the Secretariat will put in place in order to actually accomplish the expected deliverables and achieve the results and outcomes described in its strategic goal.

The Action Plan is articulated around the following 4 pillars, thematic programmes of work (*depicted in below figure*):



Each programme establishes a vision for and basic principles to guide future ARSO work. They also set out key issues for consideration, identify potential outputs, and suggest a timetable and means for achieving these. Implementation of the work plan depends on contributions from all parties. Periodically, the TSC and the GA review the state of implementation of these work programmes. The proposed work plan for the coming two years is as follows:

Pillar # 1) Enhancing and strengthening the ARSO's institutional governance

One of the main purposes of the ARSO is to provide a powerful information tool which would make it possible to identify and quantify road safety problems throughout the African roads, evaluate the efficiency of road safety measures/interventions, determine the relevance of States actions and facilitate the exchange of experience in this field.

The governance system of the Observatory should allow for maximum flexibility and enhance the expected governance structure. This is very important to prepare the 2021-2030 agenda from 2022 now until the end of 2024. The following activities are proposed for concerted and funded implementation:

P1	Action /intervention	Priority	Estimated budget (2022-2024)	Responsible	Timeframe
1	Institutionalize ARSO as an independent entity with a well-defined governance structure with the necessary resources for take-off through Technical Assistance	High	0\$	AUC	March, 2023
2	Make the bylaw of the Africa Road Safety Observatory approved with continental recognition	High	0\$	All	Dec, 2022
3	Develop and adopt an Africa road safety observatory policy framework 2023-2030 with a list of KPIs for all MS	High	100 k\$	ARSO TSC	June, 2022
4	Develop framework for hosting the observatory in a member country	High	0\$	All	Dec, 2022
5	Set-up a technical working group (TWG) mandated with specific tasks such as providing technical input, conducting situational analyses or drafting crash-related country statistics.	High	0 \$	ARSO	Jan, 2023
6	Foster new collaborations and partnerships with development partners, private sector, academia and arrange targeted follow-up meetings	High	0 \$	ARSO	Jan, 2023
7	Administer and deliver training program to build capacities of MS to better collect & analyze road safety data	High	200 k\$	ARSO TSC	June, 2022
8	Support member states Road Safety Data Management System	High	100 k\$	ARSO TSC	June, 2022
9	Depositing of instruments of ratification of the African RS Charter for the entry into full force <i>(speed up the formal process of signing, ratifying, and depositing of the Charter)</i>	High	0 \$	ARSO TSC	June, 2022
Budget by Pillar – funding requirements					\$ 400K

Pillar # 2) Expanding the network of the Observatory membership

The first Plan of Action for Road Safety (2011-2020) were not achieved in spite of valiant efforts by member States. Accordingly, the UN General Assembly has published a new resolution proclaiming the period 2021-2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50% from 2021 to 2030.

The resolution calls upon member states to continue action on all road safety targets including Sustainable Development Goals (SDGs). Coordination and networking are critical to achieve the global targets by all countries and parties.

In this optic, the following activities are proposed for concerted implementation through ARSO:

P2	Action /intervention	Priority	Estimated budget (2022-2024)	Responsible	Timeframe
1	Organizing the 2022 & 2023 Annual meetings of road safety lead agency directors	High	150 k\$	ARSO, partners	Dec, 2023
2	Organizing the 2022 & 2023 Annual meetings of road safety data co-ordinators (methodologies, tools, analysis);	High	150 k\$	ARSO, partners	Dec, 2023
3	Organizing the 2022 & 2023 annual meetings (AGM, NDCs, Global Meeting of Regional Observatories, Global Network for Road Safety Legislators, Road Traffic Injuries Research Network (RTIRN))	High	300 k\$	ARSO, partners	Dec, 2023
4	Organising a 4 webinars per year covering all road safety pillars	Moderate	20 k\$	ARSO, partners	Every 3 months
5	Setting up & implementing a training program to build capacities of MS to better collect & analyse road safety data (2 sessions in 2022 and 3 sessions in 2023)	High	80 K\$	ARSO, partners	Dec, 2023
6	Continue collaboration between African Ministers of Transport, and Universities in Africa on Road Safety	Moderate	0 \$	ARSO, STC, network	Sep., 2022
Budget by Pillar – funding requirements					\$700K

Pillar # 3) Improving data collection methodologies and road safety assessment tools

In different meetings/workshops held, it was acknowledged that more variables and values are necessary to better describe and analyse the road crash phenomenon at AU level. As a result of differences in the collected data variables and values, their definitions, the differences of the crash data collection forms, structures, and relevant data formats among the existing national databases, both crash/injury data quality and availability are affected. Consequently, lack of uniformity in fatality data among and within African countries hinders the exploitation of crash data potential and limits data analyses and comparisons at the AU level.

Under this perspective, the recommendation for a 45 common dataset composed of a minimum data elements/variable, called MiniARSO has been developed as an intermediate step bearing in mind the unique challenges faced in countries, consisting of 25 minimum set of standardised data elements, which allowed for comparable road crash data were available in and accepted by Africans' lead agency. The findings from the first-round of the survey on road crash-related variables provided a thorough overview of the current situation in ARSO member countries, where it is clear that there are significant deficiencies and gaps in terms of safety performance indicators (SPIs), exposure data, and crash-related variables (MiniARSO). However, member States are welcome to collect variables beyond the minimum data elements of MiniARSO as identified through survey and crash related data questionnaires.

Thus, progressively, more and more common road crash data from various countries will be available in a uniform format. In this way, the Observatory, with disaggregated data on road fatalities, will gradually contain more and more compatible and comparable data, allowing for more reliable analyses and comparisons across all countries on the continent. The ARSO secretariat shall, in this regard,

P3	Action /intervention	Priority	Estimated budget (2022-2024)	Responsible	Timeframe
1	Development of the 2 nd Africa Road Safety report (2022/23/24), ensure periodical publication of this report;	High	200 k\$	ARSO, Partners	Every year
2	Revising the set of variables related to crash data according to new road safety plan	High	60 k\$	ARSO, Partners	Jan, 2023
3	Encourage M.S. to adopt MiniARSO as a full set of criteria for a new data collection system or adopt progressively in the course of improvements to an existing one	High	-	ARSO	Every year

4	Facilitate training programs on IRAP road assessment methodologies	Moderate	100 K\$	ARSO, iRAP	Dec, 2023
5	Conducting Audit of crash data in interested countries: 2 audits per year	High	200 K\$	ARSO, partners (ITF)	Dec, 2023
6	Developing guidelines on minimum set of data (with detailed and standardized definition and prompting it)	Moderate	50 K\$	ARSO, Partners	June, 2023
7	Improving tools and methodologies for the collection of crash data and other safety-related data, including risky self-declared violation behaviour within the common ARSO database	High	100 K\$	ARSO, ESRA initiative EU (ESRA3 data collection for 10 countries, approx 10,000 – 15,000 USD per country)	June, 2023 Feb-March 2023
8	Expand piloting the implementation of DRIVER (WB’s tool for data analysis) in 4 member states	Moderate	120 K\$	ARSO, Partners	Dec, 2023
9	Registered Motor Vehicles Data platforms for exchange of vehicle information, and recommendations (<i>adopt rules for registration of vehicles that include strict vehicle inspection schemes and other solutions (WP.29)</i>)	High	0	ARSO, CITA, UNEP, WHO	Sep’t, 2022
10	Compulsory motor vehicle insurance in ARSO MS (<i>set a minimum of insurance coverage across the region</i>)	High	0	ARSO, African Insurance Organization (AIO)	Dec 2023
Budget by Pillar – funding requirements				\$830K	

Pillar # 4) Developing, monitoring and promoting Safety Performance Indicators (SPIs)

The African Road Safety Action Plan (2021-2030) represents a guiding instrument for countries to implement road safety strategies at national and regional levels. Specific indicators for each action area/pillar as well as broader outcome measures will serve as the main tool for observing how countries are implementing measures and good practice interventions. Progress on implementation of the interventions and related performance under each area also needs to be monitored systematically in order to understand what needs to be done to achieve the goal of the Decade Plan of Action. Thus, an evidence-based approach is required to improve knowledge on the effectiveness of interventions in Africa, and this can only occur through monitoring and evaluation of interventions in member countries. In this regard, ARSO supports the lead agency’s effort to improve road crashes in line with the African Action Plan and other safety-related database systems to make possible evidence-based road safety policies, interventions, and monitor performance for successful and far-reaching results in the region. In order to accomplish this, the ARSO Technical Steering Committee (TSC) and the Secretariat shall:

P4	Action /intervention	Priority	Estimated budget (2022-2024)	Responsible	Timeframe
1	Establish Safety performance indicators (SPI's) to be monitored at the national level and regional level, related to crash data, exposure data, vital registration data, and performance data, in line with the new road safety decade (5 action areas) and the Africa Road Safety Plan (2021-2030)	High	50 k\$	ARSO, partners	Jan, 2023
2	Collaboration with WHO to collect, review and cleaning crash data including Vital registration data - CRVS system	High	-	ARSO, WHO	Every year
3	Continuing the work with WHO to improve crash data and other safety-related data Vital registration data (SPIs analysis to identify gaps and recommendations)	Moderate	100 K\$	ARSO, WHO	Every year
4	Develop monitoring and evaluation guidelines on the progress of road crash data management in member nations while building on the experience of best performers	Moderate	100 K\$	ARSO, WHO	June 2023
Budget by Pillar – funding requirements					\$250K

Cross-cutting/byproduct: Promoting ARSO through research, innovation and dissemination of road safety best practice

These activities cut across all aspects of the previous pillars. To maximize ARSO's impact across Africa, it is necessary to use a dissemination strategy, research/publication, and communication tools so as to share experiences and disseminate the project results in the above thematic areas: to better inform political decisions in the region; foster a mutual learning environment among ARSO member States; and build national/sub-regional capacity for knowledge-based policy advice and interventions. The Secretariat shall commence the following activities:

Cross cutting Pillar	Action /intervention	Priority	Estimated budget (2022-2024)	Responsible	Timeframe
1	Collaborate with 2 academia and conduct research per year on different topics related to the ARSO, ensure periodical publication of this research;	High	-	ARSO, partners	June, 2024
2	Publish research reports as open access reports/papers through relevant channels such as workshop; Website; Annual road safety forums	High		ARSO, partners	June 2024
3	Publish ARSO Quarterly Newsletter and monthly/annual report dissemination events; disseminating and sharing of online ARSO results	High	50 K\$	ARSO, partners	Every 3 months
4	Promote knowledge sharing/promote collaboration among R.S. Lead Agencies by tapping into indigenous/local Road Safety knowledge that promote effective localized interventions	High	100 K\$	ARSO, partners	Every year
5	Set up a Social network presence and Outreach programs on WhatsApp group or twitter handle for the African Regional Network as a mechanism to maintain communication and collaboration across the member states	High	-	ARSO, partners	Monthly
6	Publish the Africa Road Safety Annual report ensure periodical publication of this report.	High	-	ARSO, partners	Jan, 2023
7	Issue Press releases and shorter and sharper press notes (in newspapers, magazines and specialized journals); Leveraging of existing networks and similar projects related to Observatory; Presentations at meetings and workshops organized either by the	High	-	ARSO, partners	Every 2 months



	AUC/WBG/SSATP/UNECA/AfDB/FiA/IRTAD or by other related organizations				
Budget by Pillar – funding requirements				\$150K	