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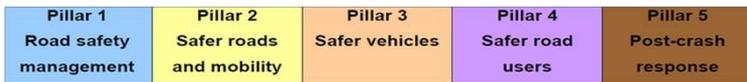
# Road Safety Management in Africa: Challenges and Solutions for Tomorrow

[198]

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## Introduction

- ✘ Around 1.3 million people are killed in road traffic accidents worldwide, with a further 20 to 50 million injured. Road traffic accidents are one leading cause of death in Africa. While low- and middle-income countries have about 60% of the world's vehicle fleet, more than 90% of deaths occur
- ✘ Road safety is a major public health problem with considerable human losses. The associated socio-economic cost amounts between 3 and 7% of GDP
- ✘ A large continent with great diversities (language, size, population density, etc.)



The WHO Road Safety Pillars

## Method

- ✘ A questionnaire submitted to focal persons, who were considered to be road safety experts for the country
- ✘ The data were reviewed and checked for validity
- ✘ 21 questionnaires collected and 19 used for the analysis
- ✘ 6 main items are investigated through 57 questions
- ✘ A scoring approach taking into consideration the response rate
- ✘ A color code for representing the level of performance according to a quartile process: red (<25% of the whole total), orange (25; <50%), blue (50; <75%) and green (75; <100%)

Pillar 1: Road safety management (maximum score 57)

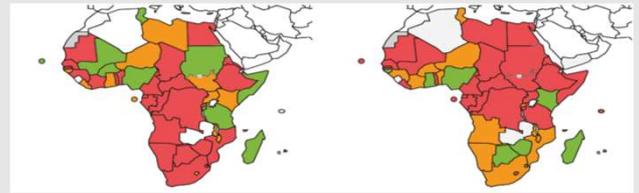
	Yes	No	NaR
Institutional organization and coordination (max score 9)			
Policy Formulation and adoption (max score 9)			
Policy Implementation and Funding (max score 11)			
Monitoring and Evaluation (max score 11)			
Scientific support and Knowledge and capacity building (max score 6)			
Key road safety resources (max score 11)			

## Conclusion

- ✘ There is no fate, solutions are documented
- ✘ Establish a lead agency or organization to create dynamics
- ✘ Associate stakeholders for tailoring policy
- ✘ Elaborate a vision, define a strategy and objectives
- ✘ Insure appropriate funding, funding mechanism and training for staff
- ✘ Monitor interventions and evaluate measures and policies
- ✘ Encourage research and support policy with media coverage
- ✘ Develop data collection related to injuries and mobility

## Context

- ✘ Implementing efficient and effective road safety responses has to face an unfavorable context: limited economic resources and unstable political context
- ✘ A poor implementation of effective road safety measures



Carte 1: Speed Limit (Source: WHO 2018b)

Carte 2: Helmet Regulation in Urban Area

- ✘ Importance of organizing an institutional road safety response in line with a Safe System approach
- ✘ Implementing an efficient management system is crucial

## Results

	Benin	Botswana	Burkina Faso	Cameroon	Congo	Gambia	Guinea	Kenya	Lesotho	Malawi	Mali	Mauritius	Senegal	Serra Leone	South Africa	Swaziland	Tanzania	Togo	Tunisia
Score	25	19	44	22	35	8	19	21	27	30	38	30	22	27	43	21	21	22	31
NaR																			

Global Performance for Road Safety Management

	Benin	Botswana	Burkina Faso	Cameroon	Congo	Gambia	Guinea	Kenya	Lesotho	Malawi	Mali	Mauritius	Senegal	Serra Leone	South Africa	Swaziland	Tanzania	Togo	Tunisia
Item 1																			
Item 2																			
Item 3																			
Item 4																			
Item 5																			
Item 6																			

Specific Performance for the Road Safety Management

- ✘ Global performance shows a mixed picture and indicates some structures are in place, but does not prove it works
- ✘ Item 1: Institutional structures are in place in general
- ✘ Item 2: Formulation policy tool are available
- ✘ Item 3: Funding, trained personnel and association of stakeholders are lacking for the most part of countries
- ✘ Item 4: Poor performance with some problems related to information system and evaluation of policies
- ✘ Item 5: Very poor performance with expertise; research capacities and training program are seldom available
- ✘ Item 6: Very poor performance with a lacking of human skills, analytical capabilities, data resources (barriers for implementation)

## Bibliography

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