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# Road safety in African informal transport: A systematic review of Structural and Behavioural Risk Factors (2020-2026)

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# Agenda

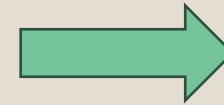
- Objective
- Policy & Human Error narrative
- Methodology
- Findings
- Interventions
- Reforms
- Sources

# Objective

Informal transport  
dominates the sector

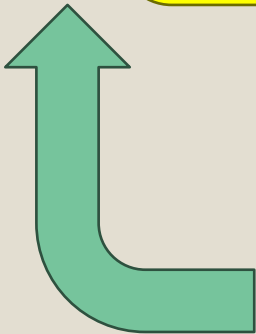


Sub-Saharan road  
fatalities avg.  
24.2/100,000  
inhabitants



Regional GDP losses  
2-6 %

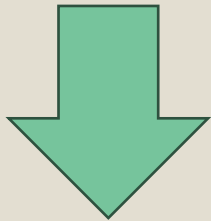
What is the structural root cause?



# Policy & Human Error narrative

## Policy

	<b>Policy</b>	<b>Reality</b>
Infrastructure planning	Top-down	Regional Vacuums
Transport Mode Focus	Privately owned cars	Informal mixed flow



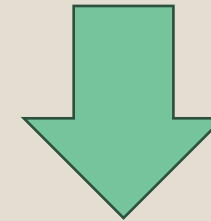
Western planning policy is not applicable to sub-saharan contexts!

## Narrative

Lack of discipline

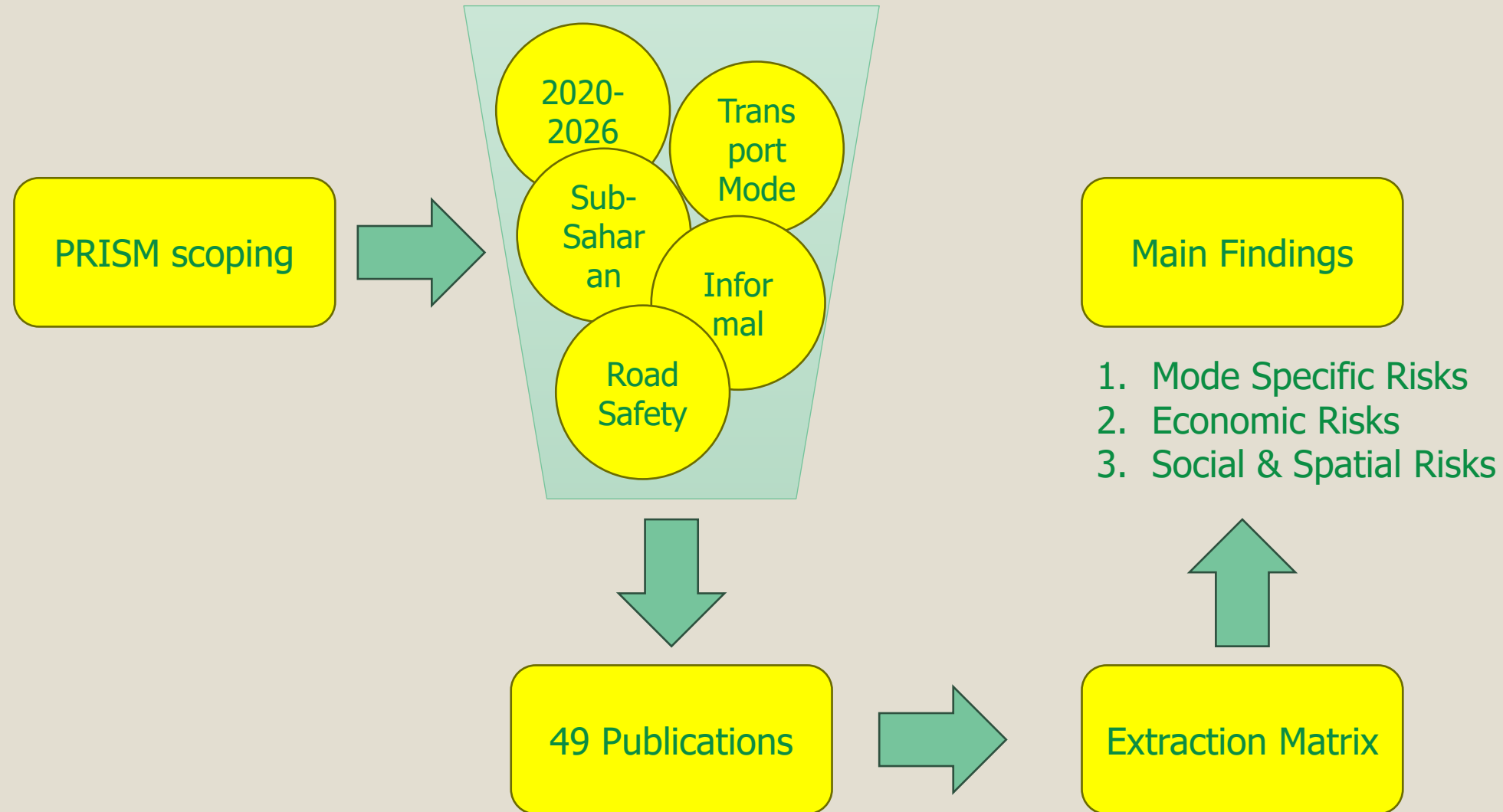
Reckless Driving

Human Error Accidents



Demonizing marginalized workers masks the failure to provide infrastructure or regulate exploitative labour!

# Methodology



# Findings 01 – Mode Specific Risks

## Two Wheelers

- Responsible for **open-road trauma**
  - low PPE compliance
  - no licenses or training

### *Primary Victims:*

- Young males
- Internally Displaced Persons

## Four Wheelers

- Responsible for **non-collision injuries**
  - overcrowding
  - abrupt braking

### *Primary Victims:*

- Mass commuters

## Findings 02 – Economic Risks



# Findings 03 – Social & Spatial Risks

## Social Risks

- Verbal/sexual violence at informal ranks
- Fear of reckless driving forces costly mobility strategies

## Spatial Risks

- Formal urban planning ignores paratransit
- Intersections become mixed-flow zones (e.g., in-lane hawking, illegal parking)

# Interventions

Risk	Risk	Failed Mitigation	Success Stories
Transport Mode	<ul style="list-style-type: none"><li>• Two Wheelers → crash Trauma</li><li>• Four Wheelers → Non-Collision Injury</li></ul>	<p>Top-Down Policing</p> <ul style="list-style-type: none"><li>• Increased fatal crashes</li><li>• Spatial displacement</li></ul>	<ul style="list-style-type: none"><li>• SMS reminder to increase helmet usage</li><li>• Bleeding control courses</li></ul>
Economic	<ul style="list-style-type: none"><li>• Informal Lease agreements</li><li>• Algorithmic Speed traps</li><li>• Substance abuse (Pain &amp; Coping)</li></ul>	<p>Driver centric sensitisation</p>	<ul style="list-style-type: none"><li>• Vehicle ownership</li><li>• Formal contracts</li><li>• Shift duration</li></ul>
Social & Spatial	<ul style="list-style-type: none"><li>• Missing planning integration</li><li>• harassment</li></ul>	<p>Operator displacement due to top-down planning</p>	<ul style="list-style-type: none"><li>• Natural language processing (bypassing corruption)</li><li>• Dedicated ranks (lighting, shading)</li></ul>

# Reforms

Economic			Regulation			Dignity		
Infomal Daily targets	→	Formalized Employment	Speed Traps	→	Regulated algorithms	Top-Down Infrastructure	→	Incorporated Paratransit
Daily Renting	→	Cooperative ownership	Random Policing	→	Track Safety Data	Demonization of operators	→	Treatment with dignity



Reduce  
Economic Stress



Data Usage for  
Smart regulation



acknowledge  
paratransit  
existence

# Thank you for your attention

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[www.ictct.net/afrosafe](http://www.ictct.net/afrosafe)

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