

Baseline Report

AFRICA STATUS REPORT ON ROAD SAFETY 2020

September 2021



Acknowledgements

We are grateful to all participants of all workshops held in preparation of African Road Safety Observatory (ARSO). Gratitude also goes to the designated National Data Coordinators (NDCs) who quickly took on the task. Thanks also to the World Health Organization (WHO) team of Nhan Tran and Kacem Iyach for constant support along the way, with regards to improvements in vital registration systems and the opportunity to pilot the newly developed data collection platform. The team from Addapt reacted always on time and constructively to the challenges of piloting the data gathering platform. SSATP 2020 Interns: Patrick Dionne, Lynette Kimani, Lamine Diallo and Salim Makarabo produced tireless efforts to secure meetings and deliveries of ARSO products. World Bank (WB) staff Arif Uddin and Barbara Ombassa have assisted in carrying ARSO and its activities during the difficult recent times.

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Forward

The year 2020 was a challenging one for Africa, and the COVID-19 pandemic was a major part of it. Notwithstanding the temporary decrease of road crashes due to lockdowns, road traffic crashes remain one of the biggest and most preventable health and economic hurdles for the continent. Ranked as the ninth leading cause of death in the continent, it is estimated that around 296,000 people lose their lives on African roads every year.

The World Health Organization (WHO) estimates that the number of fatalities in the region amounts to 20 percent of all worldwide road traffic deaths. This heavy toll is in stark contrast to the fact that Africa has a very small percentage of the world's road network and motorized fleet.

Over recent years, there has been a clear buildup of political will to address the problem, and the African Union Road Safety Charter is evidence of this. Still, evidence-based policies require reliable data to analyze what needs to be done and where; this is where Africa is met with additional challenges. The ability to provide reliable and timely data is weakened by fragmented, mostly paper-based data collection systems with differing indicators and criteria between regions and countries. This makes reasoned and comparative analyses challenging.

The year 2017 marked a turning point, however. Several African nations and international institutions started to work together to push for the establishment of a regional network of road safety policy and data specialists. This network became a reality with the creation of the African Road Safety Observatory (ARSO). Over the past three years, more than 30 African countries have participated in numerous working meetings to establish the network, develop a work plan, discuss data priorities to focus on, arrange for original data collection efforts around crashes, and address the need to improve other road safety data issues.

The African Status Report on Road Safety 2020 summarizes the findings of the first original data collection effort for road safety on the African continent. More important than the actual figures reported or the evidenced gaps, the report sets the baseline against which to measure progress in the coming years –progress not only in the reduction of crash victims, but also in the amount, quality and richness of the data collected.

Unfortunately, the reported figures do not show an improvement in the number of reported fatalities between the WHO's 2016 Global Status Report on Road Safety and 2020 data. But it strengthens the justification for the need to work together in a joint, continental effort to address these challenges, coordinate priorities, and set targets in the most efficient manner. We applaud the hard work of all involved in pulling this effort together: the World Bank (WB), the African Development Bank (AfDB), the Africa Transport Policy Program (SSATP), the Global Road Safety Facility (GRSF), the Federation Internationale de l'Automobile (FIA), the International Transport Forum (ITF) and the WHO. Without their support, this initiative would not have been possible. We extend our heartfelt thank you to the 26 African countries who participated in the baseline data collection effort that made this report possible and encourage the remaining countries to get involved.

We look forward to continuing to work on road safety for the good of all Africans

Signed by:



H.E. Amani About-Zeid,
*African Union Commissioner
for Transport*



Mr. Jean Todt,
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Summary

Africa, like the rest of the world, is witnessing a road safety crisis. On a global scale, the continent is recorded as the worst performer. In order to improve road safety performance in member countries, many barriers need to be overcome. Among them is a significant lack of detailed knowledge on road casualties, both in terms of their number and the associated factors that lead to or affect the consequences of road crashes.

A good understanding of the data is an absolute must, to be able to reach the set target of a 50% reduction of road fatalities in the region by 2030. With an overall objective of enhancing safety and saving lives on the roads across the region through ARSO by generating robust road safety data, undertaking analysis, and developing policies for actions, the results of this assessment serve as a baseline for monitoring and evaluating the progress of road safety policies and road safety performance in the participating countries.

- Three years of institutional effort to establish ARSO and collect and report first data collected.
- First African-led effort to collect road safety data and first update to global figures since 2018 WHO Global Status Report.
- Great participation rate, 26 countries submitting data on first call after 45 countries had designated national data coordinators.
- Efficiency of the system, besides initial presentational meetings (2017 and 2018) all work has been conducted virtually, allowing for simultaneous translation in several languages.
- At least 11 countries able to communicate fatality counts within one year; 13 more capable of reporting data within two natural years; one requiring three years of time lapse.
- Road fatalities in thirteen African countries with data from 2016 to 2019 indicate a minor reduction in fatalities in 2019 (37168) when compared to the reported figures in 2016 (37379). Yet, the WHO-estimated figure for 2016 for these same countries was 131 718, that is three and a half times higher. Hence, reporting detailed data by road user, vehicle or location seems sterile as they may lead to wrong conclusions.
- Most of the countries submitting data report to have legislation on speed limits, alcohol and drug use while driving, safety belts, helmets, or child restraints. Mobile phone use while driving remains to be regulated in several of the participating countries. Information on enforcement was harder to get and only a few countries submitted it.
- Yet, population-representative surveys in 12 African countries suggest that 42% of African motorcyclists report to have exceeded speed limits outside built-up areas; 11% drivers (motorcyclist of cars) report to drink and drive; 75% motor vehicle passengers report not to use safety belts; and almost 50% motorcycle riders report not to use helmets.
- Challenges remain to secure comparable data on issues such as vehicle fleet, infrastructure network or enforcement practices. ARSO's next Work Plan needs to include work to standardize definitions. In addition, the data entry platform can be augmented to incorporate operational definitions and quality checks to ensure the appropriateness of the data entry.
 - Vehicle fleet grows and ages, at least in the countries reporting on this information.
 - Six countries reported that all new road infrastructure projects require a formal road safety audit. Five countries use formal road safety inspections in all roads, although the percent of road network evaluated is limited.
- Overall, this report demonstrates that the establishment of a regional road safety observatory in Africa is feasible, beneficial, and productive. There is political will, international institutional support, numerous African countries actively engaged, and a productive collaboration. This report is a small demonstration of the results that lie ahead.
- There exists a time lag between events and data reporting capabilities. This time varies by topic and country. Likely, ARSO annual reports will have to focus on the results from two years prior, particularly when it comes to crash data, vehicle fleet and infrastructure information.

Establishment of ARSO (African Road Safety Observatory)

In March 2017, the Heads of African States adopted the decision to work towards the establishment of a harmonized set of road safety indicators for African countries –a decision fully aligned with the African Road Safety Action Plan 2011-2020, the United Nations’ Decade of Action Global Plan 2010-2020, and the targets set by United Nations’ Sustainable Development Goals 3.6 and 11.2. They requested the Africa Transport Policy Program (SSATP) and the United Nations Economic Commission for Africa (UNECA) to support the African Union Commission (AUC) towards this end. These institutions sought the collaboration of the World Bank (WB), International Transport Forum (ITF) and Federation International de l’Automobile (FIA) which had signed a Memorandum of Understanding to promote and assist in the development of regional road safety observatories around the world. Shortly thereafter, other international organizations joined to work together for the establishment.



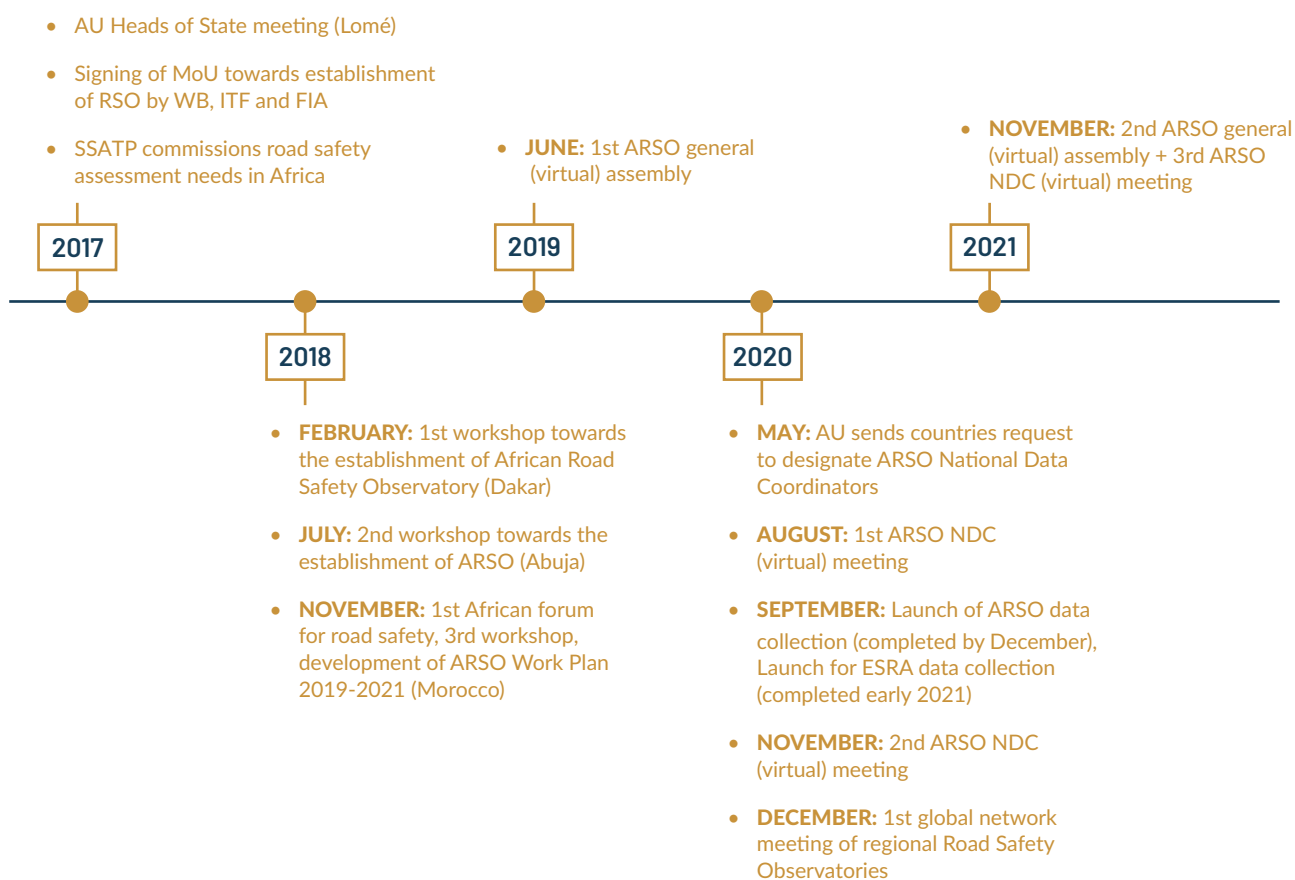
Under the auspices of the African Union Commission, and in accordance with the Africa Road Safety Charter, the African Road Safety Observatory (ARSO) initiative was launched in 2018. One of its goals is to build a robust body of data that can be used to monitor Africa’s road safety performance and improve decision making. The role of Regional Observatories to contribute to the monitoring of road traffic crashes and their consequences is acknowledged in the UN General Assembly resolution 74/299 calling for the 2nd Decade for Action 2021-2030. The resolution calls upon member States to continue action on all road safety targets including SDGs.

Since 2018, several meetings engaging with African Countries have taken place to compose ARSO’s 2019-2021 work plan and its operating procedures. More information on ARSO is available at <https://www.ssatp.org/topics/african-road-safety-observatory>.

Approach and Functioning of ARSO

During ARSO's 1st General Assembly (Durban, SA June 27-28, 2019), a three-year work plan was adopted including the original gathering of road safety data of willing countries for a baseline data report. The General Assembly agreed on the establishment of a Transitional Steering Committee comprised of seven African country representatives to oversee the yearly implementation of the work plan. SSATP was to continue its role as technical secretariat for ARSO for the time being. The creation of a National Data Coordinator's (NDCs) working group was approved. National Data Coordinators are one representative per country to act as liaison between the data related ARSO activities and all road safety data stakeholders in their country. Terms of reference were developed, and official nomination requests sent to governments. To date, 23 countries have designated their NDCs (for a full listing of NDCs, please see appendix A).

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.

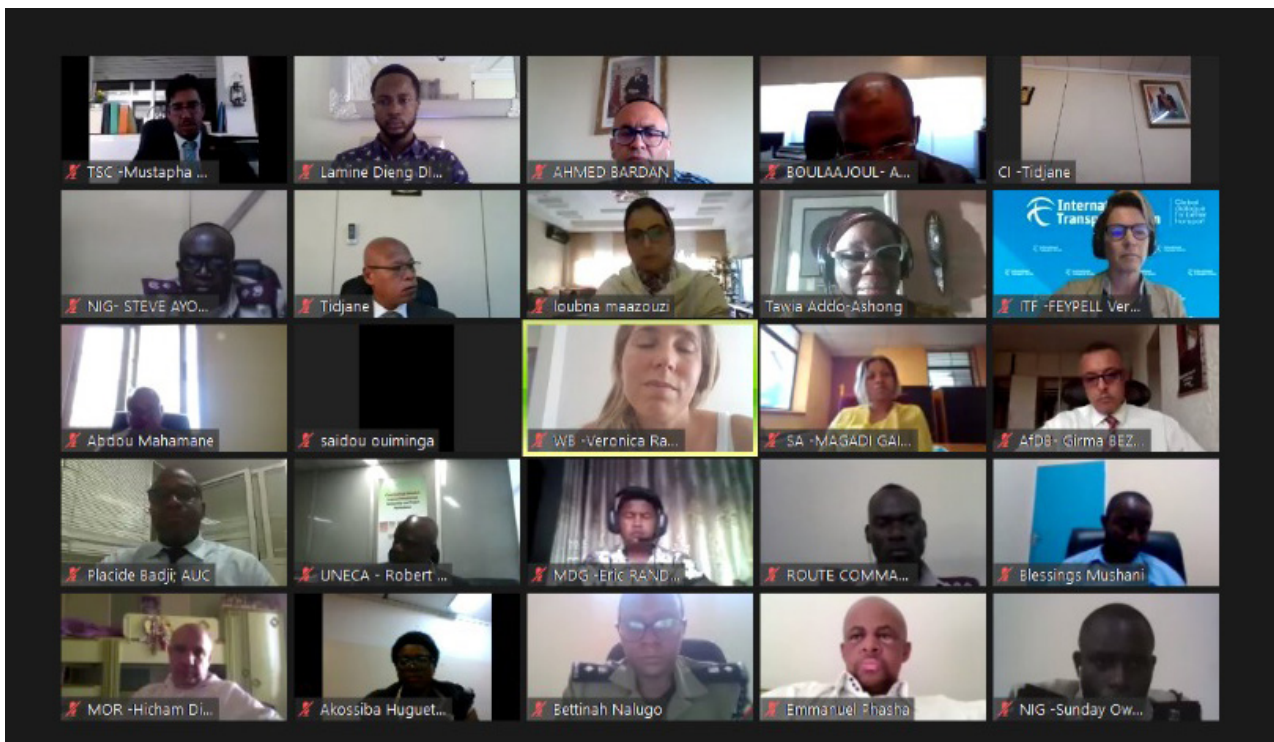


Baseline Data Collection

The baseline questionnaire was inspired from the World Health Organization (WHO) questionnaire used in the 2018 Global Status report, although crash-related questions were modified to incorporate the previously agreed minimum crash-related data elements for African countries (i.e., MiniARSO and Road Safety Data in Africa¹). Data submission used an online data transfer platform which was under piloting by WHO. National Data Coordinators and their collaborators, named country data adjudicators, got personalized log in and password information. NDCs had to review and approve data entered by their national data contributors. ARSO technical secretariat performed another review through iteration and customization, from inspection to correction to verification. A draft extended report with findings was shared with ARSO's Transitional Steering Committee and NDCs during a December 2020 online meeting and preliminary results were discussed at the 1st Global meeting of the network of Regional Road Safety Observatories (December 2-4, 2020). Comments from NDCs and reviewers have been incorporated into the final technical report that serves as a companion document/appendix to this report.

Complimentarily, a pilot in twelve African countries was undertaken to produce population-representative data to measure attitudes, perceptions, and self-reported road traffic behavior to augment our understanding of traffic safety in Africa.

This report targets a broad audience of policy makers, international organizations, and potential donors interested in road safety in Africa. The companion extended report is a working tool for National Data Coordinators.



¹ Segui-Gomez, Addo-Ashong, Raffo, Vienter, Road Safety Data in Africa, World Bank Group, 2021 Washington DC

Main Findings

Participating Countries and Available Data

The African Union is comprised of 55 member countries. Forty-five governments designated National Data Coordinators who received an invitation to participate in ARSO activities and submit data during the fall of 2019. Twenty-six countries with a designated NDC submitted data to the ARSO-set platform. Data could be uploaded for calendar years 2017, 2018 or 2019 and several countries submitted multiple years, leading in total to 44 country-years of data uploaded onto the ARSO platform.

The map below summarizes the countries which contributed to this baseline report with only one year of data (orange), two years of data (blue) or three years of data (green).

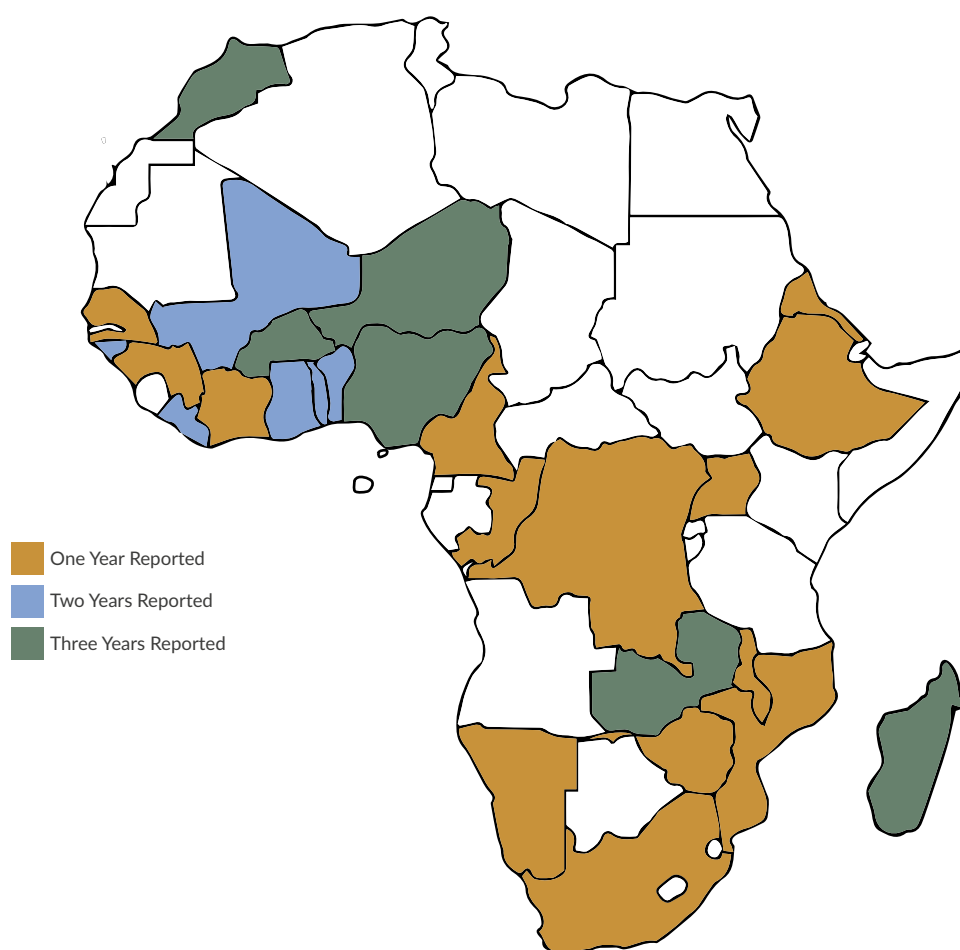


Figure 1. Countries submitting data and number of years of data submitted

For simplicity purposes, the remainder of this report focuses on the analysis of data for the year 2019, which was the most frequently reported year. This implies reporting on 22 countries since Guinea Bissau, Malawi, Mozambique, and Namibia reported data for 2018 and/or 2017, but not for 2019.

Road Traffic Victims

Eight of the twenty-two countries reporting 2019 data could not facilitate the counts of fatalities. Three other countries reported on fatalities but could not yet report on crashes or non-fatal victims for that year. The table below summarizes those counts by country, although caution is to be used when interpreting non-fatal numbers (whether slight or serious injuries or even injury crashes). Standardization of these concepts is to be addressed in coming years as part of the ARSO work plan.

Country	Injury crashes	Type of victims			Time interval used for defining a road traffic death
		Slightly injured	Seriously injured	deaths	
Benin	3 172	2 297	2 029	810	Died within 30 days of crash
Burkina Faso	NA	NA	NA	978	Died at scene of crash
Cameroon	NA	NA	NA	1140	Died within 30 days of crash
DR Congo	Fatal crashes 177	3 225	NA	266	Unlimited time following crash
Congo	NA	NA	NA	NA	NA
Côte d'Ivoire	12 862	10 507	10 687	1 465	Died within 30 days of crash
Eritrea	NA	NA	NA	NA	NA
Ethiopia	15 529	7	7	5 118	Died within 30 days of crash
Ghana	NA	NA	NA	NA	NA
Guinea	NA	NA	NA	NA	Died at scene of crash
Liberia	NA	NA	NA	NA	NA
Madagascar	1 694	2 802	2 802	229	Died within 24 hours of crash
Mali	NA	NA	NA	NA	NA
Morocco	101 644	139 339	10 003	3 622	Died within 30 days of crash
Niger	6 583	11 917	11 917	929	Died at scene of crash
Nigeria	35 981	1 265	6 911	5 483	Died within 30 days of crash
Senegal	17 213	17	27 465	745	Died at scene of crash
South Africa	NA	NA	NA	12 503	Died within 30 days of crash
Togo	NA	NA	NA	NA	NA
Uganda	10 810	1	9	3 880	Died within 30 days of crash
Zambia	10 115	8	5	1 746	365 days as defined by the primary data source
Zimbabwe	NA	NA	NA	NA	NA

Source: ARSO Dashboard Survey (2020)

When reporting fatalities, it is necessary to acknowledge that the UN General Assembly declared WHO as the United Nations agency in charge of monitoring the progress on road fatalities around the globe and progress on SDG 3.6. In the past decades, striking differences in mortality registration systems have led WHO and other international organizations to produce mathematical models to estimate deaths while national systems are built with stronger interconnectivity and produce more reliable numbers. Discrepancies between official country counts on road fatalities differ in most African countries except for Egypt, Mauritius, Seychelles, and South Africa whose reporting matches the estimations by WHO. These discrepancies, on average four-fold, can be as high as 69-fold.² Worse yet, the discrepancies in 2018 are larger than those in 2015. Thus, national-level work to improve fatality reporting is a priority for ARSO and this has been included in its 2019-2021 work program in the form of specific workshops in which 15 ARSO member countries have participated.³

The table below summarizes the 2019 fatality counts for the fourteen countries for which this information is available, and their 2016 data as summarized in the WHO 2018 Global Status Report.

Country	2016 estimated deaths	2016 reported deaths	Vital registration system quality (WHO evaluation) ⁴	2019 reported deaths
Benin	2 986	637	4	810
Burkina Faso	5 686	878	4	978
Cameroon	7 066	1 879	4	1 140
DR Congo	1 405	308	4	266
Côte d'Ivoire	5 582	991	4	1 465
Ethiopia	27 326	4 352	4	5 118
Madagascar	7 108	340	4	229
Morocco	6 917	3 785	4	3 622
Niger	5 414	978	4	929
Nigeria	32 076	5 053	4	5 483
Senegal	3 609	604	4	745
South Africa	14 507	14 071	1	12 503
Uganda	12 036	3 503	N/A	3 880
Zambia	N/A	N/A	4	1 746

Source: ARSO calculation based on the online survey and WHO statistics, 2020

In other words, road fatalities in thirteen African countries with data for 2019 and 2016 indicate a minimal reduction in fatalities in 2019 (37 168) when compared to the reported figures in 2016 (37 379). Yet, the estimated figure for 2016 for these same countries was 131 718, that is three and a half times higher. Hence, reporting results on the analyses of user type or user, vehicle or location characteristics seems unfruitful as selection biases are likely to appear in the results.

For example, fatality user type counts were reported by 7 of the 14 countries in the previous table, and not for all categories of user type. The percentage of fatal victims that were pedestrians ranged from 19.7% (Benin) to 38.3% (Uganda).⁵ Four countries reported on the counts of fatal powered two-wheeler driver or riders, and those percentages ranged from less than 1% (South Africa) to 47.9% (Benin). Another four countries provided information on the percent of cyclists killed on their roads, and these percentages ranged from 1% (South Africa) to 7.4% (Senegal).

² FIA High Level Panel for Road Safety. Data on Road Safety. October 2019 report, pages 43-51

³ Proposed ARSO Work Plan 2022-2024

⁴ Values indicate: (1) good death registration system, (2) other sources of cause of death, (3) country population less than 150 000, and (4) without eligible death registration data (Source: 2018 Global Status Report, WHO)

⁵ Senegal (23.5%), Morocco (26.9%), South Africa (28.1%), and Ethiopia (33.6%) complete the reporting

However, the most relevant result to share is that aggregated information on user type and other crash characteristics was reported only by a subset of countries ranging from 3 to 9. More countries reported on variables related to the timing of the crash than to the vehicle or location characteristics of the crash. Benin, Morocco, and South Africa were the countries reporting on most of these variables. Whether this is due to these data not being collected or not being computerized and easily analyzed remains to be evaluated.⁶

Key Performance Indicators

The value of performance indicators for road safety is unquestionable. Some of these indicators have been included since the first WHO Global Status Report back in 2004. The ARSO Work Plan 2019-2021 includes a specific point in the definition and delivery of these types of indicators. Thirteen countries reported on the status of legislation during 2019 related to speed limits, alcohol, and drugged driving, use of safety belts, helmets, child restraints or mobile phone use and on the existence of a vital registration or death certification system or a trauma registry in their country. The table below summarizes the answers by country.

Country	Legislation that specifies national speed limits	Is alcohol consumption (by adults) legally prohibited	National drink-driving law	Is there a national law that restricts the use of drugs while driving	National legislation requiring helmet	National legislation requiring seatbelt	National legislation requiring the use of child restraints	National legislation regulating the use of mobile phones
Benin	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Burkina Faso		Yes						
Cameroon	Yes	No	Yes	Yes	Yes	Yes	No	Yes
Côte d'Ivoire	Yes	Yes	Yes	Yes	Yes	Yes	Do not know	Yes
Ethiopia	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Ghana								
Guinea	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Liberia								
Madagascar	Yes	No	Yes	Yes	Yes	Yes	No	Yes
Morocco	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Niger	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Nigeria	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Senegal	Yes	No	Yes	Yes	Yes	Yes		Yes
South Africa	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Uganda	Yes	No	Yes	Yes	Yes	Yes	No	Yes
Zambia	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes

Source: ARSO Dashboard Survey (2020)

⁶ An earlier survey on MiniARSO availability among African countries substantiated its inclusion into this data collection effort. However, only nine African countries participated both in that survey as well as in the baseline data collection. The ARSO Work Plan 2022-2024 will include improvements on MiniARSO reporting for all countries.

However, fewer countries reported on the exact regulations in place and/or enforcement means and intensity.

To better understand the reality of road safety on the ground twelve African countries participated during 2019 and 2020 in a global initiative called ESRA (E-survey on Road Attitudes). This activity was included in the ARSO 2019-2021 work plan. Eleven of these countries are active members of ARSO (all but Egypt) and nine of them had submitted data on the ARSO platform as described in previous section (all but Egypt, Kenya, and Tunisia). A series of separate documents summarize the findings of this survey, including individual country reports.⁷ However, a few of the key findings in the executive summary of the “Road Safety Culture in Africa” 2021 report are reproduced below:

Exposure

Overall, the top 3 most used transport modes during the last 12 months in the participating African countries are: (1) pedestrian (94%), (2) car passenger (87%) and (3) taking a taxi (86%). The lower prevalence of car driving in the majority of African countries is related to the fact that car ownership is not as widespread as in other regions.

Speeding

Overall, the self-reported prevalence of speeding amongst African car drivers is lower than in Europe. An opposite pattern is found for motorcyclists: African motorcyclists report having exceeded speed limits outside built-up areas more often than European riders (42% vs 20%). Proper speed management (including infrastructure and enforcement) is required to reduce the number and severity of road crashes.

Driving under the influence (DUI) of alcohol and drugs

Figures on drunk driving in Africa are similar to those in Europe. Moreover, men more often than women report drinking and driving. The results also show that twice as many African respondents reported that their friends would drive after drinking alcohol compared to European respondents (13% vs. 7%). The consumption of alcohol and/or drugs leads to increased reaction time, lower vigilance, poor judgement and can impair visual functions. Still 11% of African respondents report to trust themselves when driving after drinking alcohol.

Seatbelt

Almost three out of four African respondents reported that they did not wear a seatbelt as a passenger on the back seat, even though the African respondents indicate that they do not find such behavior acceptable (only 9% of the car drivers find it acceptable). Three issues might explain this finding: (1) lack of regulation in many countries; (2) limited technical inspection of cars; and (3) imported cars (outdated fleet).

Distracted driving

About half of car drivers reported having made a hand-held phone call while driving in the past 30 days, and about one third of the motorcyclists used their mobile phone while riding in the past 30 days. Drivers talking on a hand-held mobile phone are about four times more likely to have an accident while driving (WHO, 2015).

Vulnerable road users

- Pedestrians – Distracted participation in traffic by listening to music through headphones or using a mobile phone while walking are often reported (>57%). However, compared to European pedestrians, African pedestrians report more respect for red traffic lights.
- Cyclists – Half of the African cyclists reported to listening to music through headphones, and 30% using a mobile phone while cycling.
- Motorcyclists – Almost half of the African motorcyclists did not use a helmet in the past 30 days.

The value of these findings is remarkable as this constitutes a first-ever glimpse into the self-reported behaviors and attitudes towards road safety among African citizens. Future work could elaborate on these findings and evaluate whether any differences exist between self-reported behavior and observed behavior in population-representative observational surveys.

⁷ www.esranet.eu/en/publications

Additional Road Safety Data

The baseline data questionnaire included queries on the vehicle fleet and infrastructure network by country.

For example, composition of the fleet by vehicle type and age were asked. Between four and six countries reported data on vehicle fleet. The table below summarizes the total fleet and its age distribution. It adds the information reported for the 2018 WHO report by way of comparison.

Age of vehicle/Country	Benin	Morocco	Senegal	South Africa
0-4 y.o.	134 889	95 4401	92 234	2 065 962
5-9 y.o.	116 626	781 382	94 349	2 772 465
10-14 y.o.	84 840	673 674	172 216	2 313 301
15-24 y.o.	167 810	649 551	74 046	2 583 612
25+	44 745	870 402	129 746	1 366 847
Total reported (2019)	549 910	3 929 410	651 636	10 108 755
Reported for 2018 WHO Global Status Report	469.7K	3.79 M	468.1K	N/A

Source: ARSO (2020) and WHO Compilations (2018)

Regarding infrastructure, fewer countries completed the required information. Six countries claim that all designs for new infrastructure require a formal road safety audit prior to construction. Five countries report conducting formal inspections of the existing network, two of them acknowledged using star rating systems whereas the other countries used inspections or assessments instead. However, the amount of network evaluated ranged from less than 20% to around 50%.

National Road Safety Strategies

Sixteen of the 22 countries reporting data for 2019 confirm they have a government agency or department that takes responsibility for overseeing road safety activities. Seven countries declared having a national road safety strategy, but only two countries reported having full funding for such a strategy.

Conclusions

Lack of road safety in Africa imposes an extraordinary burden on its population, not only in relation to deaths but also regarding permanent disability and short- to mid-term pain and suffering for the victims and their families and acquaintances. Besides defining road safety policies and securing funding and political will for their implementation, it is important to assess the magnitude of the problem and gather baseline data to adapt evidence-based solutions and secure proper evaluation and monitoring of progress in years to come.

The African Road Safety Observatory addresses both the immediate needs while working to create synergies between countries and institutions with long experiences in policy and data to accelerate the development of a solid network of data collection and analysis.

This report summarizes the first attempt to collect country-level data in a collective manner for the African continent and serves as a bridge to other international data collection efforts, such as the UN-commissioned WHO initiative.

The report documents gaps and areas for further development and refinement which will be addressed in the ARSO Work Plan 2022-2024. The report also documents the will of numerous professionals in a wide array of institutions and countries to collaborate in developing minimum data requirements, testing novel methods for data collection and analyses, and advancing the road safety agenda in the continent.



Appendix A.

ARSO Government-designated National Data Coordinators

Country of representation	First Name	Last Name	Email
Angola	Jose Ngombe	LUYINDULA	luyindula63@live.com
Benin	Huguette	TEDJI	tedjihuguette@yahoo.fr
Botswana	Maatla	OTSOGILA	sorsa.ub@gmail.com
Burkina Faso	Aboubacar	FOFANA	faboubacar@yahoo.fr
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Appendix B.

ARSO Transitional Steering Committee (TSC)

Name	Country / Organization
Bennacer Boulajoul	Morocco
Kevin Kara-Vala	South Africa
Sydney Ibe	Nigeria
Duncan Kibogong	Kenya
Georges Anagonou	Benin
Divine Mbamome Nkendon	Cameroon
Ronald Amanyire	Uganda
Edward Kizito	Uganda
Placide C. Badji	African Union Commission (AUC)
Maria Segui-Gomez	Fédération Internationale de l'Automobile (FIA)
Tawia Addo-Ashong	SSATP, World Bank
Veronica Ines Raffo	World Bank
Haileyesus Adamtei	SSATP, World Bank
Peter Taniform	SSATP, World Bank
Arif Uddin	GRSF, World Bank
Barbara B.M. Ombasa	World Bank
Mustapha AZZOUZI	SSATP, World Bank
Yonas Bekele	SSATP, World Bank
Peter Whitten	European Union (EU)
Veronique Feypell	International Transport Forum (ITF)
Nhan Tran	World Health Organization (WHO)
Robert Lisinge	United Nations Economic Commission for Africa (UNECA)
Patrick Rugumire	African Development Bank (AfDB)

