African Road Safety Observatory

Maria Segui-Gomez
3rd workshop, November 14 & 15 2018, Marrakech, Morocco
Joint session with WHO
• Rationale
• Objective
• Methodology
• Why us
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
But, is that really the magnitude? 
Scarcity and complexity of data

<table>
<thead>
<tr>
<th>Year</th>
<th>Police reports</th>
<th>WHO global report figures</th>
<th>GBD figures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(in millions)</td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>Not compiled</td>
<td></td>
<td>1.12</td>
</tr>
<tr>
<td>2003</td>
<td>0.66</td>
<td>1.20</td>
<td>1.30</td>
</tr>
<tr>
<td>2011</td>
<td>0.64</td>
<td>1.24</td>
<td>1.36</td>
</tr>
<tr>
<td>2014</td>
<td>0.62</td>
<td>1.20</td>
<td>1.34</td>
</tr>
<tr>
<td>2016</td>
<td>Pending publication</td>
<td>Pending publication in November. 1.4 is the advanced</td>
<td>1.34</td>
</tr>
<tr>
<td>2020</td>
<td>N/A</td>
<td>Projected 1.90</td>
<td>N/A</td>
</tr>
</tbody>
</table>
In some more detail (2014)

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


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

Dakar, Senegal, February 2018. Communiqué issued

Abuja, Nigeria, July 2018. SSATP Communiqué issued
(II) Smaller group and individual work

**Internally**
- Transtional Steering Committe
- Transitional Task Force on Governance
- Transitional Task Force on Work Plan 2019-2021
  - Includes a reference to working on improving vital registration systems

**In addition, external work:**
- Preparation of reports
- Participation in other groups (e.g., IRF, the EU-funded Safer Africa and EuroMed projects)
  - ...
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.
Aren´t there already Observatories?

• WHO itself
• IRF
• Eu-funded Project Safer Africa
• EU-Project EuroMed
• WARSO
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)
Observatories with modular growth

<table>
<thead>
<tr>
<th>Present</th>
<th>Future</th>
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</thead>
<tbody>
<tr>
<td><strong>Existing data</strong></td>
<td></td>
</tr>
<tr>
<td>Gathering new data</td>
<td></td>
</tr>
<tr>
<td>Phase 1: 1A Mobilizing and disseminating known facts</td>
<td>Phase 2: ... on Burden</td>
</tr>
<tr>
<td>Phase 3: ... on Attitudes and Behavior and interventions</td>
<td>Phase 4: ... on Exposure</td>
</tr>
<tr>
<td>Phase 4: ... on Exposure</td>
<td></td>
</tr>
<tr>
<td><strong>1B Improvements on existing crash-related data systems...</strong></td>
<td></td>
</tr>
<tr>
<td>Fatalities</td>
<td>Legislation</td>
</tr>
<tr>
<td>Non fatal injuries</td>
<td>Interventions (e.g., alcohol random breath tests), Observations and Perceptions (by people and decision makers)</td>
</tr>
<tr>
<td>Km travelled by mode</td>
<td></td>
</tr>
</tbody>
</table>

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

**TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA**
Thanks

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