

LEADERS IN ROAD SAFETY MANAGEMENT TRAINING PROGRAM (LRSMTMP)

June 2024



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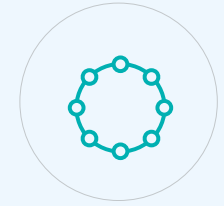
Agenda

- Objectives of the Leaders in Road Safety Management Training Program (LRSMTMP)
- Main Elements of the Training Program
- LRSMTMP Deployment Strategy
- Next Steps



CONTEXT

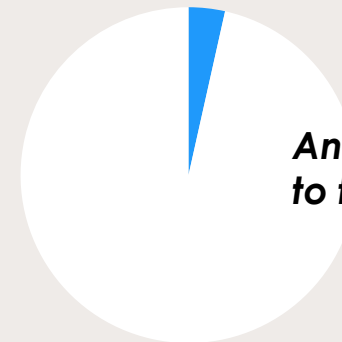
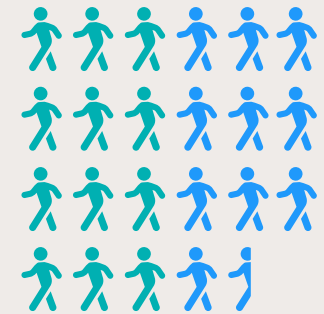
LEADERS IN ROAD SAFETY MANAGEMENT TRAINING PROGRAM



- In 2018/19, as part of its road safety (RS) activities, SSATP organized three successful RS training program sessions in collaboration with UNECA, AfDB and other partners:
 - **Dakar**, Senegal, 28 May-1 June 2018
 - **Abidjan**, Cote d'Ivoire ,4 -8 February 2019
 - **Midrand**, South Africa, 29 July – 2 August 2019
- An evaluation of the training programs recommended that SSATP develop a sustained, multi-year RS capacity building program with a widened scope and using the RS safe system structure and approach
- FRED Engineering was contracted in June 2023 to design a compressive training program aligned with the Safe System approach

It is estimated that more than **225,000 people** lose their lives every year on African roads, about **50% of whom are vulnerable users (pedestrians)**

Expressed in 10,000s.



And costs 3-5% GDP to the economy

OBJECTIVES OF THE TRAINING PROGRAM



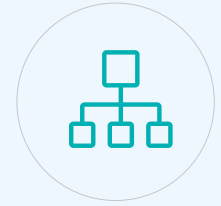
Build capacity in road safety management and advocacy across the African continent

Specific objectives:

- Increase awareness of road safety challenges and the consequences of inaction, as well as the need for strong national champions and advocates
- Develop leadership capabilities in road safety planning, implementation and management
- Create a network among the training participants and organizers so that best practices can be shared in the future



MAIN ELEMENTS OF THE TRAINING – STRUCTURE



1
Road safety management



2
Safer roads and mobility



3
Safer vehicles



4
Safer road users



5
Post-crash response



6
Safer speeds

- Training sessions cover the pillars of the **Safe System approach**, as well as multiple cross-sectoral themes, supported by case studies on each topic
- **7 training sessions** divided into several modules delivered over a **5-day period**
- Training modules roughly reflect the **16 priority areas** for training identified following a gap analysis of road safety management capacity in Africa (carried out as part of this study)

THE SAFE SYSTEM



PILLARS	PRIORITY AREAS AND STRUCTURE OF THE LRSMTTP
<p><i>Humans make mistakes Humans are vulnerable</i></p>	<p>0. Introduction and road safety inessentials (1hr 30min)</p>
	<p>1. Institutional leadership and management functions (4hr 30min)</p>
	<p>2. Results and data systems (2hr 30min)</p>
	<p>3. Safer roads and mobility (5hr 30min)</p>
	<p>4. Safer vehicles (4hr)</p>
	<p>5. Safer road users (5hr 30min)</p>
<p>6. Post-crash response management (3hr)</p>	

THE SAFE SYSTEM



PILLARS	PRIORITY AREAS AND STRUCTURE OF THE LRSMTMP
<p><i>Road safety is a shared responsibility</i></p>	<p>0. Introduction and road safety inessentials (1hr 30min)</p>
	<p>Road traffic crashes as a public health issue and economic concern</p>
	<p>The Safe System approach and its components</p>
	<p>Overview, progress, and challenges of road safety in Africa</p>
	<p>1. Institutional leadership and management functions (4hr 30min)</p>
	<p>Road safety lead agency legislative mandate, role, and capacity</p>
	<p>Results focus</p>
	<p>Funding mechanisms for road safety</p>
	<p>Coordination arrangements</p>
	<p>Legislation on road safety</p>
<p>Monitoring and evaluation function</p>	
<p>Research and Development</p>	

THE SAFE SYSTEM



PILLARS	PRIORITY AREAS AND STRUCTURE OF THE LRSTP
<p><i>Safe roads, safe people Forgiving roads, safer vehicles</i></p>	<p>2. Results and data systems (2hr 30min)</p>
	<p>Focus on results</p>
	<p>Role of road safety data in road safety management</p>
	<p>The importance of reliable crash and casualty data collection</p>
	<p>Crash and casualty data collection and analysis methodologies</p>
	<p>How to identify high-risk areas and prioritize interventions - crash investigation</p>
	<p>3. Safer roads and mobility (5hr 30min)</p>
	<p>Road safety engineering capacity and design standards</p>
<p>RSIA, RSA, RSI, and management of high-risk crash locations</p>	
<p>Speed management</p>	
<p>Sustainable urban mobility plans</p>	
<p>Vulnerable road users: walking and cycling</p>	

THE SAFE SYSTEM



PILLARS	PRIORITY AREAS AND STRUCTURE OF THE LRSMTMP
<p><i>Safer vehicles, safer people</i></p>	<p>4. Safer vehicles (4hr)</p> <ul style="list-style-type: none"> Vehicle Safe System approach Active and passive vehicle safety features Importing second-hand vehicles Vehicle roadworthiness inspection Motorcycle safety Transportation of dangerous goods <p>5. Safer road users (5hr 30min)</p> <ul style="list-style-type: none"> Enforcement of traffic rules Understanding road user behavior Addressing vulnerable road users
<p><i>Post-crash response Golden hour approach</i></p>	<p>6. Post-crash response management (3hr)</p> <ul style="list-style-type: none"> Post crash response management, critical period Emergency care chain - Emergency Medical Service (EMS)

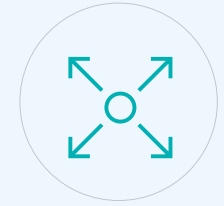
TARGET AUDIENCE



- Senior government officials and all those at the highest levels of the country's road safety ecosystem
- Participation of the road safety lead agency group and government stakeholders is strongly recommended
- Experts from industry and academia, as well as prominent international figures, will be invited to attend the events
- It is recommended that RS practitioners from the region and cities, road authorities, health professionals, law enforcement agencies, etc. participate



DEPLOYMENT STRATEGY



FIRST PHASE:

- Preparation and implementation of a pilot event which is designed for internal evaluation and includes only a select group of external participants.



SECOND PHASE:

- Deployment of the LRSMTTP in Anglophone Africa. The event will be open to targeted audience; use of social media to enhance visibility and outreach.
- Trainers may come from different sources, but a minimum requirement is set to guide the selection of trainers (resource persons) for each module.

THIRD PHASE:

- Preparation of the LRSMTTP training materials in French in collaboration with key partners and its deployment in Francophone Africa. The program will be further extended to Lusophone countries



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Let's
make
African
roads
safe

