



AFRICAN DEVELOPMENT BANK GROUP  
GROUPE DE LA BANQUE AFRICAINE  
DE DEVELOPPEMENT

# Regional Centre of Excellence for Road Safety

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# Outline



- Overview of Road Safety for Africa
  - Road Crash Trend
  - Road Safety Issues
  - Human Resource Requirements
- The Role of Regional Centre of Excellence (CoE)
  - Training of professionals
  - Certification
  - Research and Consultancy Services
- Areas to be Covered
  - Road Safety Management
  - Safer Roads
  - Safer Vehicles
  - Road Users' Safety
  - Emergency Medical Care and Rescue
- Institutional Setup and Operation
  - Management
  - Operation
  - Sustainability

# Road Crash Trends in Africa



**1.35 million**

*killed worldwide*

Males account for more than 70%, putting the burden on women & less opportunities in life

Africa has 3.6% of world's cars but 24% of road deaths

**Approx. 300 000**  
*road deaths in Africa*

**Africa's fatality rate is the highest globally**

Costs 2-5% of the annual GDP of African countries equivalent to US\$75 billion for Africa in 2019

**53%**

*are vulnerable road users (pedestrians, motorcyclists, cyclists etc.) expected to increase by 6% per year*

*Increase from 24.1 (in 2010) to 26.6/100,000 population in 2016) compared with decreasing rate from 10.4 to 9.3 in Europe*

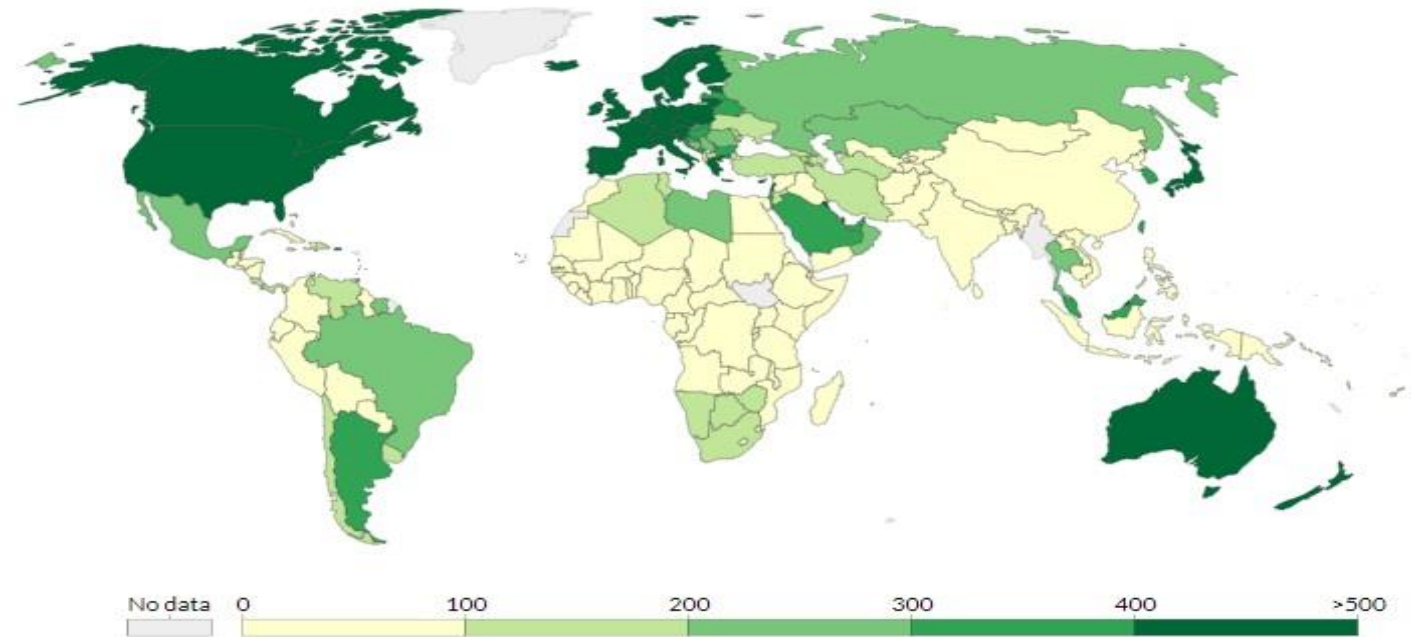
Road injuries are the 8th leading cause of death in sub-Saharan Africa

# Road Crash Trends in Africa



## Road crash risk in Africa is not proportional to the level of exposure compared with other regions

- About 24% of the global road crash deaths occurs disproportionately in Africa where there are only 3.6% of the total global vehicle fleet
- Motorization level → Africa 38.9 vehicles/1000 population compared with about 606 in Western Europe, 686.3 in Canada & 831.9 in USA





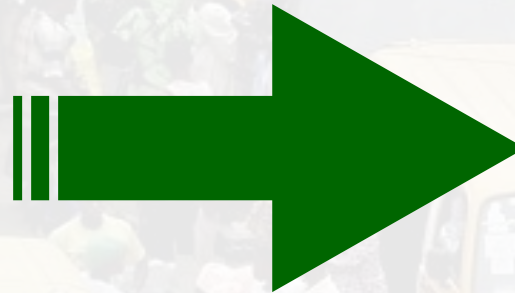
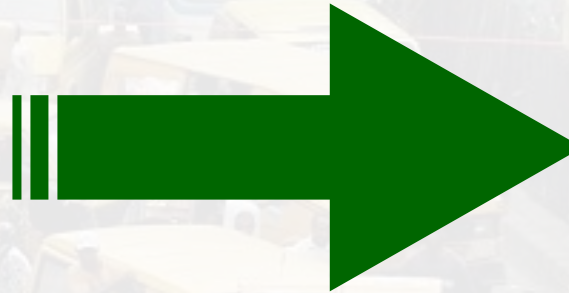
# Road Crash Trends in Africa



## Perspectives of road crash trends in Africa

- Road investment
- Economic activities
- Vehicle ownership
- Population
- Urbanization

**If no significant road safety investment**



- **Mobility**
- **Exposure**
- **Road crash risk**

**There will be increased road crash deaths & injuries**

# Road Safety Issues in Africa



## Road Safety Management System

- Forms of the lead agencies, their political empowerment and dedicated human and financial resources provided to undertake functions - **89% of countries have LA & 63% are funded**
- National road safety Strategy - **57% of countries have strategies, but only 5% are funded** and not progressing as planned
- Road Crash Database System - **46% of countries follow the international definition; 15% record sufficient** information and only 9 have computerised crash database system

## Road Users' Safety Challenges

- Road users' attitude/behaviour - lack of awareness & appreciation of the traffic system
- Safety laws on speed; seatbelt & child restraints; helmet and drink-driving - **weak enforcement - limited in 35-40% & moderate in 25-35%**
- Driver training and testing - absence of special driver training for professional drivers for heavy goods and public transport - poor oversight; corruption and fraudulent licenses
- Child safety education - **not systematically embedded in curriculums**
- **Public awareness campaign are mostly generic and not systematically** done and supported by enforcement

# Road Safety Issues in Africa



## Infrastructure safety

- Dedicated road safety institution and system in road agencies to maintain safe road network :
  - Road safety audit
  - Safety improvement of existing roads through safety assessment/blackspot treatment
  - Speed legislation and adequate enforcement
- Human and financial resource constraints

## Post- crash response

- Poorly prepared to rescue & care for road crash survivors;
- Coverage and reliability of emergency medical service is poor or none-existent in 50% of African countries;
- The gaps in post-crash care include infrastructure, human resources, transportation, and management of EMS

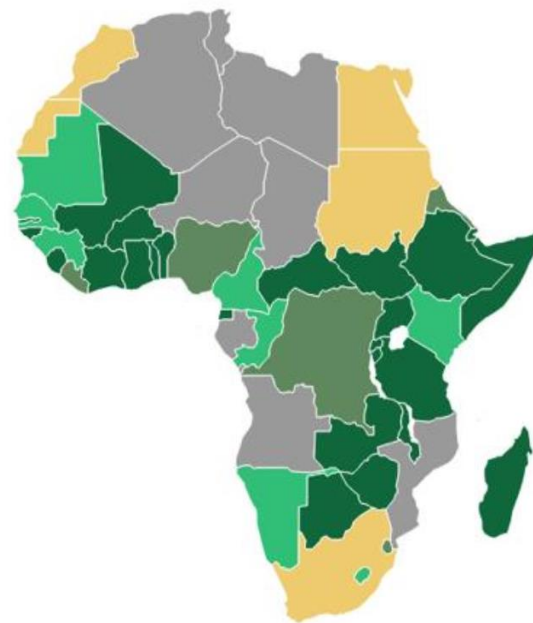
# Road Safety Issues in Africa



## Vehicle Safety

- Lack of up-to-date safety standards
- Import of used vehicles and old vehicle fleet;
- Roadworthiness inspection and enforcement

Age Restrictions on Import



● Banned ● 5 and under ● under 10 ● 10+ ● None

Status of African Countries based on a recognized 'strong' 5 year age limit



● Strong ● Fair ● Weak ● Banned



# Human resource requirements



- Vehicle safety specialist
- Technicians for inspecting vehicles for road worthiness

- Road safety management specialist
- Specialists for road crash investigation, recording & analysis
- Researchers



- Road safety lawyers
- Driver training and licensing specialist;
- Safety education and communication specialist;
- Traffic police - for traffic operation management & enforcements of laws



- First responders & first-aid providers
- Ambulance service providers
- Emergency medical doctors
- Specialist doctors



- Safe system design of roads
- Road safety auditors
- Traffic engineers
- Network safety management - proactive & reactive

# The Role of Regional CoE



The role of CoE is **creating a critical mass of road safety professionals and building capacity** for research and consultancy services in Africa

- **Training Professionals** - offer extensive range of consistent, well-structured, high quality courses and tailored trainings on specific road safety issues or topics to clients to produce knowledgeable and skilled human resources in all areas of road safety;
- **Certification** - provide a framework for certification of road safety professionals; and
- **Twining programme** - transferring knowledge and best practices to build capacity for research and consultancy services



# Areas to be covered





# Road Safety Management

- Senior Executive course
- Management and coordination structures
- Sustainable road safety funding
- Road safety Legislation
- Crash Data systems and data analyses
- Road safety performance indicators (RSPI)
- Road Safety Strategies and Action plans
- Research, Monitoring and Evaluation Systems





# Safer Roads and Mobility

- Senior Executive course
- Road safety in roads Agencies
- Safe system approach in road design
- Effective access and development control
- Traffic Calming and linear settlements
- Road Safety Audits and Inspections/Assessments (RSI/RSA)
- Black-spot management (BSM)
- Vulnerable road users' safety



# Road Users' Safety

- Senior Executive course
- Traffic police enforcement strategies and tactics
- Driver training and testing systems
- Special training and testing for professional drivers'
- Road safety Campaigns
- Safety education of Children
- Monitoring and evaluation of campaigns





# Emergency Medical Care & Rescue

- Senior Executive course
- Emergency Medical services
- Traffic police site control / management
- Training of first responders and rescue services
- Training of emergency service personnel (nurses & specialists)



# Vehicle Safety

- Senior Executive course
- Vehicle safety legislations and regulations - with reference to international safety norms and practices including UN Conventions on vehicle safety
- Road worthiness Technical inspections and Enforcement
- Imports and Type testing of vehicles
- Motorcycle safety and helmet standards
- Global NCAP





# Research & Consultancy



The capacity for research and consultancy services can be mainly achieved through **partnership for transferring knowledge, experiences and best practices**

- Academic partnership for MSc & PhD training in road safety;
- Research partnerships
- Consultancy partnerships
- Events (workshop, seminars, conferences, etc.) organized for exchanging experiences and best practices

# Institutional Setup & Operation



## Critical areas for supports

- Undertaking assessments for identifying critical areas for support
- Identification of most priority road safety intervention areas
- Preparation of training curriculum and certification framework
- Training of trainers & supporting the first model training from concerned stakeholder institutions such as the hosting institution, transport, police, road, vehicles, drivers, health (EMS), etc.
- Providing facilities that are critical for operationalizing the CoE

## Training at the CoE

- Trainings are organized by the CoE leadership (Chairman & Secretariat periodically and at a time where there is a demand
- Trainers trained for a particular training are called as needed
- Trainees coming from the country hosting the CoE and the region
- The first-model-training is covered by the Bank's financing. Trainees who are coming for subsequent training pay fees for the training and other services plus surcharges for upgrading the services of CoE in the future

# Institutional Setup & Operation



## Consultancy Service

- Develop organization structure of CoE under the hosting institute
- Prepare administration framework for CoE
- Undertake assessments for identifying critical areas for support
- Identification of most priority road safety intervention areas
- Preparation of training curriculum and certification framework
- Training of trainers from concerned stakeholder institutions
- Help the provision of facilities that are critical for operationalizing the CoE
- Provide support in the first-model-training of trainees and certification

## The Bank's financing supports

- The consultancy services
- The provision of critical facilities to operationalize the CoE
- To initiate partnerships towards building capacity for research and consultancy services



# Institutional Setup & Operation



## Sustainability

- The Centre will **gain its capacity gradually**, first in priority areas and later on other areas to provide its full-fledged functions with supports from
  - Other development partners for sponsorship of expert trainers and trainees,
  - The government of the country hosting the CoE
  - Partnership agreements with some recipient governments in the region to send trainees as part of projects, etc.
- The **trainings, research works and consultancy** services of the CoE should be **aligned with the academic programme of the hosting institution for its sustainability**





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# Thank You

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