Regional Road Safety Observatories

SSATP Annual Meeting

ABUJA July 2-3 2018

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Content

1. Why data is so important?
2. Observatory challenges
3. Other experiences
4. Your Survey Responses

Why data is so important?

"What is not measured is unknown...

...and what is unknown cannot be managed"

- Reliable data is essential to:
  - Prioritize public health issues
  - Assess the full nature of the problem (who is at risk ? When ? Why ?)
  - Assess the real economic costs associated with road crashes
  - Design the most (cost) effective road safety interventions
  - Monitor progress and adjust work plan

- Data on the magnitude of the problem and the risk factors are essential to develop a systematic approach to road safety: At the heart of a **SAFE SYSTEM APPROACH**

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Why data is so important?

"The availability of data and information and its analysis is key to its development of strategic planning"

- It is necessary to generate baselines on road safety in each country, this could help governments addressing their interventions and assessing the effectiveness of their programs

- This is not only for measuring global progress, but also to create a healthy competition among countries

- To design an effective baseline, you must identify, first:
  - The people and agencies involved in the collection, processing and use of road safety data;
  - The sources and data systems in operation, their strengths and limitations;
  - The needs of the end users;
  - Political factors that help or hinder the improvement of road safety data systems.

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What is a Regional Road Safety Observatory?

- A **formal network** of governmental representatives, sharing similar culture, safety challenges and the desire to take actions to improve road safety in their countries.

- A forum to share experiences, data and information regarding road safety policies, to conduct joint studies and to learn from each other and to facilitate co-operation.

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Observatories challenges

INSTITUTIONALIZATION OF THE DATA SYSTEM

ROAD SAFETY OBSERVATORY

Information system for the planning and evaluation of road safety policies

THE DATA SYSTEM

What information do we need for decision making in road safety policies?

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Why a Road Safety Observatory for Africa ?

- Raising road safety on the political agenda
- Creating incentives for better road safety performance, emulation, co-operation.
- Help countries to improve data as required by WHO monitoring process
- Scale up achievements of a few countries to more countries (snow ball effect)
- Provide country with a tool to more systematically collect safety data (crash and other SPIs)
- Experiences in other regions have demonstrated the value of RSO.

Expected outputs of the Africa RSO

- A network :
  - Policy level
  - Data experts

- A forum to exchange and discuss
  - Policy issues
  - Technical and methodological issues
  - Experiences
  - Learn from each other

- A common database

- Commen surveys, annual reports, joint researches ....

European Road Safety Observatory

- The **ERSO** is the information system of the European Commission with harmonized specialist information on road safety practices and policy in European countries.

- **Data** included in ERSO (macroscopic and in-depth) concern:

  - Road accidents
  - Risk exposure
  - Safety performance indicators
  - Under-reporting of accidents
  - Country characteristics

  - Social costs
  - Traffic laws and measures
  - Accident causation data
  - Accident injury data

- The **knowledge** section contains several reports on important road safety issues, as well as the road safety country profiles.
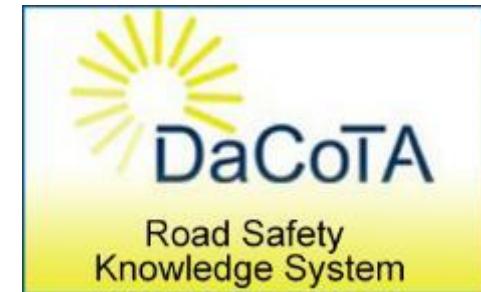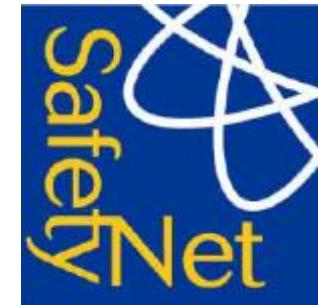
IRTAD : the International Traffic Safety Data and Analysis Group

- Permanent working group of ITF/OECD
- 80 Members from 42 countries:
  - Governmental agencies, research organisations, industry, academia, NGOs…
  - Open to all countries
- Aggregated database based on common definitions
- Annual report
- Progressive inclusion of more countries, following data audit
- Nigeria, Morocco, South Africa are part of the network
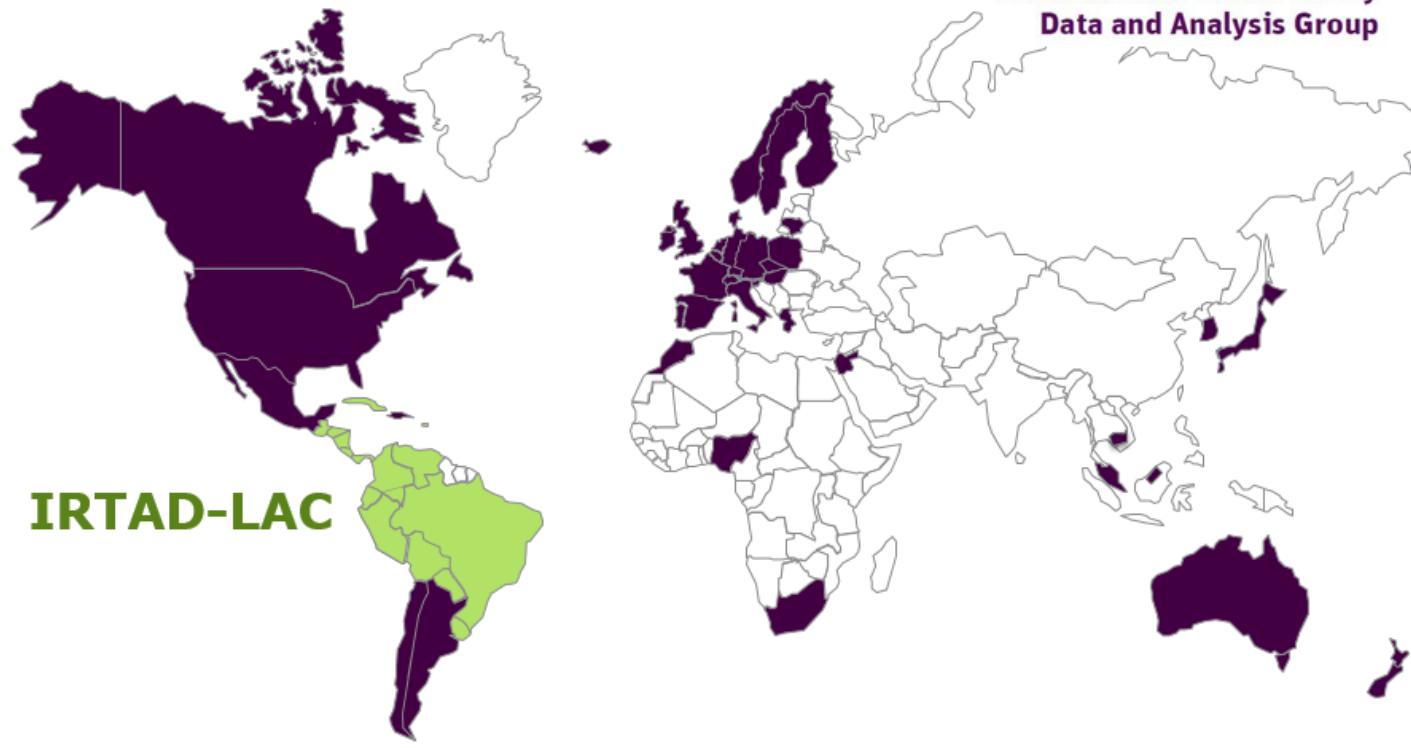
New Partnerships (PAHO, other MDB) International recognitions – UN General Secretary

Viernes, 01 Noviembre 2013 17:03

El Secretario General de la ONU, Ban Ki-Moon, resalta la creación y actividad del OISEVI IRTAD-LAC

El Secretario General de la ONU, Ban Ki-Moon, ha publicado un informe titulado "Mejora de la seguridad vial en el mundo", antes de la 68ª sesión de la Asamblea General de la ONU. En el informe del Secretario General de la ONU se destacan los logros mundiales y nacionales destinados a mejorar la seguridad de las carreteras y los vehículos.

En el mismo Ban Ki-Moon resalta la creación y actividad del Observatorio Iberoamericano de Seguridad Vial (OISEVI) y su base de datos IRTAD-LAC como una gran iniciativa para mejorar y homogenizar el sistema de recolección de datos y la calidad de los mismos en la región Iberoamericana.

El OISEVI se perfila como una de las instituciones dedicadas a la homogenización de datos y políticas a nivel regional, que debe replicarse a nivel global. (Página 19).

Desde Secretaria Técnica nos sentimos muy orgullosos de que el trabajo realizado por TODOS los países miembros haya sido resaltado y reconocido por la ONU al máximo nivel internacional.

El informe se encuentra en nuestra página web. Al mismo se puede acceder a través del siguiente link.

BUSCAR POR PAÍS

Argentina
Bolivia Brasil Chile
Colombia Costa Rica
Ecuador El Salvador España
Guatemala Mexico Nicaragua
OISEVI Paraguay
Republica Dominicana
Uruguay

BETTER SAFETY DATA

- Road Safety Baseline Surveys, Harmonization, and Analysis
- Data Coordinators Workshop
- Design of a Motorcycle's Plan of Action for Pilot Countries
- Interventions on Child Restraint Systems and Helmet Usage
- Programmed VCs and training Webinars

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YOUR RESPOSES TO THE SURVEY

Avez-vous personnellement participé à des réunions pour développer/consolider l'observatoire de sécurité routière de votre pays ?/ Have you personally participated in meetings to develop/consolidate your nation´s road safety observatory?

Answered: 9   Skipped: 0

Oui/Yes   Non/No
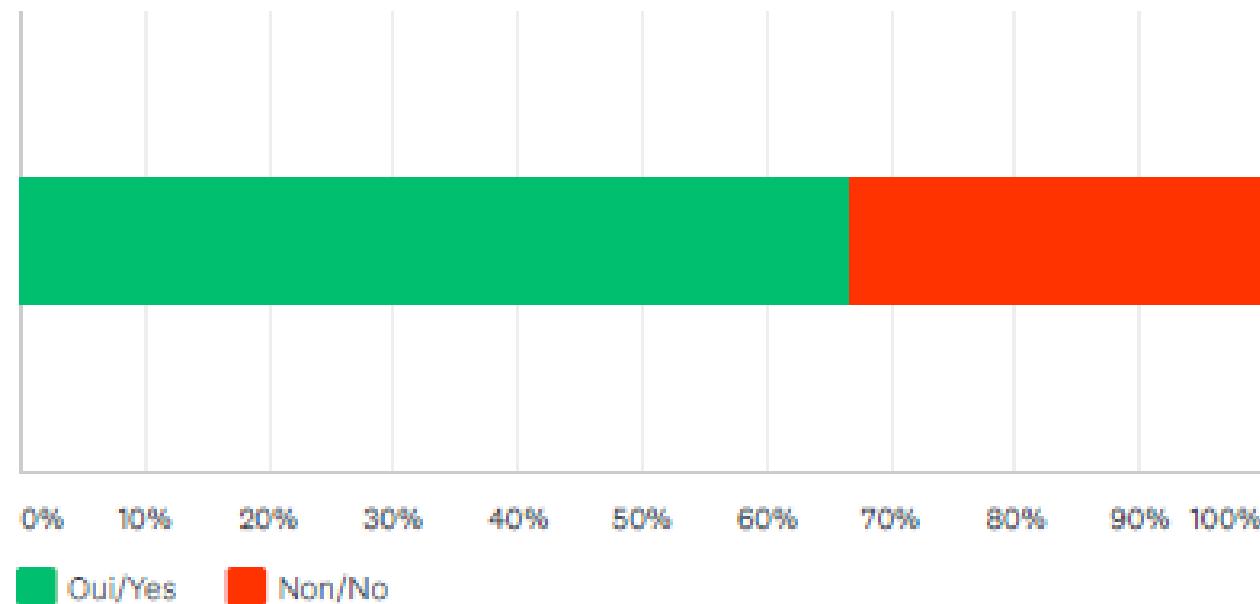
Please rank from most relevant (5) to least relevant (1), which of the following issues weight more heavily in better data collection in your country/ Veuillez classer de la plus pertinente (5) à la moins pertinente (1), les affirmations suivantes concernant les difficultés rencontrées dans votre pays pour améliorer le recueil de données :

Answered: 9   Skipped: 0
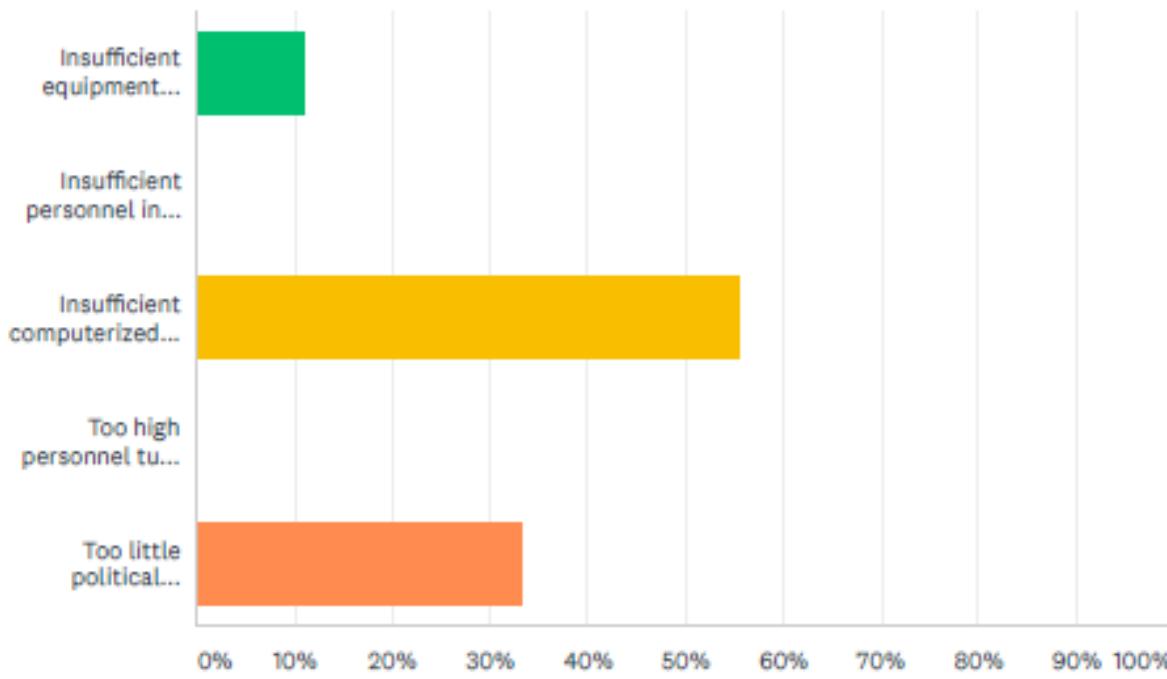
Avez-vous personnellement participé à des réunions pour établir un observatoire africain régional ou sous-régional ? /Have you personally participated in meetings to establish a regional or sub regional African Observatory?

Answered: 9   Skipped: 0

Legend:
- Oui/Yes (green)
- Non/No (blue)
- Si oui, veuillez explique/If yes, please specify (yellow)

Q5
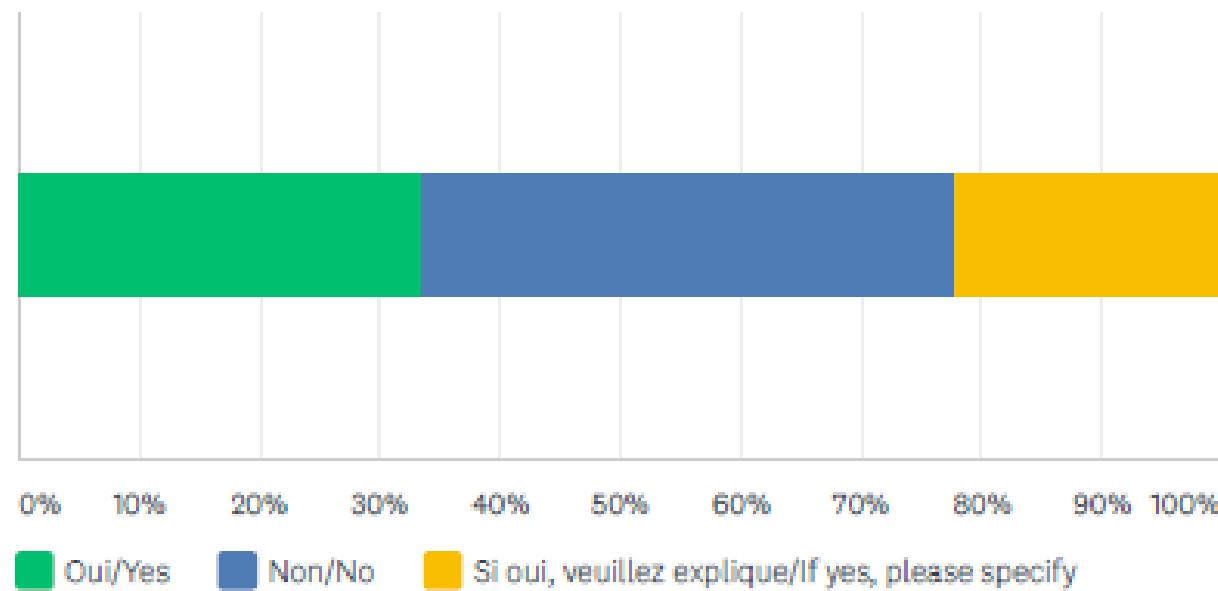
What do you expect from a regional road safety observatory for Africa? (Check all that apply)/Qu'attendez-vous d'un observatoire régional de la sécurité routière pour l'Afrique ? (Plusieurs réponses possibles)

Answered: 9   Skipped: 0

Q6
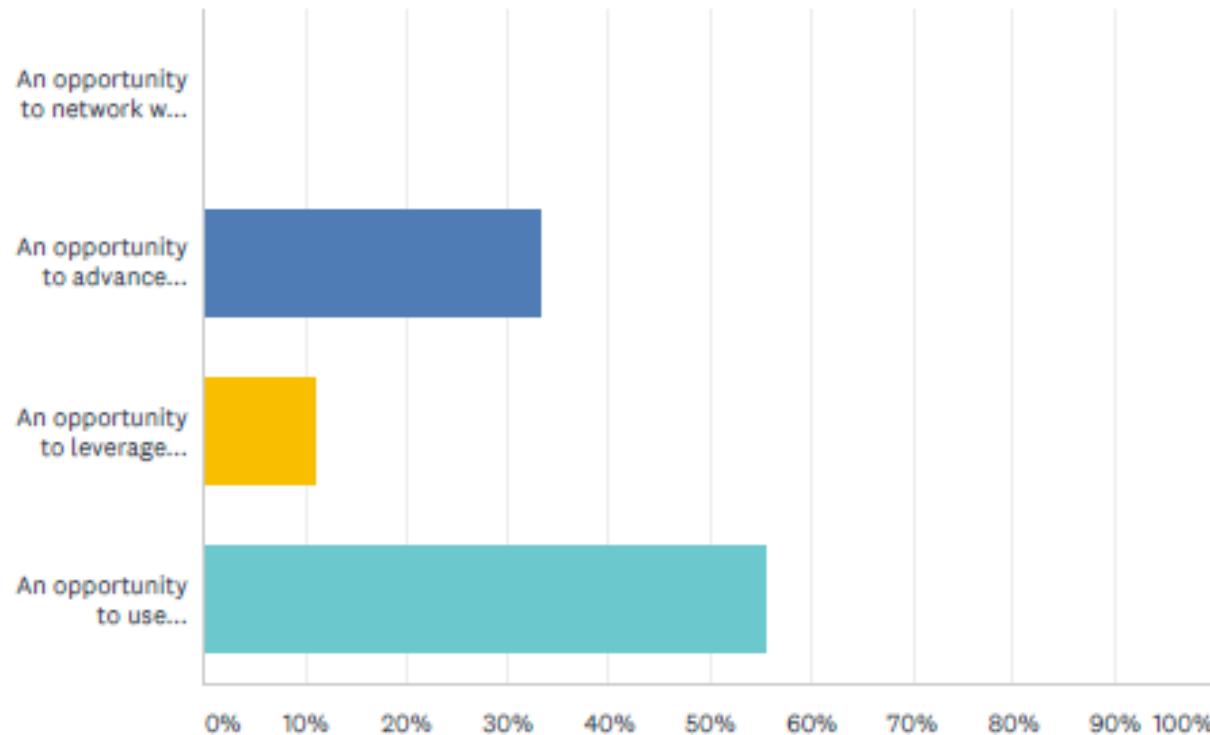
Avez-vous d'autres attentes sur ce que l'observatoire pourrait accomplir ? (100 caractères)/ Do you have additional expectations on what the observatory could achieve? (Please explain: 100 characters)

Answered: 4   Skipped: 5

RESPONSES (4)   TEXT ANALYSIS   TAGS

ⓧ

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Showing **4** responses

The observatory could help to improve the data collection and analysis in Nigeria to meet world standards

7/1/2018 7:02 PM   View respondent's answers

I have the conviction that the observatory will stimulate the creation of strategic plans in ensuring road safety in Africa. I am with the hope that the knowledge and the skills to be acquired from the observatory will serve as a tool in achieving my Ministry's plan of establishing a road safety commission in the Gambia

7/1/2018 6:47 PM   View respondent's answers

Reliable road safety database and policy development

6/30/2018 10:19 PM   View respondent's answers

to start the African Road safety observatory in order to produce Road Safety indicators to compare levels between african countries and to help them to improve the situation asap. the current situation in Africa is Worst. no more waste time

6/30/2018 3:36 PM   View respondent's answers

Please rank from most relevant (5) to least relevant (1), which of the following issues have deterred the establishment of a regional or sub regional observatory before/ Veuillez classer de la plus pertinente (5) à la moins pertinente (1), les affirmations concernant les difficultés rencontrés jusqu'à maintenant pour l'établissement d'un observatoire régional ou sous-régional de la sécurité routière :
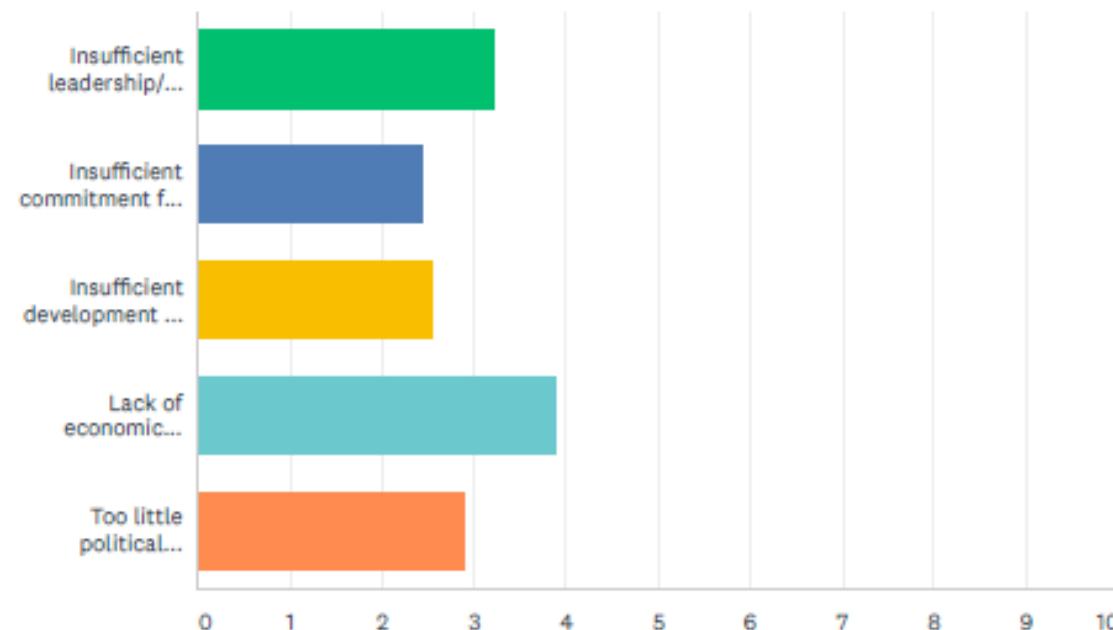
Answered: 9   Skipped: 0
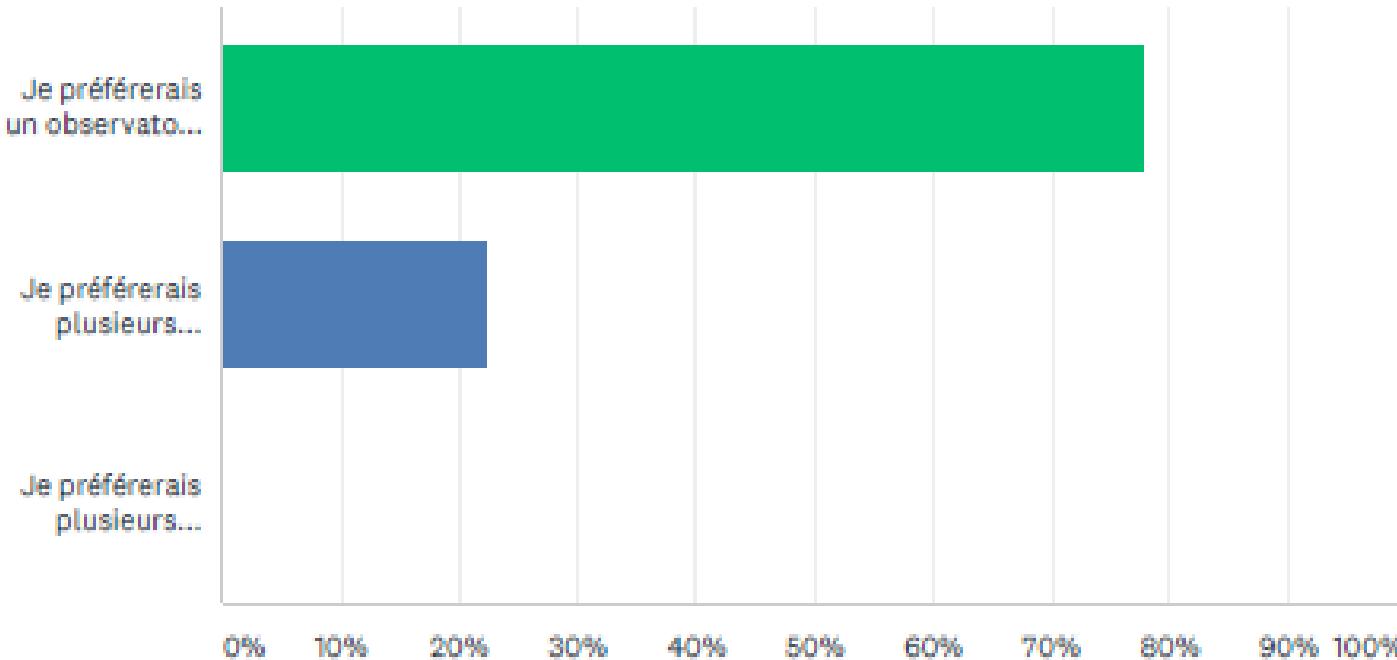
Avez-vous des suggestions quant à l'Organisation régionale qui pourrait accueillir un observatoire régional de la sécurité routière en Afrique ? (plusieurs réponses possibles:
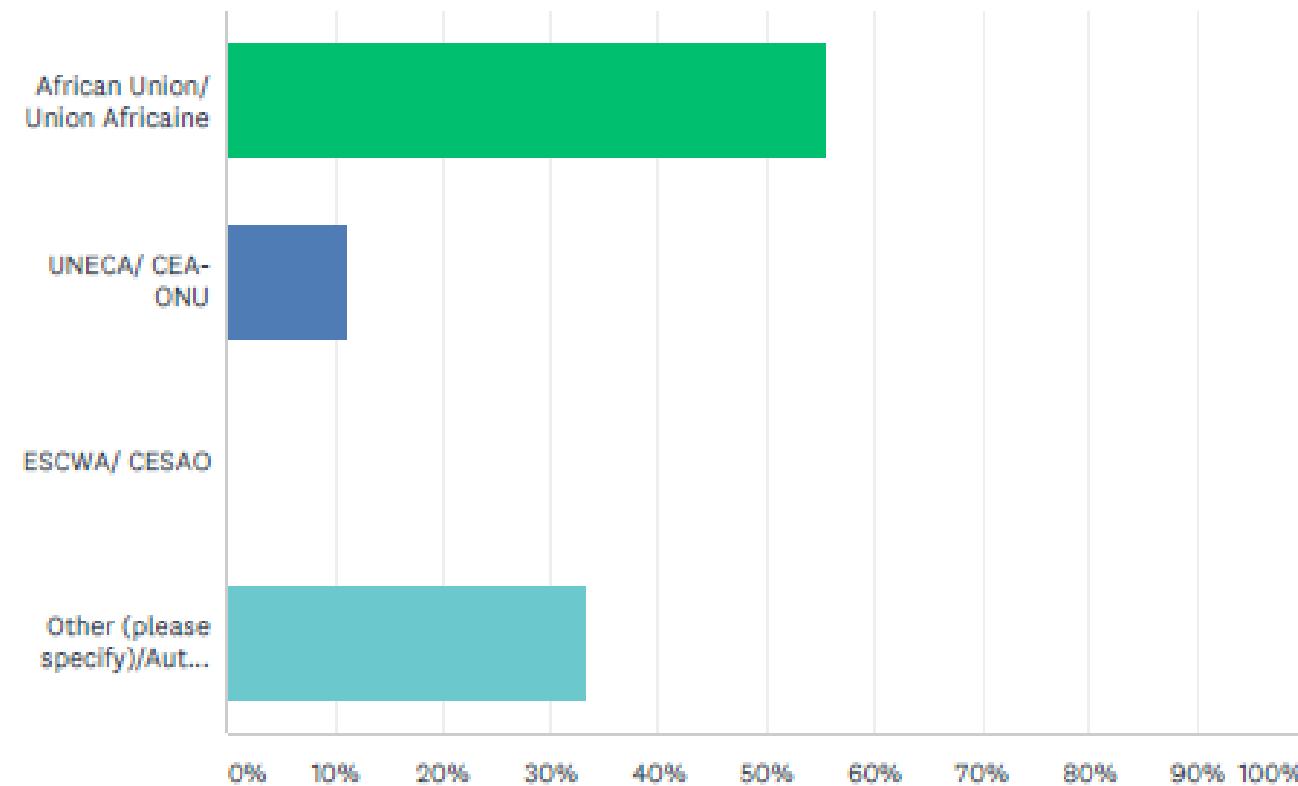
Answered: 9   Skipped: 0

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Merci de nous faire part de tout autre commentaire en préparation de l'atelier des 2 et 3 juillet ? (max 100 caractères)/ Any other comments in preparation of the workshop of 2-3 July? Please write here any "others" that you may have noted in previous questions (max 100 characters)

7/2/2018 7:15 AM

View respondent's answers

There is the need to assist all member nations to develop the capacity to have their respective national observatory first before considering regional observatory

7/1/2018 7:02 PM

View respondent's answers

This workshop could not have come at a better time considering the fact that my country The Gambia has recently developed a New National Transport Policy 2018- 2027. The Policy touches broad areas in our transport sector. Key among the areas highlighted is the Road Safety Issues. Given the scale of the national road safety problem, the mission developed for the Road Safety Policy is to significantly lift the attention and effort of government agencies and the community to the major economic and social losses associated with road traffic crashes, establish essential institution and manages mechanisms to address the problem. I belief the inputs from this workshop will go a long in guiding my country in establishing and maintaining a vibrant Road Safety Institution.

7/1/2018 6:47 PM

View respondent's answers

we must be agree with minimum data requirement available in each country interested to be member of AFRSO. the Observatory can started with 10 coutries more or less. language should not be a barrier to start the observatory. the technolgy is more advanced and can deal and solve all kinds of technical problems. we need a voluntary countries they believe in the project.

Thanks for Answering the Survey!