

What are the main gaps for road safety training in African countries?

ASLAK FYHRI*, **TORKEL BJØRNSKAU***, **LAXMAN BISHT****, **HANEEN FARAH****

*INSTITUTE OF TRANSPORT ECONOMICS, NORWAY

**DELFT UNIVERSITY OF TECHNOLOGY, NETHERLANDS

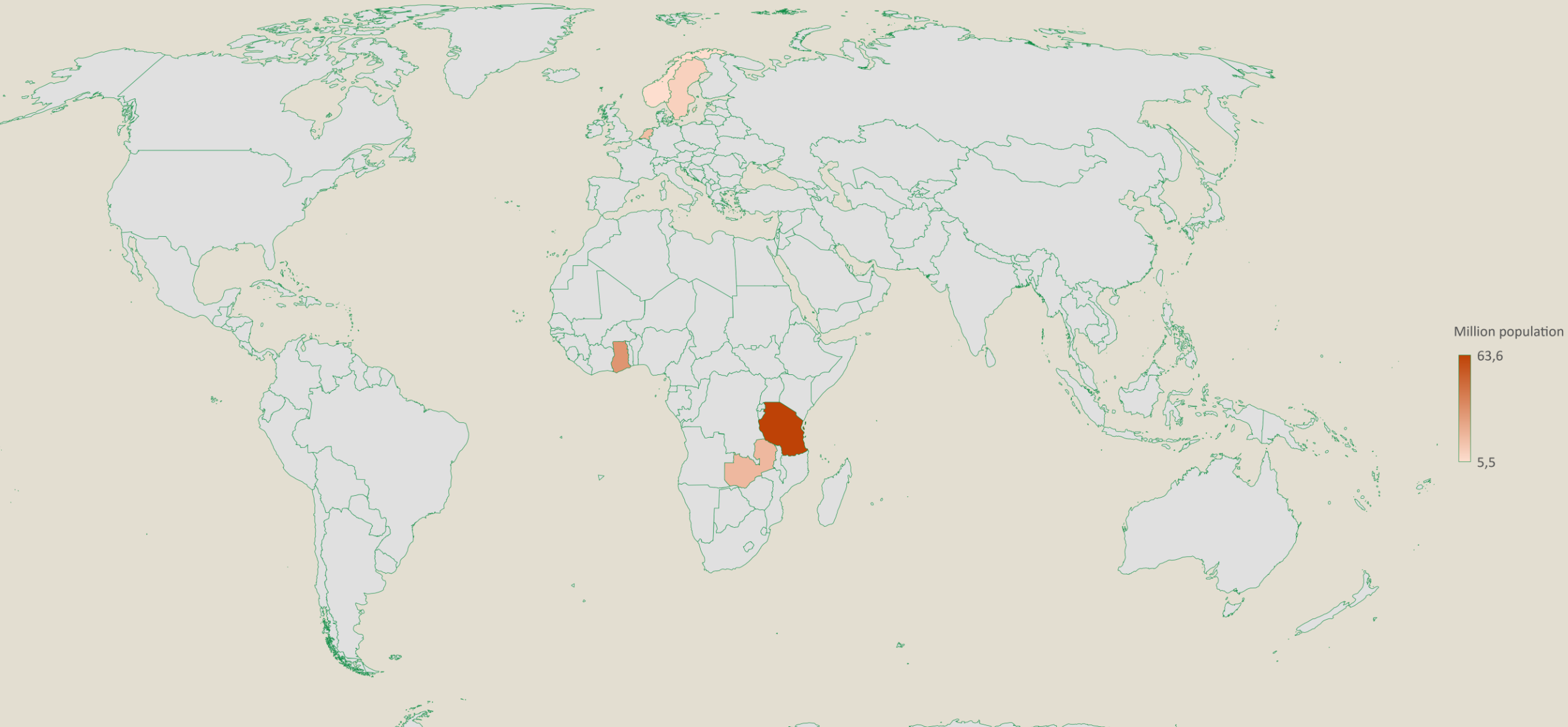


1ST AFROSAFE CONFERENCE

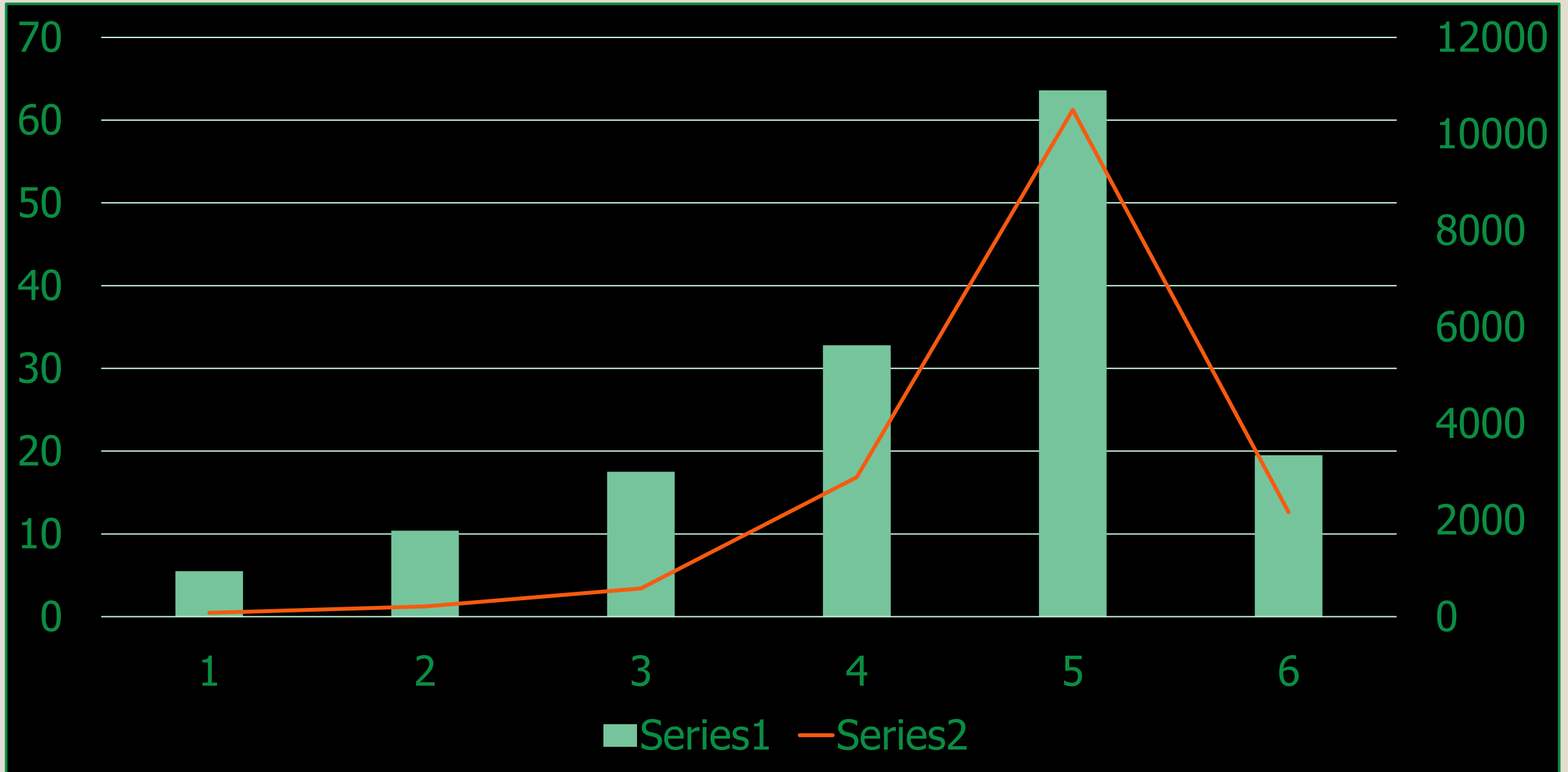
DAR ES SALAAM, TANZANIA



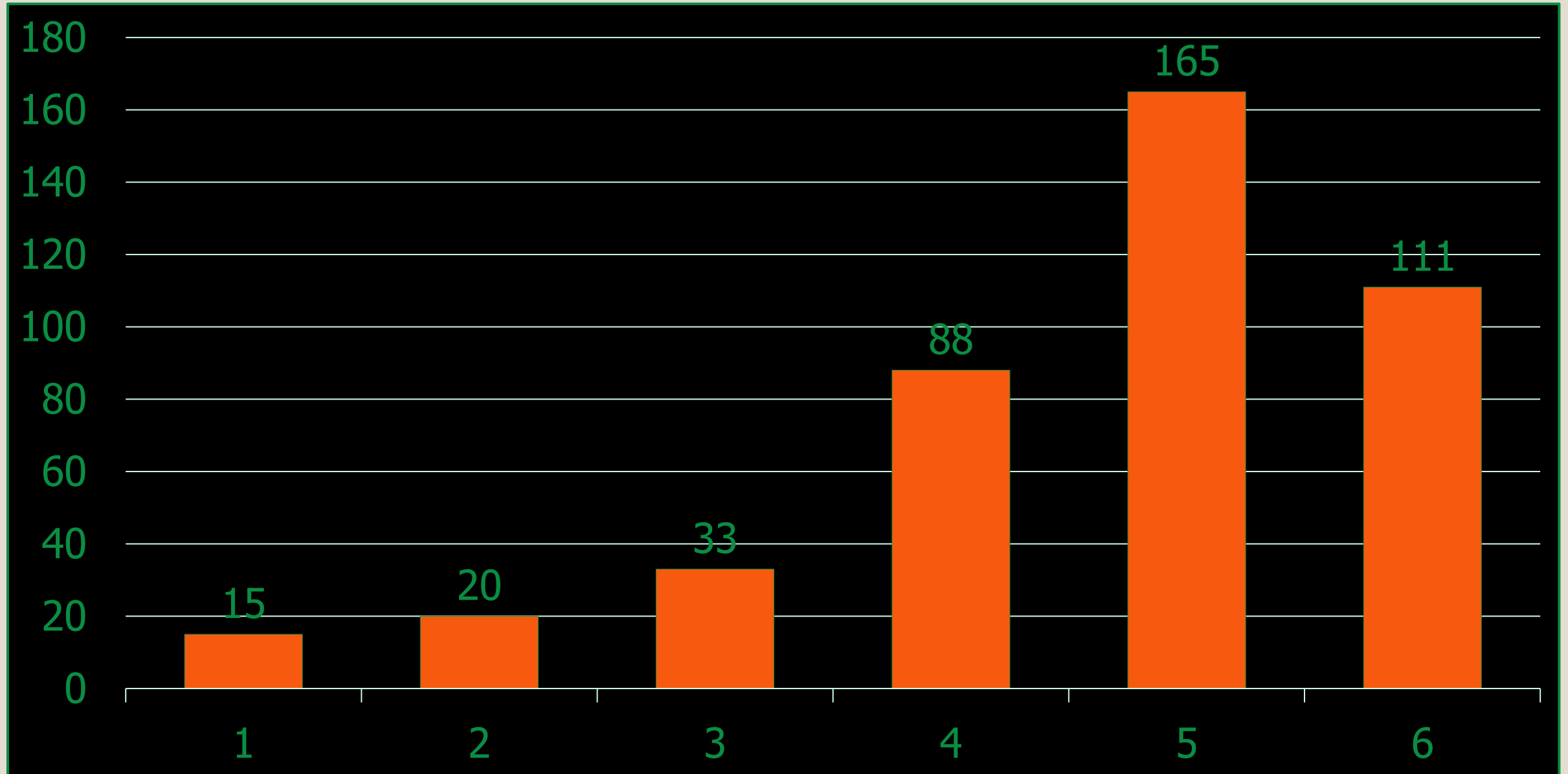
The AfroSafe partner countries



Road fatalities and population in AfroSafe partner countries



Road fatalities per million inhabitants.



AfroSafe – a Safe Systems approach

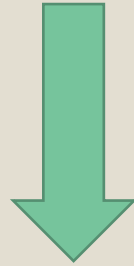
- ✓ Promoting the Safe Systems approach in Africa
 - ✓ a system free from death and serious injury
- ✓ Translate tools and practices from Europe to Africa
- ✓ Sharing knowledge, tools and methods for road safety improvement
 - ✓ But adjusted to African conditions
 - ✓ in tight cooperation with the local actors.

UN Safe System Pillars



Aim of the study

Identify the biggest gaps in road safety training in African countries



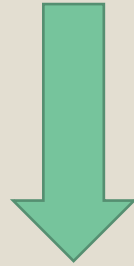
Device a training program

This presentation

A later presentation

Research question

- How many trained road safety professionals per million inhabitants are there in European and African countries?



- Where are the largest gaps *in numbers*?

Scoping and limitation of the study

- AfroSafe partner countries
- Selected two categories of professionals per pillar



Method

- Internet search
- Document study
- Semi-structured interviews with key persons
- Collected facts and figures
 - And more detail about training activities, legislation etc

AfroSAFE – WP7 task 1: Mapping of current education – checklist for each country

	Road-safety management	Safe roads	Safe vehicles	Safe road-user behaviour	Post-crash care
Formal documents					
Responsible administrative unit/level	Input from WP2–WP6				
Executive unit/agency/actors = Target groups	National Road Safety Agency + 1 more (e.g NGO, Road admin, etc)	National Public Road Administration + 1 more (e.g Local road admin, etc)	National Vehicle inspection agency + 1 more (e.g Authorized car workshops, Police, etc)	Traffic schools + 1 more (e.g Police, NGOs, etc)	Ambulance service + 1 more (e.g Fire brigades, Police, etc)

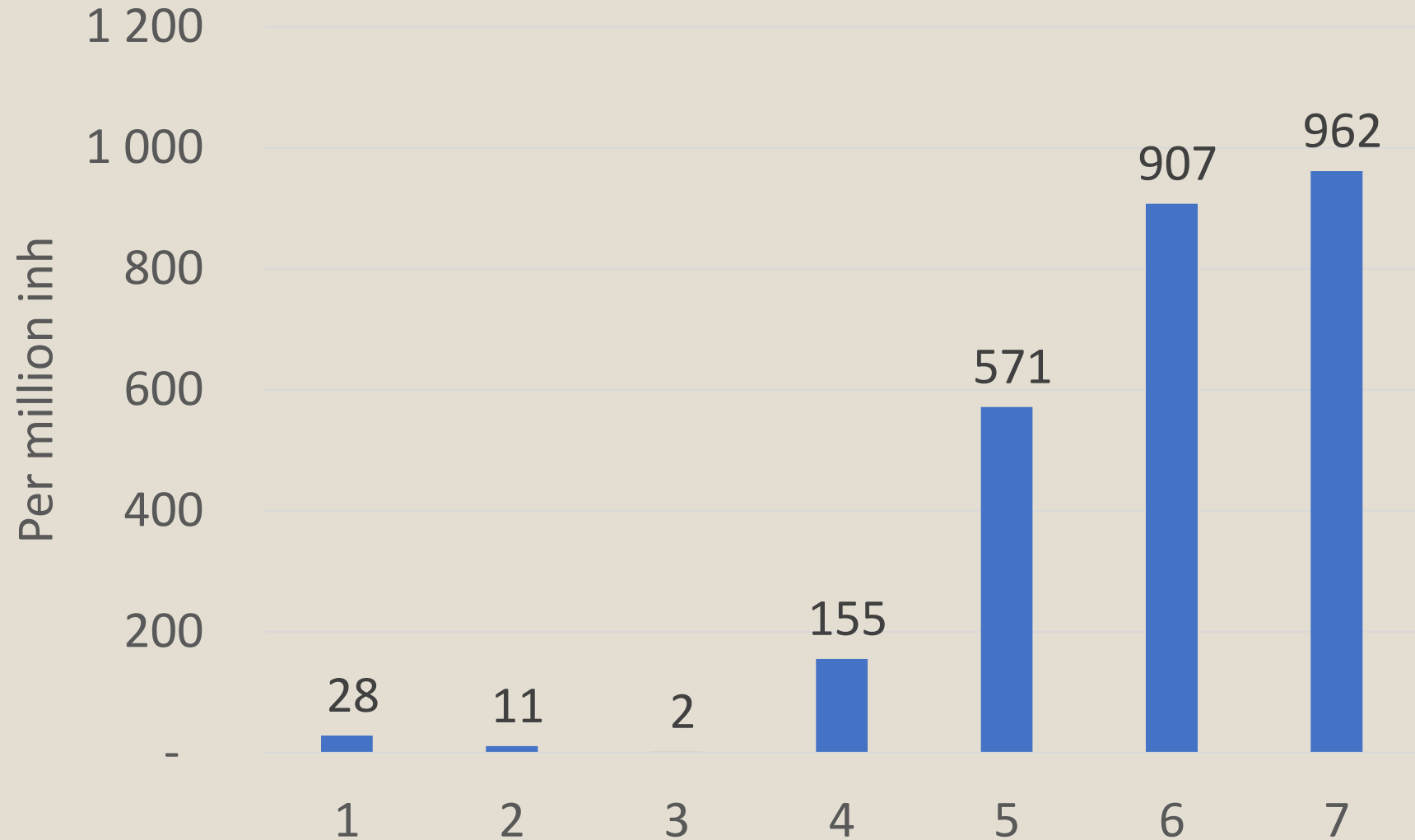
Pillar 1



Road safety management



Road authority staff



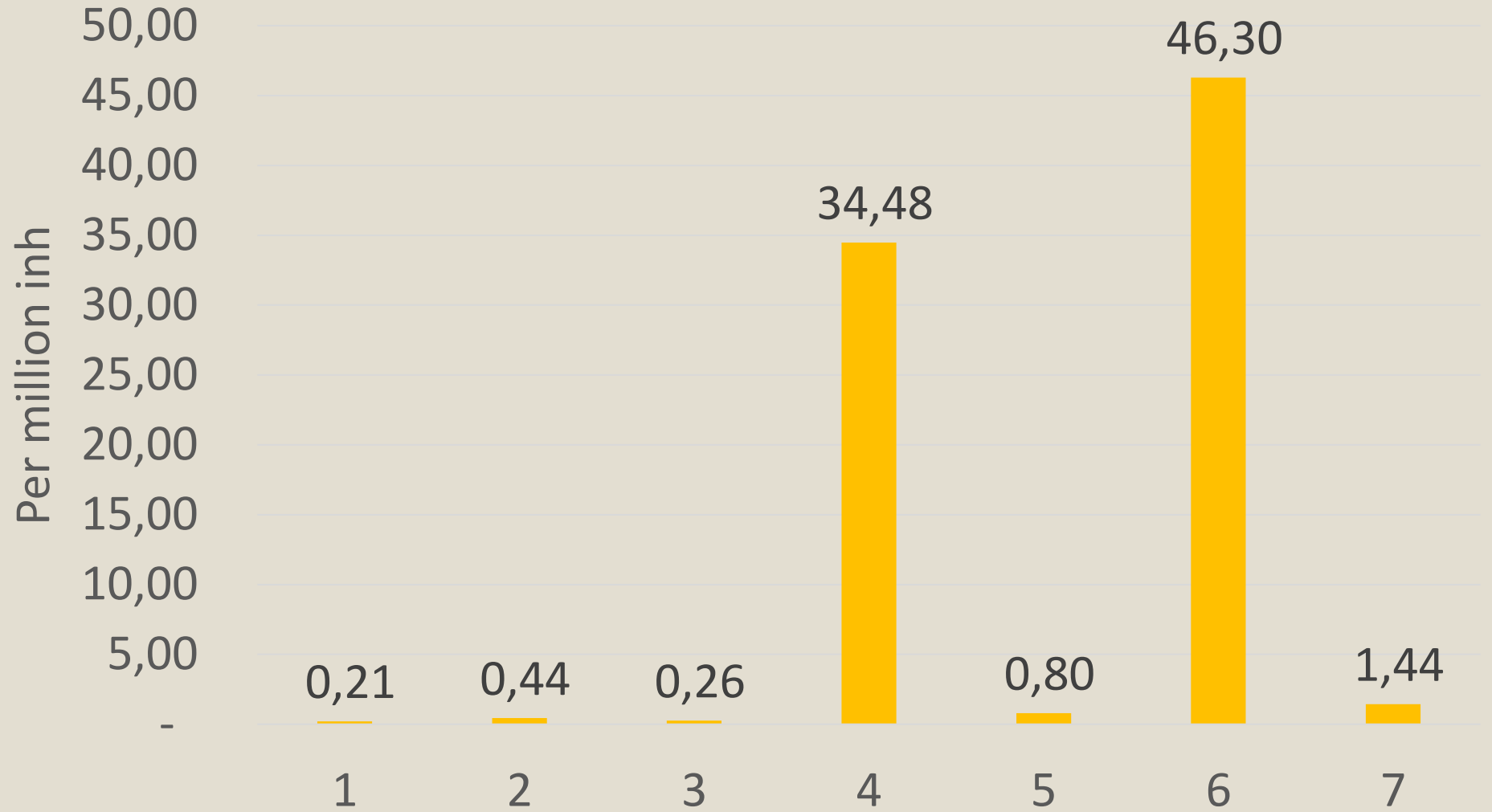
 **Pillar 5**



Safer Driving Environment



Road safety auditors



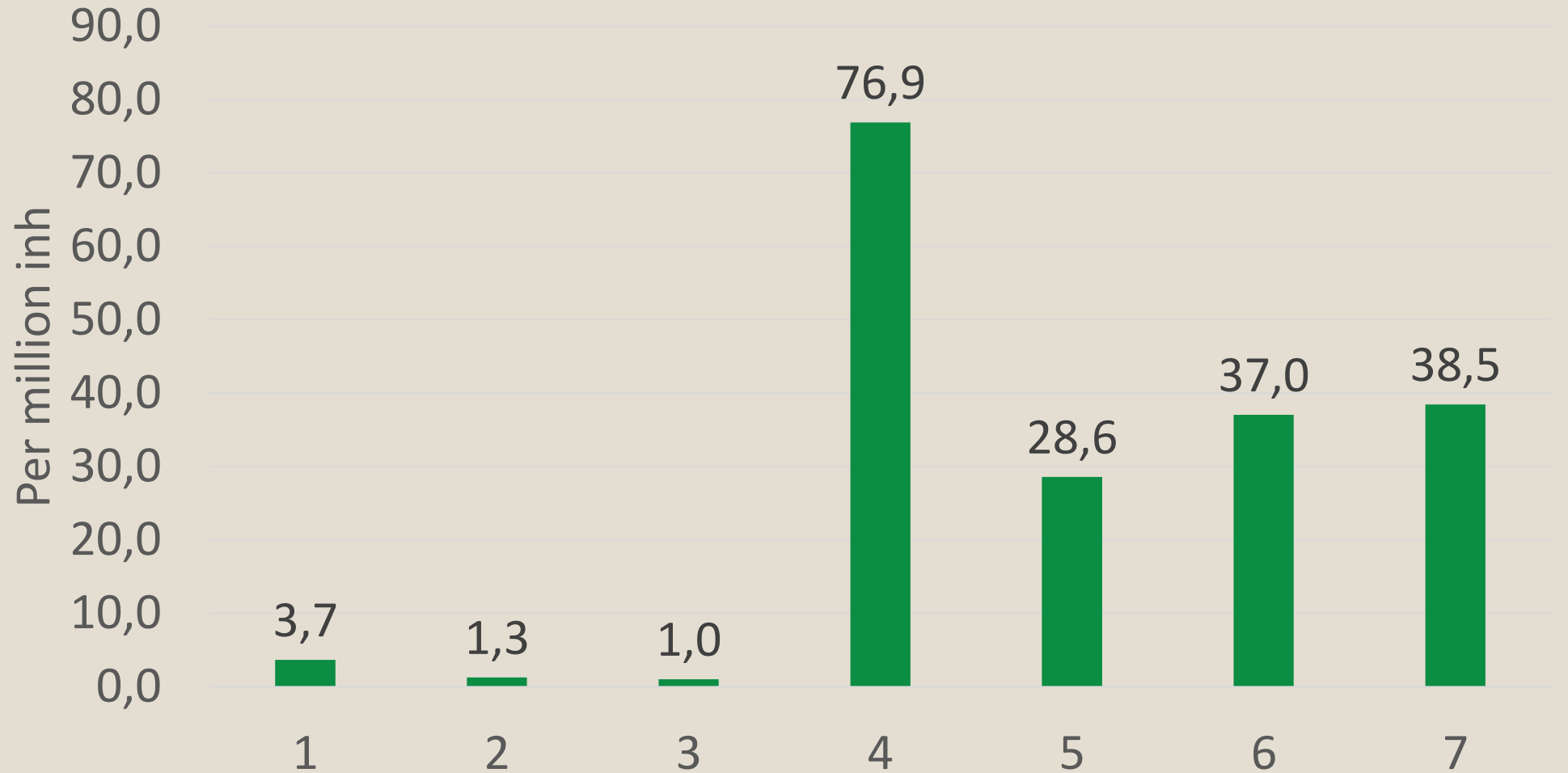
Pillar 2



Safer
Vehicles



Vehicle inspectors



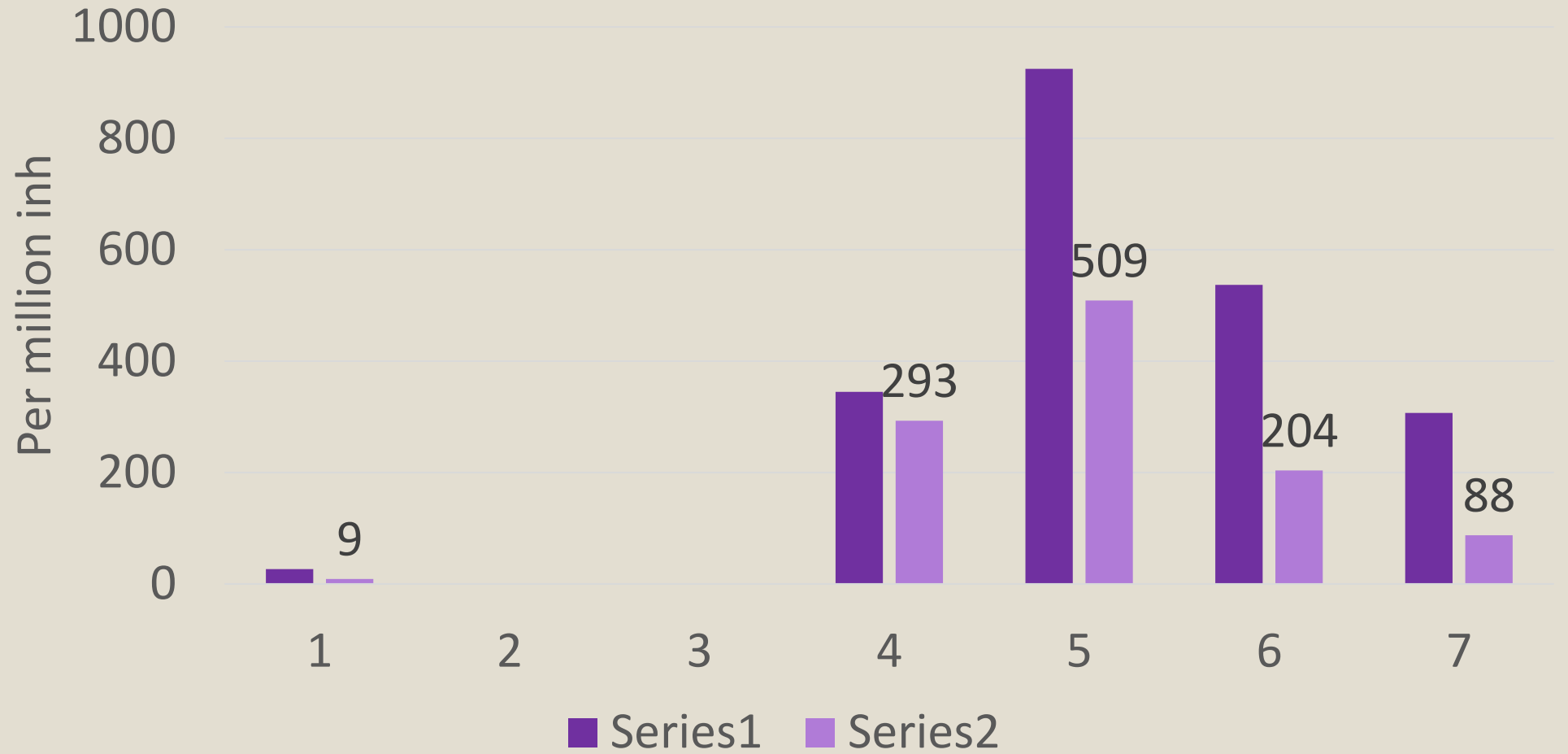
Pillar 3



Safer
Road Users



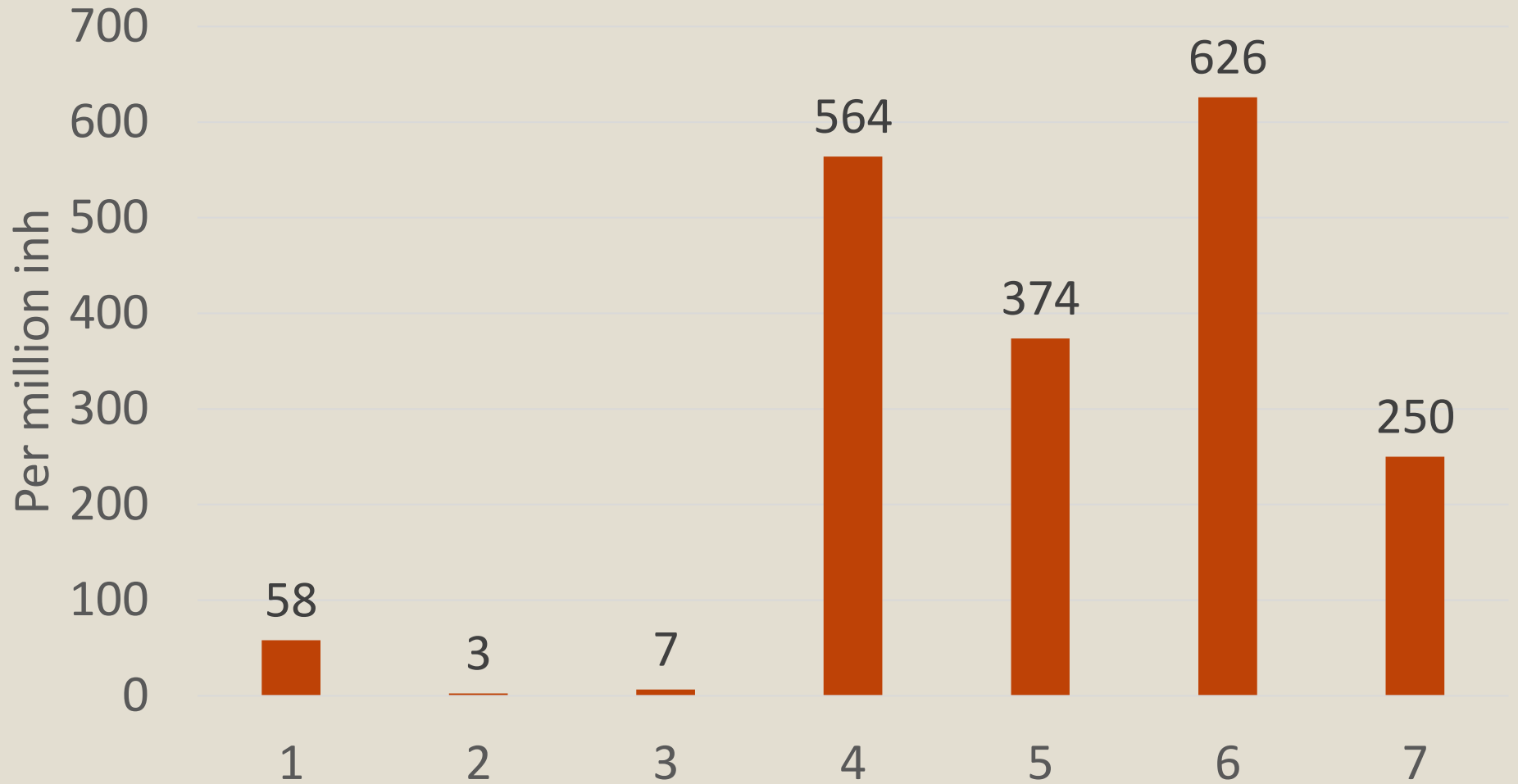
Driving schools and teachers



Ambulance workers (paramedics and others)



Ambulance workers (paramedics and others)

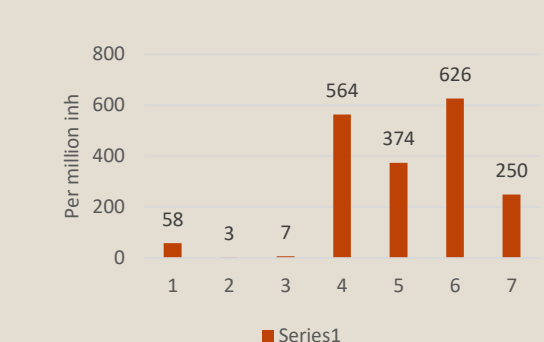
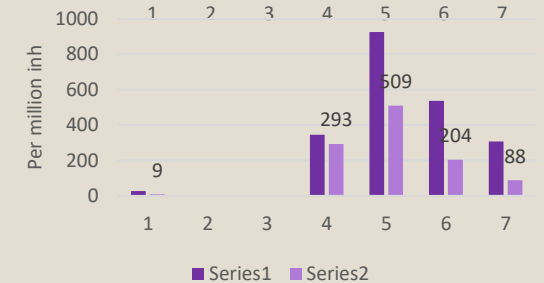
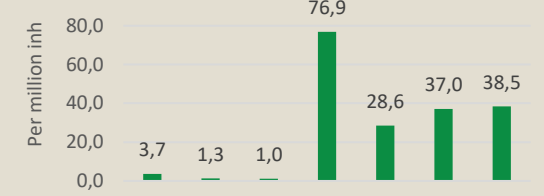
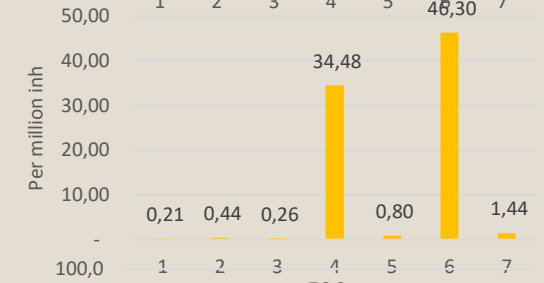
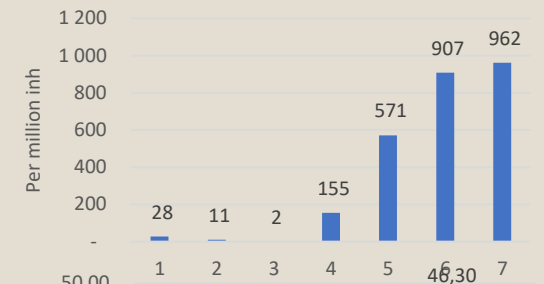


Is training among professionals a problem?

- Yes, there is a large gap in **numbers**
- Still missing data
- *Maybe* largest gap is safe vehicles

AND

- Even if regulations and curricula are comparable to European standards...
- ...they are not followed



Thank you!



LUND
UNIVERSITY



toi vti



ZAMBIA
ROAD
SAFETY
TRUST



Autoliv

VOLVO



CHALMERS
INDUSTRITEKNIK

TØI Institute of Transport Economics, Oslo

Aslak Fyhri

af@toi.no



Funded by
the European Union



AFRO SAFE

www.afrosafe-eu.africa