

African Road Safety Observatory

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3rd workshop, November 14 & 15 2018, Marrakech, Morocco

Joint session with WHO

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



- Rationale
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- Why us

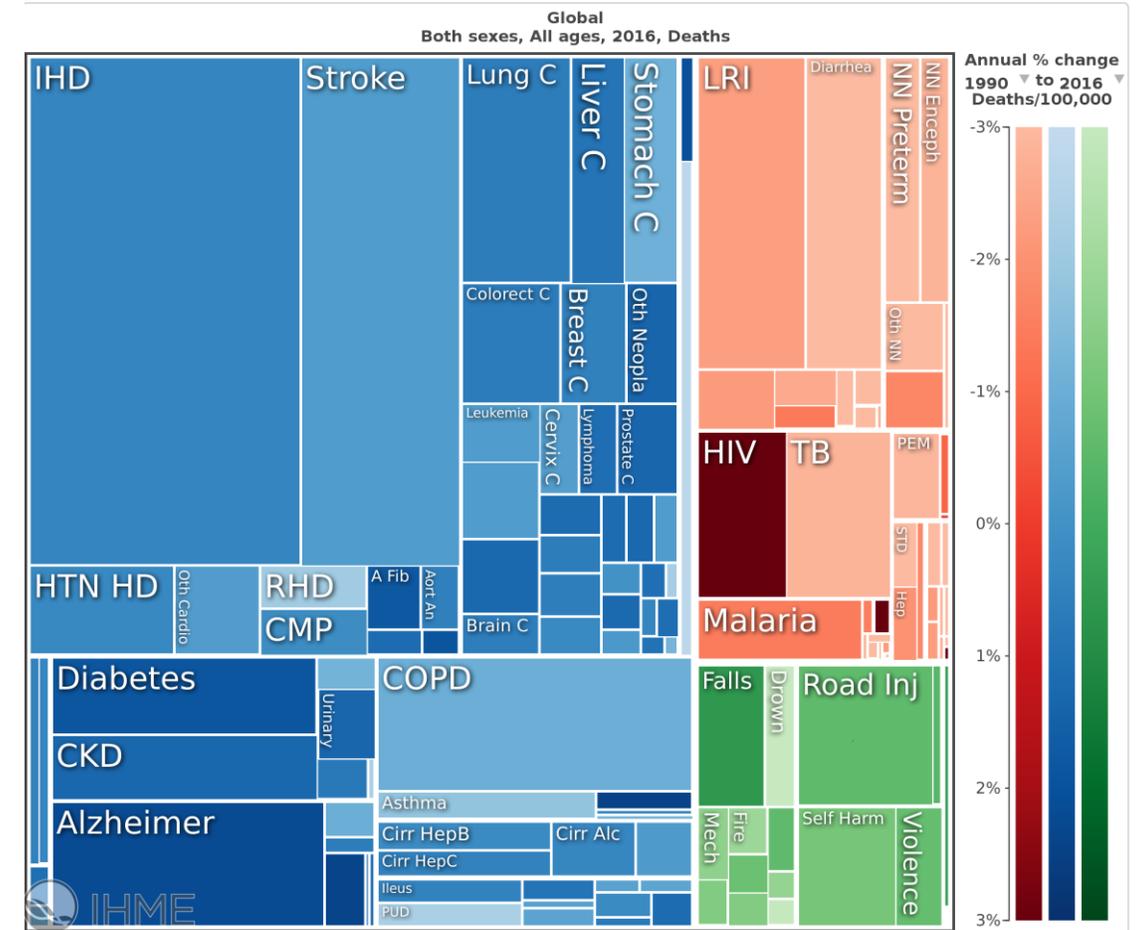
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Rationale

Magnitude of the problem and its trend

- WHO's 2003 neglected global epidemics: cardiovascular disease, tobacco, and road traffic injuries
- 1.2 million deaths worldwide in 2016
 - Africa's road traffic deaths are 20% of all world's deaths (despite only 2% vehicles)
- Bad projections



Road Traffic deaths represent 2.4% of all deaths worldwide. This is more than Malaria, TB, HIV and many others and comparable to Diabetes (As a reference, Ischemic Heart Disease Conditions (IHD) are 17.3%)

Road Traffic deaths continue to be the 9th leading cause of death, a stable position since 1990

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But, is that really the magnitude? Scarcity and complexity of data

Year	Police reports	WHO global report figures	GBD figures
	(in millions)		
1990	Not compiled		1.12
2003	0.66	1.20	1.30
2011	0.64	1.24	1.36
2014	0.62	1.20	1.34
2016	Pending publication	Pending publication in November. 1.4 is the advanced	1.34
2020	N/A	Projected 1.90	N/A

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In some more detail (2014)

	Number of countries	Total population (000s)	Total reported road deaths by countries	Total WHO road death counts
World (total)	194	7 312 528	622 268	1 207 617
Africa	49	1 001 415	63 830	242 772
Americas	35	986 707	127 645	138 361
Asia	30	4 112 685	322 066	694 817
Europe	43	733 385	56 220	59 406
North Africa and Western Asia	23	439 973	50 713	69 157
Oceania	14	38 363	1 794	3 004



GLOBAL ROAD TRAFFIC FATALITIES
STATISTICAL OVERVIEW BY REGION



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Explaining the differences

Is there a civil (vital) registration system in place?

- More than 40 countries out of 49 in previous slide have no operational civil registration systems reporting to WHO
- (temporary) solution: mathematical model for all causes of death

Even when there is a civil registration system in place

- Some countries do not cross-check their data
 - E.g., Spain. 2012 was the first year when traffic authorities established a protocol to periodically validate road deaths against civil registration system

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What do you do when you have almost four-fold differences?

One of two choices

1) assume underreporting is random and continue policy making using police-derived data and its analysis

2) investigate the nature of underreporting

- Likely, more rural areas, more vulnerable users, single crashes, etc....
- Promote improvements in population coverage

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We set as our Objectives

- To improve knowledge on road casualties and also risk factors
- To improve the quality of the collection methods, management, analysis, and reporting of data using cost-effective solutions
- To create a platform for knowledge sharing, through the elaboration of benchmarking exercises and dissemination of best practices amongst African countries;
- To facilitate joint road safety projects within African countries ;
- To increase the visibility of the road safety challenge within the African region and globally and the attention that governments and multilateral institutions pay to it;
- To facilitate the collaboration of African countries with international institutions around issues of road safety;
- To increase transparency and to establish a healthy competition among African countries to improve road safety conditions.

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Why? Background

In March 2017, African Ministers of Transport recommended to accelerate implementation of African Road Safety Plan

SSATP and AUC were requested to develop a minim set of road safety indicators for each country to monitor progress and to ensure comparability between African Countries

In May 2017, a Letter of Intent between World Bank, International Transportation Forum and Federation International de l'Automobile. This was modified on May 2018 onto Memorandum of Understanding to work together towards development of Regional Observatories



ITF annual Summit, Leipzig, Germany, May 2018

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Methods: (1) Workshops “Towards the establishment of an African Regional Observatory”



Dakar, Senegal, February 2018. Communiqué issued



Abuja, Nigeria, July 2018. SSATP Communiqué issued

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(II) Smaller group and individual work

Internally

- Transitional Steering Committee
- Transitional Task Force on Governance
- Transitional Task Force on Work Plan 2019-2021
 - Includes a reference to working on improving vehicle registration systems



In addition, external work:

- Preparation of reports
- Participation in other groups (e.g., IRF, the EU-funded Safer Africa and EuroMed projects)
- ...

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Marrakech

“Fresh out” of our proposed bylaws

Vision

ARSO is the regional forum on road safety **data**, policies and practices to ensure the protection of human life on the roads of Africa

Mission

The mission of ARSO is to foster international and continental cooperation in Africa and to generate **robust road safety data** and analysis to positively impact on public policies for road safety, influence and technically assess the main actors responsible for road safety in African Member Countries (AMCs), in order to substantially reduce road traffic crashes, and their consequences

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Aren't there already Observatories?

- WHO itself
- IRF
- Eu-funded Project Safer Africa
- EU-Project EuroMed
- WARSO

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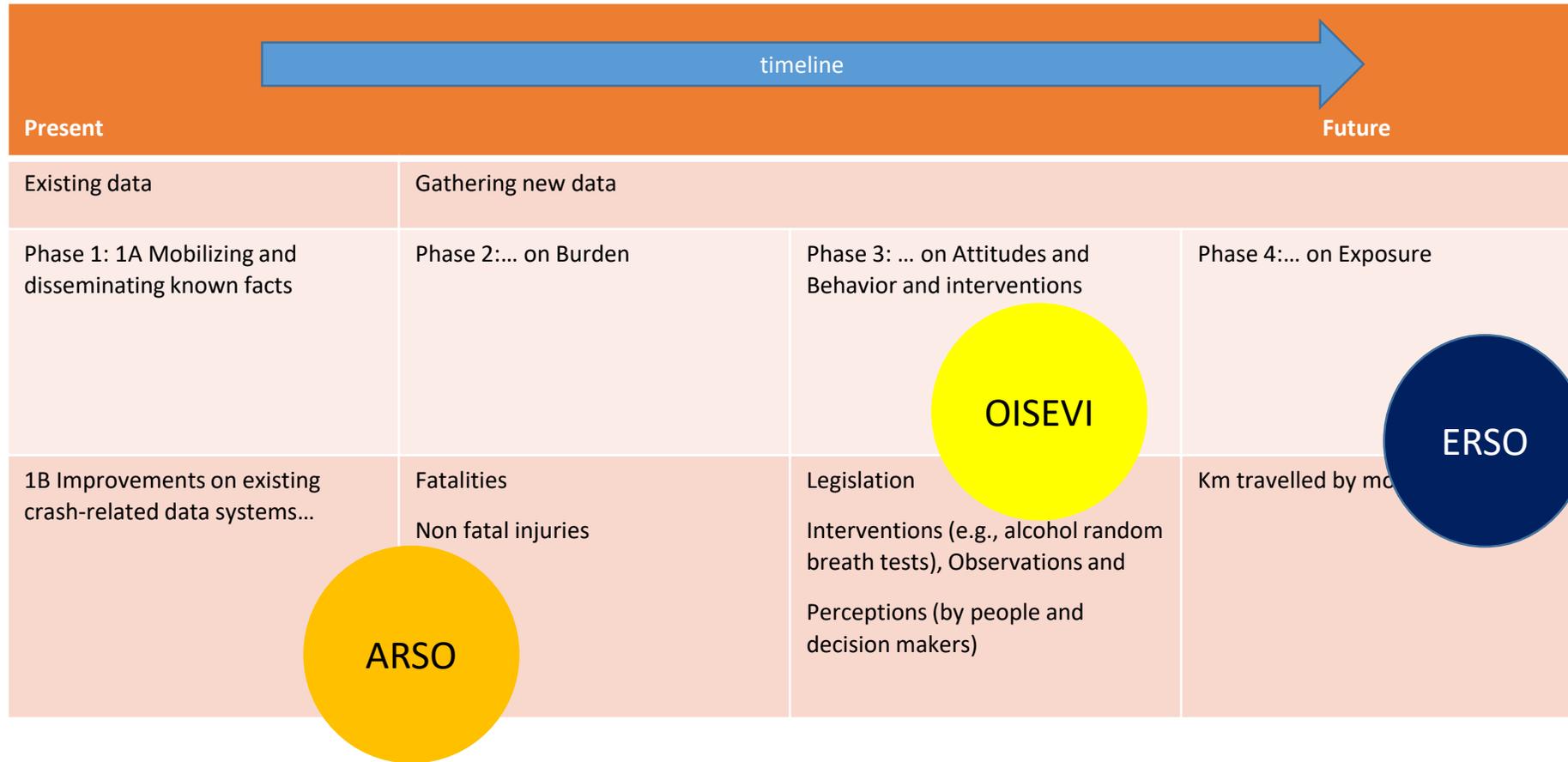


Added value

- The goal is not only to collect the data
- The goal is to facilitate country empowerment to improve subnational and national data collection and analyses
 - Capacity building
 - Use of technological instruments
 - All while developing a joint work program with targets and procedures to get there, generating critical mass and sharing experiences (and sufferings)

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Observatories with modular growth



Time units can be decades...or years, if we use what we have learnt during this time

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Thanks

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