EU cooperation on ARSO

ARSO General Assembly, 22 March 2022

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

• For new Programming period 2021-2027 ...
  o Global Gateway with large-scale support for safe infrastructure in strategic corridors
  o NDICI funding for specific road safety initiatives and embedding road safety in other initiatives (Health, Education, Digital, Smart and Green Cities)
  o 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
  o 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
  o 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
  o 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**
  - 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)**
  - 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**
  - Includes support for operationalisation of ARSO

- **Working with EU delegations in Africa and additional contribution to UNRSF**
  - 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

EU 2020 Road Safety Statistics

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

Source: CARE (EU road accidents database)
### Road Traffic Fatalities in the EU in 2019

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

<table>
<thead>
<tr>
<th>FATALITIES</th>
<th>PEDESTRIANS</th>
<th>CYCLISTS</th>
<th>MOPED RIDERS</th>
<th>MOTORCYCLISTS</th>
<th>CAR OCCUPANTS</th>
<th>LORRY (&lt;3.5T) OCCUPANTS</th>
<th>HEAVY GOODS VEHICLE (&gt;3.5T) OCCUPANTS</th>
<th>BUS OR COACH OCCUPANTS</th>
<th>OTHER/UNKNOWN</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL</strong></td>
<td>55</td>
<td>88</td>
<td>41</td>
<td>266</td>
<td>9525</td>
<td>1657</td>
<td>2859</td>
<td>407</td>
<td>823</td>
<td>22800</td>
</tr>
</tbody>
</table>

Methodological note: The table above includes 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/row underestimate the number of crashes a particular vehicle was involved in a crash. Source: EU-DRIVE database on road crashes.
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Speed</td>
<td>Percentage of vehicles travelling within the speed limit</td>
</tr>
<tr>
<td>2 Safety belt</td>
<td>Percentage of vehicle occupants using the safety belt or child restraint system correctly</td>
</tr>
<tr>
<td>3 Protective equipment</td>
<td>Percentage of riders of powered two wheelers and bicycles wearing a protective helmet</td>
</tr>
<tr>
<td>4 Alcohol</td>
<td>Percentage of drivers driving within the legal limit for blood alcohol content (BAC)</td>
</tr>
<tr>
<td>5 Distraction</td>
<td>Percentage of drivers NOT using a handheld mobile device</td>
</tr>
<tr>
<td>6 Vehicle safety</td>
<td>Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold</td>
</tr>
<tr>
<td>7 Infrastructure</td>
<td>Percentage of distance driven over roads with a safety rating above an agreed threshold</td>
</tr>
<tr>
<td>8 Post-crash care</td>
<td>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</td>
</tr>
</tbody>
</table>