



EU cooperation on ARSO

ARSO General Assembly, 22 March 2022

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Policy context

- **Joint communication (2020): Towards a comprehensive Strategy with Africa**
 - Commitment of the EU to contribute to the smart and **safe transport** anchored under the partnership for digital transformation.
 - Cooperation on the **strategic corridors** ... and improve sustainable, efficient, and **safe connectivity between both continents,**
- **Africa-Europe Alliance: Task Force on Transport and Connectivity, 2020**
 - 13 Recommendations of the **Road Safety** cluster covering all pillars and safe system approach
 - #1 **Create an African Road Safety Observatory** (need for better, more comparable national data)
- **Work in partnership with other bodies**
 - EU Delegations in Africa, AU, UNECA, UNRSF, World Bank, FIA, ADB, WHO, ITF

EU support for road safety

- **Examples of EU funding to date**

- SSATP African Transport Policy Programme (international partnership) - 3rd Dev. Plan 2015-2021
- Initiatives through EU Delegations in Africa, covering various pillars
 - Lead road safety agencies (Kenya, Nigeria)
 - Strengthening of the Accident Data Bank (Niger)
 - Road user behaviour (Senegal)
 - Training of professional drivers (Côte d'Ivoire, Kenya)
 - Road safety audits (Côte d'Ivoire and the Gambia)
 - Post-crash assistance training (Cameroon)

- **For new Programming period 2021-2027 ...**

- Global Gateway with large-scale support for safe infrastructure in strategic corridors
- NDICI funding for specific road safety initiatives and embedding road safety in other initiatives (Health, Education, Digital, Smart and Green Cities)
- SSATP 4th Development Plan 2022-2026 with thematic area on road safety

EU support to ARSO and data-related initiatives

- **Safer Africa project 2016-2019 EUR 2.8 million**
 - One of pillars “Road Safety Knowledge and Data”; Laid ground for ARSO
- **Support study for future ARSO, 2021**
 - Study on institutional arrangements and sustainable funding of the ARSO
- **SSATP 3rd Development Plan 2015-2021**
 - Road safety one of the pillars. Improved capacity for African countries with focus on data collection and management; including support for the establishment of ARSO
- **UN Road Safety Fund (EU is a contributor) 2019-2020**
 - Example of strengthening data collection in Cote D’Ivoire and Senegal

Future EU support to ARSO and data-related initiatives

- **Horizon Europe (EU R&I programme) call 2021**
 - o Radical improvement of road safety in Africa through safe system approach (EUR 8 million; work to begin Q3 2022; some data-related aspects)
- **NDICI (EU Neighbourhood, Development and International Cooperation Instrument)**
 - o Work Programme 2022 foresees support for the EU-AU TF recommendations including funding for ARSO (technical assistance, pilot work in countries)
- **SSATP 4th Development Plan 2022-2026**
 - o includes support for operationalisation of ARSO
- **Working with EU delegations in Africa and additional contribution to UNRSF**
 - o Road safety initiatives on data-related projects to improve collection/quality

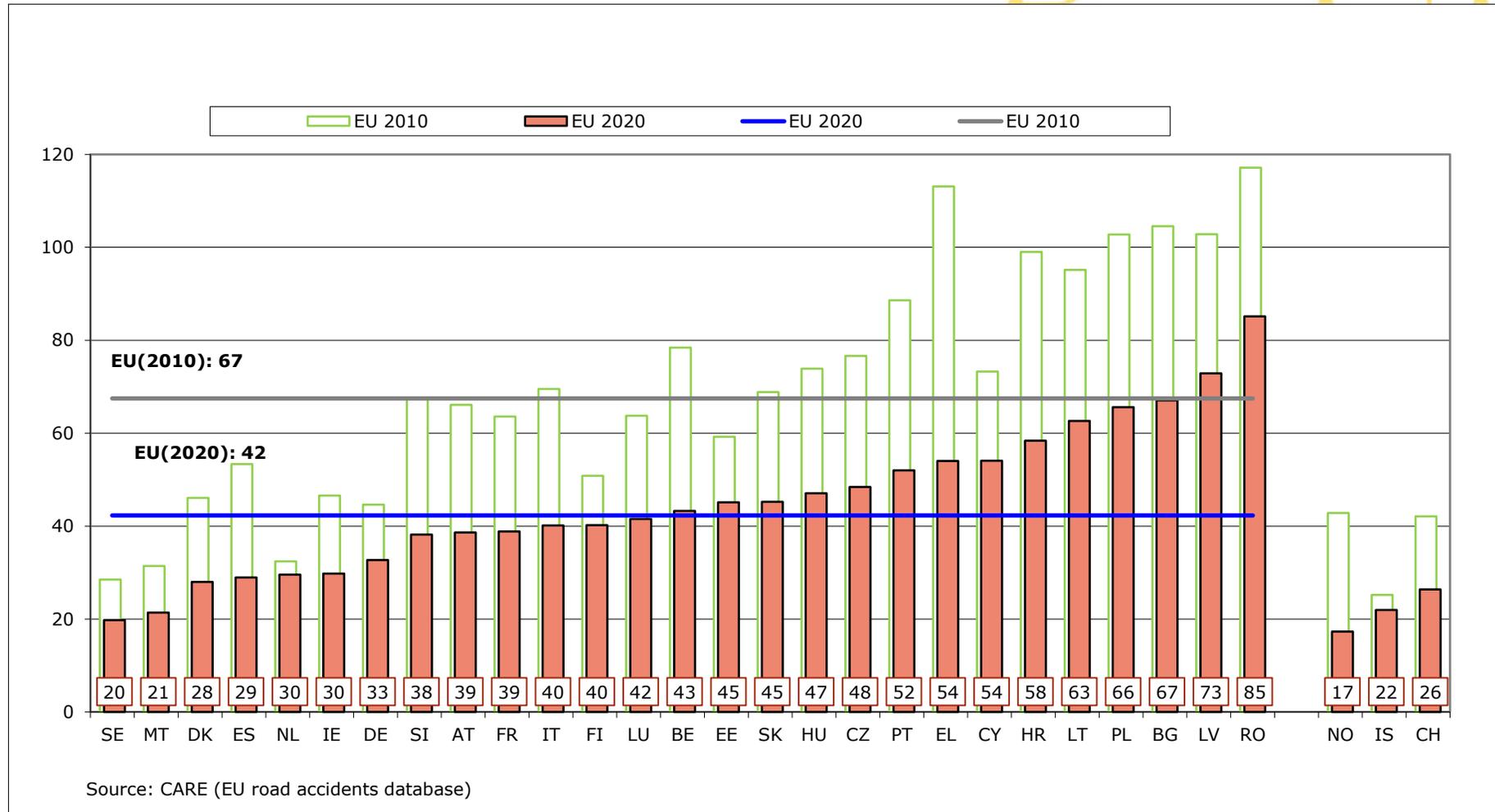
European Road Safety Observatory

- ERSO draws heavily on CARE, a database with disaggregated data on all road crashes (resulting in death/injury) in 27 EU countries since early 90s.
- ERSO provides an evidence base composed of statistical reports, country profiles, thematic analysis and KPIs which allows us to
 - i) measure progress by countries towards reducing deaths and serious injuries on EU roads
 - ii) better identify and quantify road safety problems
 - iii) develop and evaluate the effectiveness of road safety measures at EU and national level
 - iv) to facilitate the exchange of experience between countries
- ERSO is managed by the European Commission but analytical work largely outsourced through a public tender

https://ec.europa.eu/transport/road_safety/statistics-and-analysis/data-and-analysis_en

EU 2020 Road Safety Statistics

Trend in road fatality numbers per million inhabitants by country, 2010-2020



ROAD TRAFFIC FATALITIES IN THE EU IN 2019

by road user and (other) 'main vehicle' involved in the crash

FATALITIES		IN A COLLISION WITH...										TOTAL
		PEDESTRIAN	BICYCLE	MOPED	MOTORBIKE	CAR	LORRY (<3.5T)	HEAVY GOODS VEHICLE (>3.5T)	BUS OR COACH	OTHER VEHICLE/ UNKNOWN	NO OTHER VEHICLE INVOLVED	
PEDESTRIANS	▶	0	19	17	108	3 200	508	401	150	225	0	4 628
CYCLISTS	▶	14	42	8	33	1 024	162	217	31	87	417	2 035
MOPED RIDERS	▶	5	2	5	10	289	33	45	10	21	193	613
MOTORCYCLISTS	▶	14	15	5	84	1 576	231	191	37	120	1 280	3 553
CAR OCCUPANTS	▶	22	7	2	26	3 067	584	1 557	148	286	4 400	10 099
LORRY (<3.5T) OCCUPANTS	▶	0	0	1	0	141	70	211	18	36	289	766
HEAVY GOODS VEHICLE (>3.5T) OCCUPANTS	▶	0	0	0	0	26	17	171	4	11	124	353
BUS OR COACH OCCUPANTS	▶	0	0	0	0	11	16	24	2	7	51	111
OTHER/UNKNOWN	▶	0	3	3	5	191	36	42	7	36	319	642
TOTAL		55	88	41	266	9 525	1 657	2 859	407	829	7 073	22 800

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. Source: EU CARE database on road crashes

EU KPIs – first results Q4 2022

	Indicator	Definition
1	Speed	Percentage of vehicles travelling within the speed limit
2	Safety belt	Percentage of vehicle occupants using the safety belt or child restraint system correctly
3	Protective equipment	Percentage of riders of powered two wheelers and bicycles wearing a protective helmet
4	Alcohol	Percentage of drivers driving within the legal limit for blood alcohol content (BAC)
5	Distraction	Percentage of drivers NOT using a handheld mobile device
6	Vehicle safety	Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold
7	Infrastructure	Percentage of distance driven over roads with a safety rating above an agreed threshold
8	Post-crash care	Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the scene of the collision of the emergency services