

## TOWARDS THE ESTABLISHMENT OF THE AFRICAN ROAD SAFETY OBSERVATORY

### TRANSITIONAL TASK FORCE WORK PLAN 2019-2021 ISSUES AFTER DISCUSSION IN MARRAKECH

**13<sup>th</sup> NOVEMBER 2018**

#### **Background**

Following a number of Ministerial recommendations and working meetings, and with the commitment to establish an African Road Safety Observatory, a transitional Task Force to develop a Work plan for two years (2019 and 2020) was established during a meeting in Nigeria in July 2018.

The terms of reference for this task force include:

- (i) Finalize set of variables related to crash data;
- (ii) Propose of road safety indicators to be monitored at the national level, and regional level, related to crash data, exposure data, vital registration data, and performance data;
- (iii) Develop timeline for reporting commitments at regional level;
- (iv) Set a work plan and target for improvement regarding availability, coverage, and data quality on Vital registration, Vehicle registration, Crash data, Safety performance indicators (taking into account the UN 12 global performance targets), Road inventory, Driving licenses;
- (v) Make proposals on expected output of the observatory (e.g. database, periodic reports, joint surveys, training, web platform; etc.);
- (vi) Make proposals on the type of database.

#### **Progress made**

Following a number of teleconferences, a number of the above items have been covered while others deserve attention and discussion during the meeting on November 12<sup>th</sup> ahead for the open meeting on the 14<sup>th</sup> and 15<sup>th</sup>.

Among the completed tasks, we can report that:

- a. Only minor editorial comments have been made on (i) regarding the final list of variables related to crash data, which means this task is complete. The list of variables is available in EN and FR (a separate email will be sent out with all documents on this)

- b. All other tasks are to be discussed at the meeting. The following pages include some thoughts in relation to the above items and a few extra ones. However, note that they are not presented in same order, however.

The draft programme of work is articulated around the following pillars:

1. developing the network of the Observatory and its relationship with road safety stakeholders
2. improving tools and methodologies for the collection of crash data and other safety-related data
3. monitoring intermediate safety performance indicators
4. creating and updating a common road safety database
5. conducting research on the costs of road crashes and their impacts
6. publication of a periodical report on road safety

## **1. Developing the network of the observatory**

An important asset of the ARSO is to provide a platform to regularly exchange on road safety issues. Some work can be suggested to foster and strengthen the observatory itself, for example:

- Conducting Surveys to members on what they expect from the Observatory, possibly using online tools to expedite language translation and data collection and analyses.
- Holding Annual meetings at policy maker level and at data expert level (whether global meetings or regional as per mobility corridors or language)
- Organise a social media group to exchange (Facebook, WhatsApp etc.)
- Create a website to share the information (possibly based on Safer Africa)
  - Survey members on what they want in the website
  - Members to agree on who administers the website-possibly the steering committee to be formed.
- Maintain a list of members and up-to-date contact details
- Create a newsletter sharing news and progress in between major meetings
- Creating ad hoc working groups as needed, and/or establishing a permanent group on data coordinators and another one on policy implementation etc.
- Consolidating good tele-meeting practices by regularly using internet-based communication tools (e.g., WebEx which allow fluent communication, sharing of files, and recording of minutes to ease preparation of minutes)
- Agree on goals and targets regarding the completeness and quality of data collected
- Agree on strategy regarding addition of countries

An example on how to think about these possible tasks follows:

Action	Leaders	Timeframe	Resources Required	Source of funding
<i>Annual meeting at decision maker level</i>		<i>Linked to already established annual meetings, e.g. SSATP, AUC, UNECA Min:1 meeting per year</i>		

Annual meeting of policy co-ordinator level (Head of road safety agency or their representatives)	Steering Committee SSATP African Union	1 meeting in 2019 1 meeting in 2020 1 meeting in 2021	2 day meeting with 1 representative / country Preparation / co-ordination (agenda, working documents, summaries ..): 10 (?) man-day?  Interpretation  Question : who pays what ? (meeting room, travel costs and accommodation, interpretation ..) <sup>1</sup>	WB
Annual meeting at data co-ordinator level (Technical level – late in the year to review data of the previous year)	Steering Committee SSATP African Union	1 meeting in 2019 1 meeting in 2020 1 meeting in 2021	2 day meeting with 1 representative / country Preparation / co-ordination (agenda, working documents, summaries ..): 10 (?) man-day ?  Interpretation  Question : who pays what ?	
Development and maintenance of a Website	ARSO Secretariat -	Ongoing work; Existing SAFERAfrica work look for opportunity to merge	30 day – man / year ? <sup>2</sup>	
Social media tool	ARSO Secretariat	ASAP and on a permanent basis	Low cost	
List of members	ARSO Secretariat	ASAP and on permanent basis	No cost	
Newsletter A periodic newsletter that monitors progress of each country? Disseminating of what observatory is doing?	ARSO	Twice a year ?	5 (?) day –man / year ?	WB

## 2. IMPROVING DATACOLLECTION

<sup>1</sup> Funding for workshops in Africa to engage countries has been secured as follows: estimated amount per workshop US\$130,000, six workshops (2 per year 2019, 2020, 2021). Preparations and logistics, travel costs.

<sup>2</sup> We are working with Safer African to possibly embrace their current site developed with EU funding: [www.africanroadsafetyobservatory.org](http://www.africanroadsafetyobservatory.org)

A number of country level data reviews have been conducted in the past in numerous countries. In fact, As for July 2018, 110 country-specific assessments were identified. Five countries (Cameroon, Kenya, Nigeria, South Sudan and Tanzania) are addressed in four reviews each. Fourteen countries (Benin, Botswana, Ethiopia, Gambia, Ghana, Malawi, Mauritius, Morocco, Senegal, Sierra Leone, South Africa, Togo, Tunisia and Uganda) have been reviewed in three independent processes each. Thirteen countries have two reviews each (Algeria, Burkina Faso, Burundi, Democratic Republic of the Congo, Egypt, Guinea, Lesotho, Liberia, Mali, Mozambique, Namibia, Eswatini –previously Swaziland), and Zimbabwe). .

It is worth point out that a few additional reviews have recently occurred. Most notably, a UNECE country review in Cameroon and reviews of 18 Arab countries members of UNESCWA region (Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Morocco, Mauritania, Oman, Palestine, Qatar, Saudi Arabia, The Sudan, The Syrian Arab Republic, Tunisia, The United Arab Emirates and Yemen). To be noted that six out eighteen are African countries.

Action	Leaders	Timeframe	Resources Needed
Assessment on previously reported data	EuroMed, Safer Africa, WBda and FIA	First trimester 2019	Data have already been compiled

## 2a) Data (police data)

Possible activities include:

- Develop on guidelines on minimum set of data (with detailed and standardized definition .This needs to be based on work already done by the task force on Work plan
- Promote the adoption of common software platforms, e.g.. WB's DRIVER
- A protocol for collection of data needs to be developed, hopefully with online upload to minimize work load and data entry errors
- Integration of already existing country audits must be done (see review of reviews presented in Nigeria). There exist the possibility of audit of crash data in 4 additional countries / year (2 French speaking / 2 English speaking),
- Twinning projects have already happened in the past –experience from those countries should be solicited and if positive, additional twining with high income countries for a tailored coaching on the implementation of the recommendations of the audit
- Regular training of police officers (in possible co-operation with GRSP). This means training police officers in regional offices.

Action	Leaders	Timeframe	Resources Required
Guideline on minimum set of data to be collected in each country by the police <sup>3</sup>	ARSO Secretariat Task Force on Work Plan	ASAB	Based on existing resources. 5 day-man

<sup>3</sup> On variables list, need to confirm adoption of George's and Sidney's comments. Georges are on separate document. Sidney's follow: (1). Non-motorized road crashes rate should be included such as **bicycle** crashes, other non-motorized vehicles such as **Carts**, **Wheelbarrows**, and possible **Animal transport** rates for completeness, especially in rural areas. (2) Crashes resulting from herds crossing or plying the roads should also be captured. This is a common practice in most African countries. (3). I

Ensure all countries get information of previously conducted reviews	ARSO secretariat Task force on Work Plan Leader in each country	2019	
Audit of crash data in four additional countries( countries to be identified)	ARSO secretariat Task force on Work Plan Leader in each country	2 countries in 2019 4 countries in 2020	Team of international experts / consultants. French government officials ...
Twinning to follow –up on recommendation	ARSO Secretariat Task force	2 countries over 2019-21	Team of international experts / consultants. French government officials ...
Training police officers in regional offices	ARSO Secretariat Task Force	Several training campaigns in 2019-21	GRSP ?

As additional information on this:

Funding to Support for development of DRIVER has been secured in the following manner: estimated cost US\$40,000 per country. Up to US\$300,000. Refinement to local crash data collection details of the free open source data system.

In addition, there is support for country data coordinators: estimated cost US\$100,000. Training and support of Police or small complement of data staff.

## **2b) Improving, Standardizing and adopting minimum Person data Elements**

*Data touching on the road user, road users e.g. Name, Unique identifier, sex, road user type at crash, injury severity, type of driving license, age etc.*

### **2c) Improving vital registration data**

- Series of WHO workshops, starting with the one celebrated in Marrakech and continuing with the early 2019 multicounty workshop ...
- Details on next workshops
- Standardized VR data collections tools
- Linkages of vital statistics data to road safety/transport data
- Training/Capacity building on International Classifications of Diseases-ICD10/11- especially of death coding and certification.

Action	Leaders	Timeframe	Resources Required
WHO workshop on innovative vital registration systems in Africa	WHO/Civil Registration/MoH/ Leader in each Country	Nov 2018	None –at WHO costs
WHO multicountry workshop on vital registration improvements	WHO/Civil Registration/MoH/ Leader in each Country	First trimester 2019	80 000 euros, committed by FIA
Standardized VR data collections tools	WHO/Civil Registration/MoH/ Leader in each Country	3 <sup>rd</sup> quarter 2019	*too ambitious , revisit timelines

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suggest that the age range for Working population should be 25 to 60 years instead of 25 to 65 years especially as the average age of most persons in most countries in Africa is below 60 years. In fact, in most of the countries, they constitute up to 70%-75 % of the population.

Linkages of vital statistics data to road safety/transport data	WHO/Civil Registration/MoH/ Leader in each Country	4 <sup>th</sup> quarter 2019	
Training/Capacity building on International Classifications of Diseases	WHO/Civil Registration/MoH/ Leader in each Country	4th quarter 2019	

### **2d) Improvement and linkages to the hospital based data**

(Since Hospitals provide some other data especially on non-fatal injuries amongst others, can we work a standardized model of how member states would get such data?)

Action	Leaders	Timeframe	Resources Required
Undertake survey on current practice for hospital injury data management	WHO/MoH/ Leader in each Country/	Long term goal	Ambitious? Is this a priority or a reality currently?
Identify good practices	WHO/MoH/ Leader in each Country/	3 <sup>rd</sup> quarter 2019	I
Develop recommendation country by country	WHO/MoH/ Leader in each Country/	3 <sup>rd</sup> quarter 2019	

### **2e) vehicle registration data**

Accurate data and information on the vehicle fleet is important to have knowledge on the size and patterns of the fleet, and to enforce traffic violations.

In most countries, the current vehicle registration fleet is incomplete.

- Undertake survey on current practice for vehicle registration
- Identify good practices
- Develop recommendation country by country

*Suggested minimum data elements which should be collected as relates to the vehicle/vehicles involved in a crash e.g. Vehicle Type, Vehicle make, Model, Vehicle maneuver etc.*

- Adoption of the minimum data elements as relates to the vehicle type.

Action	Leaders	Timeframe	Resources Required
Undertake survey on current practices for vehicle registration	Leader in each country/ARSO	1 <sup>st</sup> quarter 2020	UNEP, CITA
Identify good practices	Leader in each country/ARSO	2nd quarter 2020	
Develop recommendation country by country (work for a consultant)	Leader in each country/ARSO	4 <sup>th</sup> quarter 2020	
Identify and agree the minimum data sets relating to vehicle to be collected	Leader in each country/ARSO	Nov 2018	
Standardize the definitions of each data element to be collected	Leader in each country/ARSO	Nov 2018	
Adoption of the minimum data elements as relates to the vehicle type.	Leader in each country/ARSO	Nov 2018	

\*UNEP/FIA project

## 2f. Establishing a road inventory

This relates to the minimum data relating to the road where the crash occurred to be collected. Eg Road Type, Road functional class, Road obstacles, Road surface conditions, Junctions etc., etc.

- Detailed survey on existing inventories in African countries
- Identify good practices; standardize definitions
- Develop recommendations country by country
- Identify and agree the minimum data to be collected

Action	Leaders	Timeframe	Resources Required
Detailed survey on existing inventories in African counties	Leader in each country/ARSO	3 <sup>rd</sup> quarter 2019	
Identify good practices	Leader in each country/ARSO	3 <sup>rd</sup> quarter 2019	
Develop recommendations country by country	Leader in each country/ARSO	4 <sup>th</sup> quarter 2019	
Identify and agree the minimum data sets relating to road to be collected	Leader in each country/ARSO	Nov 2018	Nil
Standardize the definitions of each data element to be collected	Leader in each country/ARSO	Nov 2018	Nil
Adoption of the minimum data elements as relates to the road	Leader in each country/ARSO	Nov 2018	Nil

## 2g. Driver licenses registration

- Detailed survey on existing inventories in African countries
- Identify good practices
- Develop recommendations country by country

Action	Leaders	Timeframe	Resources Required
Detailed survey on existing inventories in African counties	Leader in each country/ARSO	3 <sup>rd</sup> quarter 2019	
Identify good practices	Leader in each country/ARSO	3 <sup>rd</sup> quarter 2019	
Develop recommendations country by country	Leader in each country/ARSO	4 <sup>th</sup> quarter 2019	

## 2h) exposure data

- **Exchange information on best practices regarding the collection of traffic data (vehicle –kilometres, mobility patterns, etc....)**
- **Study on the potential of big data**

## 3. Safety performance indicators

- Identify indicators that deserve work in common (e.g. seatbelt use, speed, helmet wearing ...)
- Identify road safety performance indicators which are specific to the African region
- Identify road safety performance indicators which specific to risk factors in particular region/country
- Adopt methodology to collect data for these indicators (NOTE: both WHO and the EC are currently working on guidelines ... could be useful to wait ..)

- Undertake joint surveys (maybe one per year )

Action	Leaders	Timeframe	Resources Required
Attitudinal and self-reported behaviours	VIAS Instituted	Winter 2018 in Morocco, Egypt, South Africa, Kenya, and Nigeria	38000 euros, already committed by Renault Foundation
Identify indicators that deserve work in common (e.g., seatbelt use, speed, helmet wearing ...)	<i>Leader in each country/ARSO</i>	March 2019	Nil
Identify road safety performance indicators which are specific to the African region	<i>Leader in each country/ARSO</i>	March 2019	Nil
Identify road safety performance indicators which specific to risk factors in particular region/country	<i>Leader in each country/ARSO</i>	March 2019	Nil
Identify indicators that deserve work in common (e.g., seatbelt use, speed, helmet wearing ...)	<i>Leader in each country/ARSO</i>	March 2019	Nil
Identify road safety performance indicators which are specific to the African region	<i>Leader in each country/ARSO</i>	March 2019	Nil

#### **4. Deciding on a Common database for road crashes and other relevant data.**

Preliminary discussions on crash-related information were held in Nigeria. English and French versions of the initially agreed upon variables have been circulated. Countries need to ratify this list and identify which variables they could submit in the next months. A work plan ought to be developed to prioritize which variables to focus on systems need to be developed or enhanced.

Countries are welcome to collect variables beyond the minimum data set as identified for the Observatory does not prevent countries to collected additional variables as they see fit.

Formal protocols need to be developed to strengthen the collaboration between transport and health sector for the improvement and strengthening of vital registration systems. This will eventually eliminate the need for mathematical modelling to estimate the number of road deaths in the countries as has been the case with the WHO Global Status Report and other estimates

On non-crash data, attention is to be given to UN performance indicators related to the 12 UN voluntary road safety targets.

A systematized protocol for the Development and maintenance of the database is to be produced.

Creating protocols for access to data by different types of users. This will ensure uniform guidelines on access of data by stakeholders.

In addition, we must develop timeline for reporting commitments at regional level.

Action	Leaders	Timeframe	Resources Required
Countries to check availability of the chosen variables	ARSO secretariat Leader in each country	2019 (first half)	None
Development of protocol for aggregated data submission	ARSO secretariat Task force on Work Plan Leader in each country	First half 2019	
Development of protocol for disaggregated data submission (if chosen)	ARSO secretariat Task force on Work Plan Leader in each country	3 <sup>rd</sup> Quarter 2019	

\* note that we need to define carefully indicators if the data being collected is aggregated

#### **4a) The architecture of the network in terms of hardware and software needed to consolidate the Observatory and its functioning**

The Observatory will begin by collecting aggregated data and work towards building a disaggregated data system. Disaggregated data will allow more comprehensive data analysis to assist decision making. (The technical requirements of a systems to accommodate disaggregated data need to be assessed since, for example, it is estimated that there are about 250 000 deaths in Africa (and the maximum disaggregated data systems in place are in Europe with some 50 000 deaths).

Action	Leaders	Timeframe	Resources Required
Planning and submission of aggregated data		2019	
Data management plan		2019	
Evaluating technical requirements for disaggregated data submission		2020	IT consultant services
Purchase of equipment if needed			

#### **4b) Decision on working languages and translational issues.**

Data systems in different countries may use different languages. This affects not only the terms used to identify variables or labels, but even the notation of decimals. Standard formats need to be decided for interchange of data. Preferably, integral Numeric codes will be used but data dictionaries will need to be often updated in several languages. A protocol for handling language issues needs to be agreed upon

Action	Leaders	Timeframe	Resources Needed
Learn from other experiences of groups working in several languages		2019	Hiring a consultant do to review and produce recommendations, check with AU  (Source of funding: WB)

### **5. Research**

*(We need to be able to have a standardized guidelines on how to cost road crashes in Africa including building the capacities of the countries to do their own costing of road crashes)*

*Develop a framework of linkages of road safety data sources and research institutions*

Action	Leaders	Timeframe	Resources Required
Implement the COST EU methodology			
Other areas of research			

### **6. Publications and communications**

Prepare reports on

improvement in road safety data

Most recent data, including road safety performance indicators

Modalities of dissemination of the report? Workshop? Website? Annual road safety forums?

### **Wrapping it all up**

In the 2019-2021 period, we recommend the priority areas together with the resources required. We suggest there be a debate with all actions as listed in the points above so that they be ranked for purposes of establishing priority areas.

- Section on exposure data has been omitted

Paragraph on risks. Highlight these and provide clarity on what can be done to mitigate this?