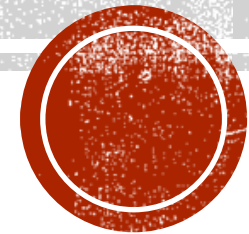




# AFRICAN ROAD SAFETY OBSERVATORY



*Benacer BOULAAJOUL,  
Transitional Steering Committee Chair*

# OUTLINE

1. Background
2. Last ARSO activities
3. Outputs: ByLaws, work plan 2019-2021, other administrative and structural decisions
4. New work plan 2021-2023
5. Next steps

# OUTLINE



# FIRST OF ALL...

- AU led, but joint collaboration between SSATP, ADB, WB, ITF, FIA and all others attending the meeting
- ARSO is there to assist development and strengthening of national road safety observatories can be put into the perspective of other regional road safety observatories like OISEVI or Asian Pacific.
- We are here to help
- WHO collaboration and the possibility to partner with them on this data

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# BACKGROUND / CONTEXT

- March 2017, Ministerial Meeting, in Lomé
  - Ministerial recommendation of the African Union and the United Nations Economic Commission for Africa and SSATP to develop a minimum set of road safety indicators
- *Mars 2017, Réunion des Ministres de Transport, Lomé*
  - *Recommandation ministérielle de l'Union Africaine et de la Commission Economique des Nations Unies pour l'Afrique et le SSATP de développer un ensemble d'indicateurs minimum de sécurité routière*

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# BACKGROUND / CONTEXT

- May 2017 and May 2018 Letter of Intent and MoU between World Bank, International Transportation Forum and Federation Internationale de l'Automobile
- To work together towards development of Regional Observatories



- *Mai 2017 puis Mai 2018, lettre d'intention puis protocole d'entente entre la Banque Mondiale, le Forum International des Transports et la Fédération Internationale de l'Automobile.*
- *Travailler ensemble sur le développement d'observatoires régionaux de la sécurité routière*

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# DAKAR, SENEGAL, FEBRUARY 2018: 1<sup>ST</sup> WORKSHOP / 1ER ATELIER

- Resolution signed by government representatives from 7 countries:  
Morocco,
  1. Kenya,
  2. Nigeria,
  3. Senegal,
  4. Benin,
  5. South Africa and,
  6. Tanzania

- Résolution signée par les représentants de 7 pays: Maroc, Kenya, Nigéria, Sénégal, Bénin, Afrique du Sud et Tanzanie*



& UNECA, African Union, AfDb, IsDb, WHO

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# ABUJA, NIGERIA, JULY 2018: 2<sup>ND</sup> WORKSHOP / 2ÈME ATELIER

- 28 African countries participated
- Agreed on minimum crash-related variables
- Created three working groups and their Terms of Reference:
  - ✓ Transitional Steering Committee
  - ✓ Transitional Task Force on Governance
  - ✓ Transitional Task Force on Work Plan

- *Participation de 28 pays africains*
- *Accord sur un ensemble minimum de données d'accident*
- *Création de trois groupes de travail et leur mandat*
  - *Comité de direction transitoire*
  - *Groupe transitoire sur la gouvernance*
  - *Groupe transitoire sur le programme de travail*



TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# WHAT HAPPENED SINCE ABUJA . . . .

- A lot of work done by the task forces
- Many videoconferences since July 2018
  - Work Plan
  - Governance
  - Steering Committee
- Drafting and discussion on key documents; bylaws, variables, programme of work, fund raising strategy ...
- Archive of documents including video-conference minutes and recordings on Dropbox
- Physical meetings; 12 -13 Nov, 2018, idem in 2019, **many virtual meetings since 2020 due to covid19 restrictions**
- Languages spoken EN and FR
- *Beaucoup de travail accompli par les groupes de travail*
- *Plusieurs videos conférences depuis juillet 2018*
  - *Plan de travail*
  - *Gouvernance*
  - *Comité de direction*
- *Préparation et discussion sur des documents importants : statuts, variables, programme de travail, stratégie de levée de fond*
- *Archive des documents sur Dropbox*
- *Réunion en personnes en 2018 et 2019, reunions virtual depuis 2020 suite aux restrictions Covid19*
- *Anglais / français*

SAFETY OBSERVATORY IN AFRICA





# MARRAKECH, MOROCCO, NOV 2018: 3<sup>RD</sup> WORKSHOP



## Objectives

Pursue the discussions initiated in Dakar and Abuja, to shape the way towards the establishment of a road safety observatory in Africa and to reach decisions on:

- The governance options of the Observatory;
- The draft work programme for the period 2019-21
- Co-operation with main stakeholders (international organisations, NGOs, private sector, etc.)

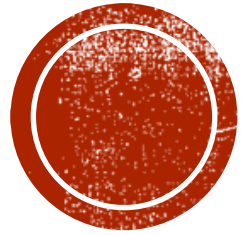
## Objectifs

*Poursuivre les discussions initiées à Dakar et Abuja pour se préparer à la création de l'ARSO, et prendre des décisions sur :*

- *Les options de gouvernance de l'Observatoire*
- *Le projet de programme de travail 2019-21*
- *Coopération avec les parties prenantes (organisations internationales, ONGs, secteur privé, etc.)*

ROAD SAFETY OBSERVATORY IN AFRICA





# OUTPUTS



# BY LAWS / RÈGLEMENTS

OARS Statuts

## Observatoire Africain de la Sécurité Routière

### Article 1 Création

Conformément à la décision n°... du comité technique spécialisé de l'Union Africaine en charge des Transports, des Infrastructures, de l'Energie et du Tourisme en mars 2017 (Lomé) de mettre en place des indicateurs de sécurité routière, dans la lignée de la Charte Africaine de la Sécurité Routière signée par les chefs d'État et du plan d'action africain de sécurité routière défini à l'occasion de la Décennie d'Action des Nations Unies, le présent document expose la gouvernance et le fonctionnement de l'Observatoire Africain de la Sécurité routière, ci-après dénommé OASR.

### Article 2 Vision

L'OASR est la plate-forme d'échange du continent africain concernant les politiques, pratiques et données de sécurité routière pour protéger les vies humaines sur les routes d'Afrique.

### Article 3 Mission

L'OASR a pour mission de développer la coopération internationale et au sein du continent africain ainsi que de générer une solide base de données et des analyses afin d'avoir un impact positif sur les politiques publiques concernant la sécurité routière, influencer et évaluer techniquement les acteurs principaux responsables de la sécurité routière dans les Pays Africains Membres (PAM), pour réduire considérablement les accidents de la circulation routière et leurs conséquences.

### Article 4 Objectifs

Les objectifs de l'OASR sont les suivants :

- Collecter, manager et analyser les données des accidents de la circulation routière
- Fournir une assistance technique aux PAM sur les systèmes, standards et normes de collecte de données.
- Promouvoir la mise en place d'Observatoires nationaux de la sécurité routière
- Partager la documentation technique, les logiciels et outils nécessaires pour

Page 1

15 Novembre, 2018

## TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



ARSO ByLaws

## African Road Safety Observatory

### Article 1 Creation

Pursuant to the 2017 decision on road safety indicators by the African Union Specialized Technical Committee (STC) on Transport, Transcontinental and Interregional Infrastructures, Energy and Tourism, the African Road Safety Charter agreed by Heads of States, and the African Road Safety Action Plan on the UN Decade of Action, this document sets out the governance and functioning of the African Road Safety Observatory (ARSO).

### Article 2 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.

### Article 3 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.

### Article 4 Objectives

The objectives of ARSO are to:

- Collect, manage and analyse road crash data
- Provide technical assistance for AMCs on data collection systems, standards and norms
- Foster the establishment of national road safety observatories
- Share technical material, software and necessary tools for collecting and analysing road safety data
- Provide capacity building on technical issues and guidelines related to road safety
- Facilitate twinning arrangements between countries striving to enhance their road crash data and countries with good crash data

Page 1

November 15th, 2018

# MARRAKECH DECLARATION

1st African Road Safety Forum  
13<sup>th</sup> – 15<sup>th</sup> November 2018  
Marrakech

## Declaration

We African Ministers who participated to the 1<sup>st</sup> African Road Safety forum held in Marrakech from 13<sup>th</sup> to 15<sup>th</sup> of November 2018, committed to the following:

Considering the facts:

With only 2.3 percent of the world's vehicles, the lowest level of motorization globally, Africa has the highest road traffic fatality rates in the world: 26.6 per 100,000 population. The average road traffic mortality across the OECD countries is 8 deaths per 100,000. This translates to 650 deaths per day, half which are pedestrians, cyclists and motorcyclists. As a result, road crashes sap Africa's youth and working age population and also rob the Continent of precious resources it could use for growth and development, which instead go to treating and caring for the consequences of crashes. Between 1990 and 2013, there has been an 89 percent increase in the number of road injury deaths, and road trauma in Africa is expected to worsen further, with fatalities per capita projected to double by 2030 from 2015 figures.

Ministers agreed that it was crucial that Africa halts and reverses these trends. Countries must implement effective road safety policies and strategies now, to mitigate the worsening epidemic of road fatalities and serious injuries.

Ministers committed to the following actions to be implemented during the calendar year 2019:

- Review and eventually, update the legislative and regulatory framework of the transport sector, to ensure comprehensive road safety provisions are included;
- Develop sound policies and effective strategies, backed up with appropriate action plans;
- Create lead agencies to manage road safety (for countries that have not yet done so);
- Allocate adequate funding to road safety activities.
- Promote the adoption of regulations for importation of cleaner, safer and more efficient vehicles, including used vehicles.
- Encourage countries to prioritize the development of their civil registration and vital statistics system with the involvement of all stakeholders and international partners.
- Encourage countries to promote partnership with civil society as a key player in the implementation of national road safety strategy.

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TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# 1<sup>ST</sup> ARSO WORK PLAN 2019-2021

## 6 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 analysis on topics of joint interest
6. Publication of periodical reports on road safety

## 6 piliers

1. Développement du réseau de l'observatoire et ses relations avec les parties prenantes
2. Amélioration des outils et méthodologies pour le recueil des données d'accidents et autres données pour la sécurité routière
3. Indicateurs de performance
4. Création et mise à jour d'une base de données commune sur la sécurité routière
5. Conduite d'analyse sur des sujets d'intérêt commun
6. Publication d'un rapport périodique sur la sécurité routière

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# 2<sup>ND</sup> ARSO WORK PLAN 2021-2023

The Action Plan is articulated around the following axes:

**Axe# 1) Enhancing the ARSO governance**

**Axe# 2) Expanding the network of the Observatory membership**

**Axe # 3) Improving Data Collection, consolidating & expanding the common database for road crashes and other relevant indicators/variables**

**Axe # 4) Developing, monitoring and promoting Safety Performance Indicators (SPIs)**

**Axe # 5) Research, Publications and Communications**

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# 2<sup>ND</sup> ARSO WORK PLAN 2021-2023

Example

## Axe# 1) Enhancing the ARSO governance

Axe1	Action /intervention	Priority	Estimated budget	Responsible	Timeframe
1	Make the bylaw of the Africa Road Safety Observatory approved with continental recognition	High	0\$	All	June, 2022
2	Develop an adopt an Africa road safety observatory policy framework 2023-2030 with a list of KPIs for all MS	High	100 k\$	ARSO TSC	Jan, 2022
3	Investigate how to establish or host the observatory in a member country as a pilot learning experience	High	0\$	All	Dec, 2021
4	Follow the progress of the AU ARSO study to enhance governance structure with necessary resources for the take-off (funds, HR...)	Moderate	0\$	TSC, AU	Oct, 2021
5	Set-up a technical working group (TWG) mandated with specific tasks such as providing technical input, conducting situational analyses or drafting crash-related country statistics.	High	0 \$	ARSO	By Nov, 2021
6	Prepare selecting criteria for countries to receive ARSO technical assistance (Crash data, Driver, Training, etc.)	High	20 K\$	ARSO	By Jan, 2022

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# OTHER DUTIES ACCOMPLISHED

- Several African countries joined [the 2020 ESRA](#) data collection on attitudes, perception and self-reported behaviors. Several of the data elements in this survey belong to safety performance indicators.
- The countries are: Benin, Cameroon, Cote d'Ivoire, Egypt, Ghana, Kenya, Morocco, Nigeria, South Africa, Tunisia, Uganda, and Zambia. Besides country-specific reports, there is a joint report entitled "Road Safety Culture in Africa. Results from the ESRA2 survey in 12 African Countries " now available at the ARSO website;
- During 2020, two online NDCs meetings were held (August 21 and November 18-20) to prepare the first ever data submission on a broad array of road safety data elements
- [Several reports \(at least 5, check\) have been produced to date](#)
- [AU STUDY: Support to the Establishment & Operationalization of the African Road Safety Observatory \(ARSO\): Institutional Framework and Options for Sustainable Financing, and](#)
- [The current Regional RS Observatories Event...](#)

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA





# OTHER DUTIES ACCOMPLISHED

- Révision, mise à jour et publication du Premier Rapport Annuel de l'ARSO (Mars 2021)



The goal of this report is to present structural framework for road safety data collection in African countries

## Important note:

- ✓ This is not an ordinary crash data analysis report, but an aggregate report on the current RS situation in Africa (ARSO).
- ✓ The goal of this report is to convey key messages on the different aspects of road safety in Africa.



TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# OTHER DUTIES ACCOMPLISHED

- Révision, mise à jour et publication du Premier Rapport Annuel de l'ARSO (Mars 2021): Pays

Liberia	Mali	Togo	Ghana
Ethiopia	Guinea	Nigeria	Zambia
South Africa	Madagascar	Zimbabwe	Uganda
Niger	DRC	Senegal	Benin
Burkina Faso	Morocco	Cameroon	
Congo	Eritrea	Côte d'Ivoire	



1<sup>st</sup> round of data collected during August-December 2020



WARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# NEXT STEPS

1. The ARSO bylaw adoption;
2. Ratification of the road safety charter;
3. A General Assembly for ARSO in January 2022;
4. Data collection platform will be reopened to allow for data entry;

TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



# FIND MORE DATA!

More information on ARSO is available at:

<https://www.ssatp.org/topics/african-road-safety-observatory>

## Latest News & Events

ONLINE

### 2nd Global Meeting of Regional Road Safety Observatories

November 30, 2021

November 30-December 1, 2021 @ 1:00-4:00pm CET (Paris) See the complete Event Program Register Here The Network of regional Road Safety Observatories (RSO) is a global forum on road safety...

Read More

ADDIS ABABA

### 3rd Multi-Country Workshop on Improving Civil Registration and Vital Statistics: Mortality from...

December 10, 2019

This document summarizes attendees agenda and outcomes of the 3rd joint workshop between WHO and ARSO to address the discrepancies between police-reported and vital registration derived road fatality...

Read More

### Winners of ARSO's #Roads4Life Storytelling Contest

November 13, 2019

Congratulations #Roads4Life Champions! The winners of the African Road Safety Observatory's #Roads4Life storytelling contest are: Road safety leadership: Roads for Life in Zimbabwe Innovations for...

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TOWARDS THE ESTABLISHMENT OF A ROAD SAFETY OBSERVATORY IN AFRICA



## SUMMARY

<b>2017</b>	AU Heads of State meeting (Lomé)
<b>2017</b>	Signing of MoU towards establishment of RSO by WB, ITF and FIA
<b>2017</b>	SSATP commissions road safety assessment needs in Africa
<b>2018 -February</b>	1 <sup>st</sup> workshop towards the establishment of African Road Safety Observatory (Dakar)
<b>2018 -July</b>	2 <sup>nd</sup> workshop towards the establishment of ARSO (Abuja)
<b>2018 -November</b>	1 <sup>st</sup> African forum for road safety, 3 <sup>rd</sup> workshop, development of ARSO Work Plan 2019-2021 (Morocco)
<b>2019 -June</b>	1 <sup>st</sup> ARSO general (virtual) assembly
<b>2020 -May</b>	AU sends countries request to designate ARSO National Data Coordinators
<b>2020-August</b>	1 <sup>st</sup> ARSO NDC (virtual) meeting
<b>2020 -September</b>	Launch of ARSO data collection (completed by December), Launch for ESRA data collection (completed early 2021)
<b>2020 -November</b>	2 <sup>nd</sup> ARSO NDC (virtual) meeting
<b>2020 -December</b>	1 <sup>st</sup> global network meeting of regional Road Safety Observatories
<b>2022 -March</b>	2 <sup>nd</sup> ARSO general (virtual) assembly + 3 <sup>rd</sup> ARSO NDC (virtual) meeting





**THANK YOU  
MERCI**

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