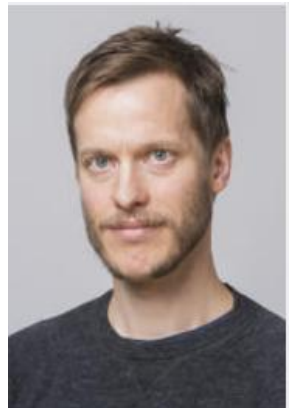




Winneba
12-15 August 2025

Factors influencing Safe System readiness in an emerging versus a mature context: A comparison of six European and six African countries

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The study is part of the AfroSAFE project, Work package 2

WP2 Involves: Case comparison of African countries with EU countries with record of excellence in traffic safety and practicing Safe Systems principles.

Focus:

-What can the African countries learn from the Safe System implementation in the European countries?



Key concepts:

Safe System maturity: The level of implementation of Safe System -is contingent on several societal preconditions.

Safe System readiness: Factors impeding or facilitating Safe System implementation.

...the extent to which a country, region, or organisation has the necessary conditions in place to successfully implement the Safe System approach to road safety.

...willingness and capacity to change, and to further develop your own progress to a higher level of Safe System maturity, e.g. from emerging state to a mature level.

Safe System maturity - from the ITF-framework:

Figure 2. The stages of Safe System development

Stage 0: Starting	Stage 1: Emerging	Stage 2: Advancing	Stage 3: Mature	Stage 4: Perfect
There is no knowledge of Safe System principles and hence no implementation of Safe System activities.	There is awareness and knowledge of what a Safe System looks like.	Interventions and policies are linked and organised by robust institutional governance focused on road safety, transport and mobility.	Highly sophisticated technical and public-policy interventions are implemented.	In this hypothetical Safe System implementation, there are zero fatalities and zero serious injuries.

Source: ITF 2022: «Safe System in action»

Why does Safe System readiness matter?

LMIC countries: low level of Safe System maturity and low level of readiness.

Safe System countries “implementation of Safe System is inadequate”. Elvik 2023: full implementation could reduce fatal accidents between 50-70%.

Implementation is a challenge in all contexts, and at all levels – and we need frameworks to understand it.

Aims:

1) Map factors influencing the level of Safe System implementation (i.e. the readiness) in the three African and the three European countries.

2) Test a framework for influencing factors in an emerging versus a mature Safe System context.

3) Compare readiness across contexts, and discuss policy implications.

Good frameworks can enable good diagnoses of problems and good solutions.

Methods:

Focus group interviews, with 73 people in six countries



Framework Consolidated Framework for Implementation Research (CFIR)

Descriptions of Safe System readiness

- **European countries:**

- We have good data and know exactly the measures needed to reach the Safe System, but not how to make it happen.
- Societal factors are constraining implementation.

- **African countries:**

- Insufficient data on accidents and road safety indicators and lacking implementation of existing plans.
- Societal factors are constraining implementation.

Descriptions of Safe System readiness:

- **European countries:**

- “There is a clear gap between where we need to be—the well-defined safe system we know is necessary—and how to actually get there. That’s the challenge. We don’t lack knowledge about what is needed.

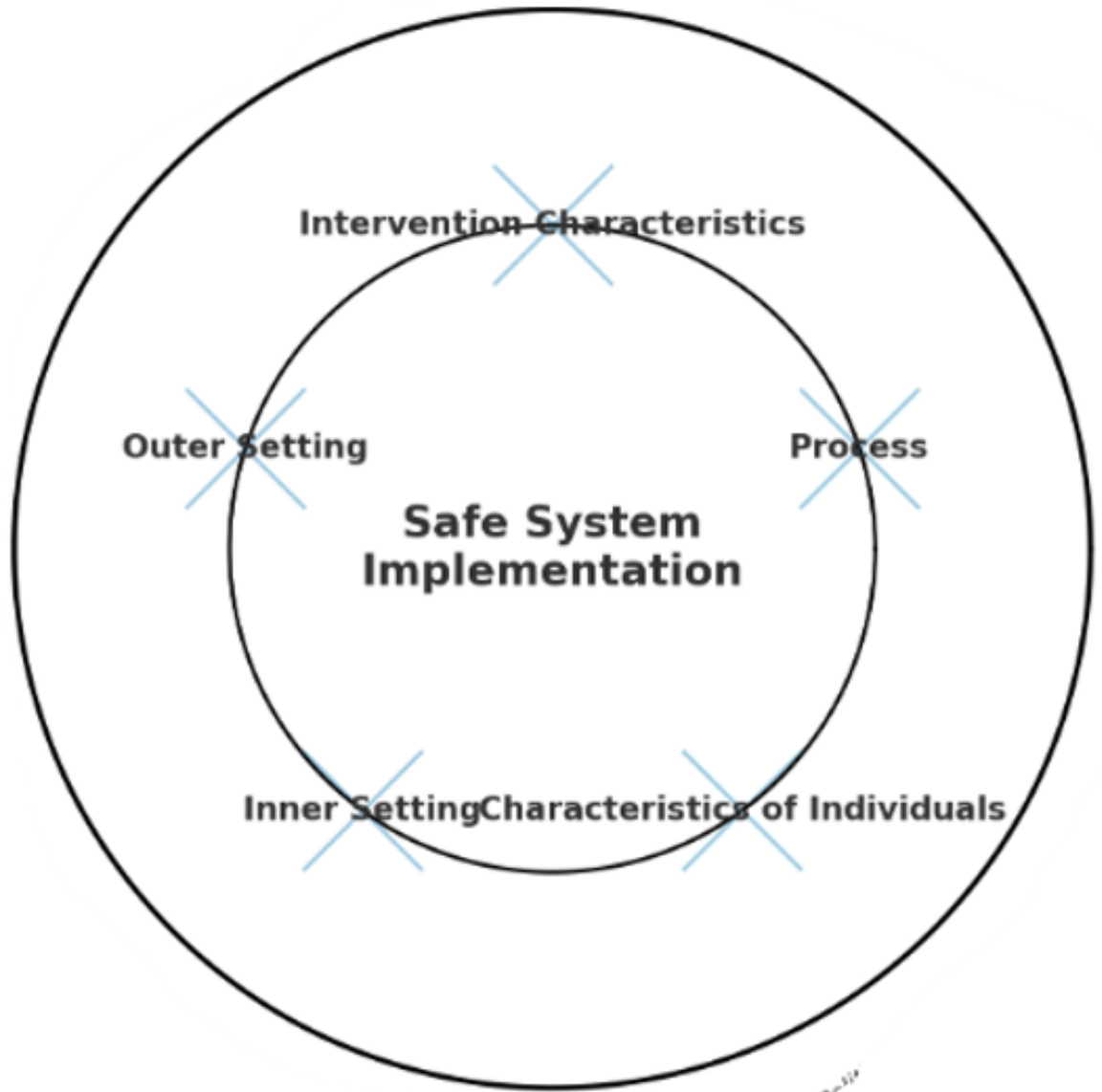
- **African countries:**

- “I think the policy's there, but the implementation of the policy is the issue.”

Why is the implementation insufficient?

CFIR analysis:

Revised framework:



Societal factors influencing readiness in the European countries:

- 1) **Cultural and political valuation of individual freedom**
- 2) **The societal valuation of mobility versus safety**
- 3) **Geographical factors**
- 4) **Insufficient funding of road safety**
- 5) **Lacking sense of urgency related to road safety**



Societal factors influencing readiness in the African countries:

- 1) Insufficient stability and strength of road safety institutions**
- 2) Insufficient resources and funding of road safety**
- 3) Corruption**
- 4) Lacking sense of urgency related to road safety**
- 5) Economy, poverty and social conditions**
- 6) Insufficient urban planning and land use planning**
- 7) Lack of a viable organized public transport system.**

Aim 3: Compare readiness across contexts, and discuss policy implications (work in progress).

- Transferring Safe System implementation to LMICs seems challenging, especially when the “Safe System” pioneering countries have not been able to fully implement these principles fully themselves.
- Implementation is a challenge in both contexts.
- In both cases, it seems we need to change society to improve road safety?
 - African: Change institutions, fight corruption, improve national economy
 - European: Change societal culture, and political prioritization of competing considerations (e.g. freedom, mobility)

Discuss: (how) can we use the Safe System readiness assessments (diagnoses) to improve Safe System readiness?

- **It seems that readiness in the emerging context relates to societal capacity, while the mature relates to societal willingness.**
- **(How) Can we change societal capacity?**
- **(How) Can we change society willingness?**
- **So if a society moves from emerging to mature, will it then be limited by willingness?**

Policy implications: We cannot change society, but the six CFIR dimensions can be targeted.

- **Good frameworks can enable good diagnoses of problems and good solutions.**
- **CFIR provides that.**
- **“Implementation science”.**
- **We can draw on the CFIR approach and experiences for policy implications related to the six dimensions.**



Thank you!



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