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Exploitation Plan

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Glossary

AfDB	African Development Bank
AfroSAFE	EC-funded project: “Safe System for radical improvement of road safety in low- and middle-income African countries” (Horizon Europe Grant Agreement No. 101069500)
AfroTrans	Erasmus+ project: “Road Transportation Systems Engineering Development in Sub-Saharan Africa”
AMEND	Road safety non-governmental organisation working in sub-Saharan Africa
ARSO	African Road Safety Observatory
ATRC	African Transport Research Conference
BIGRS	Bloomberg Initiative for Global Road Safety
BSM	Black Spot Management
CC-BY 4.0	Creative Commons Attribution 4.0 International licence
CEDR	Conference of European Directors of Roads
CIT	Chalmers Industriteknik (Chalmers Industrial Technology), Sweden
CORDIS	Community Research and Development Information Service (EU research results repository)
CPD	Continuing Professional Development
DG INTPA	European Commission Directorate-General for International Partnerships
DG MOVE	European Commission Directorate-General for Mobility and Transport
DOI	Digital Object Identifier
EAC	East African Community
EC	European Commission
ECOWAS	Economic Community of West African States
EMS	Emergency Medical Services
ERA	Ethiopian Roads Administration
EU	European Union
FIA Foundation	Charitable foundation of the Fédération Internationale de l’Automobile
FTE	Full-Time Equivalent
GDE	Goals for Driver Education (matrix)
GRSF	Global Road Safety Facility (World Bank)
GRSP	Global Road Safety Partnership
GSR	General Safety Regulation (European Union)
ICTCT	International Co-operation on Theories and Concepts in Traffic Safety
IGLAD	Initiative for the Global Harmonisation of Accident Data
IP	Intellectual Property
IPR	Intellectual Property Rights
iRAP	International Road Assessment Programme
ITF	International Transport Forum (OECD)
JICA	Japan International Cooperation Agency
KARSIP	Knowledge And Research for Road Safety in LMICs: an Investment Program
KER	Key Exploitable Result
KPI	Key Performance Indicator

LMIC	Low- and Middle-Income Country / Countries
LU	Lund University, Sweden (project coordinator)
MoT	Ministry of Works and Transport, Tanzania (former project partner)
NCAP	New Car Assessment Programme
NGO	Non-Governmental Organisation
Norad	Norwegian Agency for Development Cooperation
Norec	Norwegian Agency for Exchange Cooperation
NORTEC	Northern Technical College, Ndola, Zambia
NRSA	National Road Safety Authority, Ghana
NSM	Network Safety Management
NTSA	National Transport and Safety Authority, Kenya
NTU	NTU International, Denmark (consortium partner)
ODA	Official Development Assistance
OECD	Organisation for Economic Co-operation and Development
PCC	Post-Crash Care
RCoE	Regional Centre of Excellence in Road Safety, Tanzania
RDA	Road Development Agency, Zambia
RISM	Road Infrastructure Safety Management
RS5C	Road Safety on Five Continents (conference)
RSA	Road Safety Audit
RSC	Road Safety Culture
RSI	Road Safety Inspection
RSIA	Road Safety Impact Assessment
RSIFS	Road Safety and Insurance Fund Service, Ethiopia
RTSA	Road Transport and Safety Agency, Zambia
SADC	Southern African Development Community
SAFER	Vehicle and Traffic Safety Centre at Chalmers, Sweden
SaferAfrica	Horizon 2020 project: “Innovating Dialogue and Problems Appraisal for a Safer Africa” (2016–2019)
SAFESIS	Safe System Implementation Support (CEDR-funded project, 2025–2027)
SDG	Sustainable Development Goal
SPI	Safety Performance Indicator
SSATP	Sub-Saharan Africa Transport Policy Programme
TANROADS	Tanzania National Roads Agency
TARURA	Tanzania Rural and Urban Roads Agency
TCU	Tanzania Commission for Universities
TOI	Institute of Transport Economics (Transportøkonomisk institutt), Norway
TRA	Transport Research Arena (conference)
TRANS-SAFE	Horizon Europe project: “Transforming Road Safety in Africa”
TRB	Transportation Research Board
TSR	Traffic Safety Research (journal)
TUD	Delft University of Technology (Technische Universiteit Delft), Netherlands
UEW	University of Education, Winneba, Ghana

UN	United Nations
UNECA	United Nations Economic Commission for Africa
UniDS	University of Dar es Salaam, Tanzania
UNRSF	United Nations Road Safety Fund
VREF	Volvo Research and Educational Foundations
VRU	Vulnerable Road User
VTI	Swedish National Road and Transport Research Institute (Statens väg- och transportforskningsinstitut)
WHO	World Health Organization
WP	Work Package
ZRST	Zambia Road Safety Trust

Executive Summary

Deliverable D8.4 fulfils the Horizon Europe requirement for a final Exploitation Plan, due at Month 48. Its purpose is to describe how AfroSAFE results will be used, sustained, and scaled beyond the project lifetime, ensuring that the investment of EU and partner resources translates into measurable, concrete, and long-term improvement in road safety outcomes across Africa.

AfroSAFE (Horizon Europe Grant Agreement No. 101069500, September 2022 to August 2026) has generated nine Key Exploitable Results (KERs): Road Safety Management Gap Analysis, Road Safety Data Collection and Safety Performance Indicators (SPIs) Monitoring Guidelines, Road Infrastructure Safety Management (RISM) Guidelines and Training, Vehicle Safety Standards and Inspection Procedures, Road Safety Culture (RSC) Survey Instruments, Post-Crash Care Assessments and Action Plans, Safe System Training Curriculum, AfroSAFE Academy (Virtual Centre of Excellence), and Pilot Demonstration Results and Replicable Models. The following paragraph briefly summarizes each of these KERs.

Within the KER on Road Safety Management Gap Analysis (KER 1, D2.1) a systematic methodology for analysing road safety management systems has been developed and applied resulting in country specific gap analysis and recommendations for Ghana, Tanzania, and Zambia. Within the KER on Road Safety Data Collection and SPI Monitoring (KER 2, D2.2) recommendations and guidelines were developed for the three participating African countries on how they can improve their systems for road safety data collection and national road safety strategies in line with the Safe System principles, and how to continue on learning and improving. Road Infrastructure Safety Management (RISM) Guidelines and Training (KER 3, D3.2 & D3.3) were developed and carried out in the three participating African countries supporting the efforts of capacity building. With respect to vehicle safety, vehicle safety standards and inspection procedures (KER 4, D4.1 & D4.2) were developed. Recommendations include potential updates for vehicle standards, as well as the need for safety ratings of new and used vehicles, and enhancement of national guidelines regarding vehicle import and registration. In addition, recommendations were developed for updating vehicle technical inspections, together with a proposal to enhance national guidelines on periodic vehicle technical inspections. The fifth KER relates to a road safety culture survey instrument and analysis framework development for measuring road safety culture in the three African countries (KER 5, D5.2), mapping the factors affecting it, and analysing the relationship between road safety culture, road safety violations and accident involvement. Within Post-Crash Care Assessments and Action Plans (KER 6, D6.1-D6.3), phased action plans were developed based on mapping, data collection and situation analysis in the three African countries, providing recommendations that are categorized into three phases: initial interventions focusing on quick wins, intermediate interventions for capacity building and system upgrades, and long-term interventions involving infrastructure development and comprehensive training programs. KER 7, Safe System Training Curriculum, and KER 8, AfroSAFE Academy (Virtual Centre of Excellence) (D7.2), focus on capacity building. The training curriculum developed for use by teachers addresses both the key pillars of the Safe System approach and the fundamental principles of road safety. The developed curriculum is sufficient for a full master-level university course; at the same time, its modular structure provides flexibility in integrating selected themes (i.e., modules) in existing courses, and in Bachelor level courses. The curriculum is publicly available on the AfroSAFE Academy website offering a solid foundation for educators and researchers in the road safety field to develop their lectures. Finally, KER 9, Pilot Demonstration Results and Replicable Models offer real-world applications of the tools, guidelines and methodologies developed within the AfroSAFE project.

The project's exploitation strategy is built on three pillars. First, knowledge transfer through trained local change agents: the project has set a target of reaching 300–400 road safety professionals through the AfroSAFE Academy during its lifetime. To date, documented engagement and capacity-building activities included 14+ webinars (20–40 attendees each), three international conferences (approximately 50–70 participants in each), researchers' courses (approximately 25–45 participants in each), and practical training workshops (for example, Road Safety Audit (RSA)/Road Safety Inspection (RSI) training delivered to The Tanzania National Roads Agency (TANROADS) and Tanzania Rural and Urban Roads Agency (TARURA) staff in Dodoma, Tanzania). These individuals form the nucleus for continued capacity building and knowledge transfer beyond the AfroSAFE project lifetime. Second, institutional embedding: training materials are being integrated into university curricula (e.g., a new accredited Road Safety Engineering course at the University of Dar es Salaam, Tanzania. The course has been ratified by the Tanzania Commission for Universities (TCU) during its 129th Special Meeting held on 26th March 2026. The programme will officially be offered effectively from 2026/2027 academic year, based on the academic calendar and available resources). In addition, policy recommendations such as road safety data and national road safety strategies, national guidelines for road infrastructure safety management, vehicle safety standards, and post-crash care response action plans, are being channelled to national road safety authorities. Third, platform sustainability: the AfroSAFE Academy, operating as a web-based platform for open-access educational and learning materials, conferences, and professional networking, will continue. The academy is a transnational initiative without direct connection to a particular country providing a platform for networking (creating opportunities for academics and practitioners to jointly discuss traffic safety issues, exchange knowledge and opinions), disseminating previous and upcoming scientific events (webinars, conferences, training courses, etc.), scientific publications (promoting research publications based on the African context), funding opportunities (collecting and keeping an updated list of research funding opportunities), education (compilation of high-quality teaching materials sufficient to initiate a new (or update an existing) university course on traffic safety), empowering and increasing the visibility of researchers (making research career attractive and researchers' voice heard by the politicians and decision makers).

The plan identifies concrete exploitation pathways for each result, maps target stakeholders across four quadrants of engagement (power/interest matrix), and sets measurable KPIs for adoption tracking through 2030. A detailed sustainability risk assessment addresses the most likely threats to post-project continuation, including funding gaps, personnel turnover, and political change.

Scaling-up beyond the three African partner countries targets 6 to 10 additional African nations, with institutional entry points already identified in Egypt, Ethiopia, Kenya, Uganda, Nigeria, Senegal, Mali, and Mozambique, with Ethiopia and Kenya already being engaged. Ethiopia represents the most advanced scale-up case, with formal stakeholder meetings and an initial task force established for the 2028 AfroSAFE Academy Conference that will be hosted in Addis Ababa. Kenya has also agreed to host the 2027 AfroSAFE Academy Conference. Regional multiplier pathways through the African Road Safety Observatory (ARSO), the African Union, and the Sub-Saharan Africa Transport Policy Programme (SSATP) provide mechanisms for continent-wide dissemination.

The plan does not assume that adoption follows automatically from availability. Four barriers are treated as real and are addressed. Public budgets in road authorities are thin, and road safety competes with other priorities. Crash data is scarce and fragmented, which weakens the business case for investment. Staff turnover in partner agencies erodes trained capacity. And auditing is not yet routine practice: RSA/RSI is not a standard step in road management in Tanzania today. Mitigation rests on building in procedures and personal relationships, embedding material in university curricula and agency procedures, and training enough people that individual departures do not break the chain.

AfroSAFE produced results that are open for use, and there is demand for them. The risk to exploitation is not technical. It is financial and institutional. Three conditions determine whether AfroSAFE outlives its funding: i) Secure at least one anchor funder for the Academy. The GRSF (Global Road

Safety Facility), UNRSF (United Nations Road Safety Fund), Lloyd's Register Foundation and JICA (Japan International Cooperation Agency) calls are the immediate targets. ii) Decide the organisational form of the Academy and name the body accountable for it after the project closes. iii) Convert stated interest into formal commitments: accredited courses, adopted audit procedures, and signed agreements with national authorities. Progress against these conditions will be tracked using clearly defined KPIs, with reporting through 2030.

1 Introduction

1.1 Purpose and Scope

The scope of this deliverable covers all exploitable outputs from WP2 through WP7, including methodologies, guidelines, training programmes, pilot demonstrations, data collection frameworks, and the AfroSAFE Academy platform. For each output, the plan identifies target users, exploitation pathways, ownership, intellectual property arrangements, sustainability mechanisms, and success metrics.

The plan is structured around the Horizon Europe Key Exploitable Results (KER) framework. Each KER is profiled with an exploitation fiche detailing its value proposition, maturity, adoption pathway, and barriers. The plan also addresses cross-cutting themes including vulnerable road user (VRU) inclusion, gender mainstreaming, and alignment with the UN Sustainable Development Goals (SDGs 3, 5, 11, and 13).

1.2 Relationship to Other Deliverables

D8.4 is the final iteration of the exploitation planning process that began with D8.3 (Draft Exploitation Plan, M6). Since D8.3, several developments have strengthened the exploitation outlook:

- The AfroSAFE Academy platform has become fully operational, hosting 14+ webinars, three international conferences (Dar es Salaam 2024, Winneba 2025, Lusaka 2026) during the project lifetime, and an additional planned conference (Kenya 2027) beyond the project lifetime, three researchers' courses, and a growing library of educational resources.
- Stakeholder engagement meetings in Addis Ababa, Ethiopia (took place in March 2026) where a task force for hosting the 2028 AfroSAFE Academy Conference was formed. In addition, the stakeholders have expressed interest in potentially adopting the AfroSAFE developed curriculum. However, a formal agreement is to be followed upon.
- The road safety curriculum (D7.2) has been completed as a modular framework and is integrated into a new accredited MSc course at UniDS (TR-627, Road Safety Engineering).
- Pilot activities across all five Safe System pillars have been completed, providing evidence for replication. These are further elaborated on in section 2.2.9.
- Practical Road Safety Audit (RSA)/Road Safety Inspection (RSI) training was delivered to 50 road safety professionals from the Tanzania National Roads Agency (TANROADS) and Tanzania Rural and Urban Roads Agency (TARURA) in Dodoma, Tanzania (February 2026). A one-week on-site training in Road Safety Audit and Inspection was also carried out in Lusaka, Zambia in September 2025. Thirty road safety professionals from the Road Development Agency (RDA), the Road Transport and Safety Agency (RTSA), the National Road Fund Agency, the Zambian police, and the Lusaka City Council participated in the training, demonstrating the exploitation pathway for infrastructure safety management.
- Task 7.4 has identified institutional entry points in 9 additional African countries for scaling-up.
- Task 7.5 has mapped external funding sources including the United Nations Road Safety Fund (UNRSF), Global Road Safety Facility (GRSF)/World Bank, Japan International Cooperation Agency (JICA), and Lloyd's Register Foundation.

D8.4 also connects to D8.1 (Communication and Dissemination Plan), D7.2 (Web-based Centre of Excellence), and D1.2 (Data Management Plan).

1.3 Methods

This exploitation plan was developed through the following process:

- **Mapping of project exploitable outputs:** All deliverables and activities from WP2 to WP7 were reviewed and categorized as tools, training, data, methodology, policy, or demonstration outputs.
- **Partner consultation:** Each consortium partner was asked to provide input to this exploitation plan, describing specific actions, timelines, and resource commitments.
- **Stakeholder feedback:** Input was gathered from national authorities, the project Advisory Board, and participants at the AfroSAFE conferences.
- **LMIC scale-up analysis:** Task 7.4 systematically assessed institutional readiness in nine additional African countries based on national road safety policy commitment, existing university capacity, and alignment with the UN Decade of Action 2021-2030.
- **Funding landscape analysis:** Task 7.5 conducted desk research to assess post-project financing options.
- **Scale-up stakeholder engagement:** Direct meetings with government and institutional stakeholders in Ethiopia (March 2026) provided evidence of the exploitation pathway for non-partner countries.

2 Key Exploitable Results (KERs)

2.1 Identification and Description of KERs

Under Horizon Europe, a Key Exploitable Result (KER) is a result selected and prioritised because it has clear potential to be used and to create value. Not every project output is a KER. A review report is a result, but it is not necessarily something a third party will pick up and put to work.

AfroSAFE applied three criteria to select and identify a KER resulting in nine KERs (summarised in Table 1) from the outputs of WP2 to WP7; i) A defined target user: an identified organisation or a professional group who can apply the result: a road authority, a university, an inspection agency, an emergency service. ii) Usable form: the result is complete enough to be applied without further research: a guideline, a curriculum, a procedure, a platform, or a documented pilot. iii) A route to the user: there is a realistic adoption pathway through training, curriculum integration, policy uptake, or open publication.

Applying these criteria produced nine KERs. Each one is traceable to one or more technical deliverables, where the result is documented in full.

Table 1. Key Exploitable Results generated by AfroSAFE

ID	Key Exploitable Result	WP	Lead(s)	Type	Target Users
KER1	Road safety management gap analysis methodology and country reports	WP2	TOI, TUD	Methodology / Report	Government agencies, road safety professionals
KER2	Guidelines for road safety data collection and SPI monitoring at national level	WP2	LU, TOI	Guideline	ARSO, national road safety agencies
KER3	National guidelines for Road Infrastructure Safety Management tools	WP3	LU, TUD	Guideline / Training	Road authorities, engineers
KER4	Vehicle safety standards review and inspection procedures for African contexts	WP4	Chalmers, Autoliv	Report / Procedure	Transport ministries, inspection agencies
KER5	Road Safety Culture survey instruments and analysis framework	WP5	VTI, TOI	Methodology / Dataset	Researchers, policy makers
KER6	Post-crash care corridor assessments and action plans	WP6	NTU	Report / Action plan	Health ministries, EMS, police, fire brigades, Red Cross
KER7	Safe System training curriculum and educational materials	WP7	TUD, LU	Educational resource	Universities, training providers
KER8	AfroSAFE Academy (virtual Centre of Excellence)	WP7	UniDS, TUD	Platform / Service	Road safety professionals across Africa
KER9	Pilot demonstration results across all five pillars where models and tools developed within the project were implemented	WP-6	All partners	Evidence / Case study	Road Safety Professionals, Policy makers, donors, international organizations

2.2 Detailed KER Exploitation Fiches

The following sub-sections explain each of the project KERs, covering its value proposition, maturity, exploitation pathway, ownership, and barriers. In addition, each sub-section begins with a reference to the technical deliverables that led to the corresponding KER.

2.2.1 KER1: Road Safety Management Gap Analysis

Reference: KER 1 has been developed in Deliverable 2.1.

Description: A systematic methodology has been developed based on an evidence-based framework for analysing road safety management systems in African countries. This methodology has been applied in Ghana, Tanzania, and Zambia, with comparative analysis against European countries (Norway, Sweden, Netherlands). Country-specific gap analysis reports were produced identifying misalignments with Safe System principles. Safe System road safety management system was described and analysed according to the 12 principles defined by Varhelyi (2016). In addition, a model and survey for analysing Safe System readiness and maturity have been developed (Nævestad et al., 2026).

Value proposition: No comparable systematic assessment of road safety management exists for Sub-Saharan Africa. The project has also developed a systematic model for assessing Safe System Maturity related to road safety management and Safe System readiness, focusing on inter-organisational factors and factors related to society and culture (Nævestad et al., 2026). The framework was developed in analysis of the three African and the three European countries in AfroSAFE.

Maturity: Methodology fully developed and tested in 6 countries. Country reports completed, presented and discussed with national authorities and stakeholders in each country. Participative review workshops were held in the African countries, where solutions were discussed and developed to overcome Safe System readiness challenges. Results are reported in deliverable 2.2, and in a paper discussing the process using small-wins approach (Nævestad et al., under review).

Target users: National road safety councils, transport ministries, WHO regional offices, donor agencies designing road safety programmes.

Exploitation pathway: Country reports have been shared directly with national authorities through existing engagement channels. The methodology has been published in peer-reviewed journals and made available through the AfroSAFE Academy for application by other countries. NTU International will integrate the methodology into its consultancy toolkit.

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Barriers: Requires trained analysts to apply; limited awareness of systems-theoretic approaches in African road safety agencies. Mitigation: training modules included in the AfroSAFE curriculum (KER7).

2.2.2 KER2: Road Safety Data Collection and SPI Monitoring Guidelines

Reference: KER 2 has been developed in Deliverable 2.2.

Description: Practical recommendations and guidelines for African countries to establish or improve road safety data collection systems, including Safety Performance Indicators (SPIs) aligned with international standards. Developed to feed into the African Road Safety Observatory (ARSO) framework.

Value proposition: Most African countries lack systematic SPI monitoring. These recommendations and guidelines bridge the gap between the ARSO vision and national implementation capacity, providing step-by-step protocols adaptable to varying resource levels.

Maturity: Guidelines completed. The guidelines provide a practical framework for African countries to establish or strengthen road safety data systems and Safety Performance Indicator (SPI) monitoring aligned with Safe System principles and international standards. Based on comparative analyses of African and European road safety management systems, the guidelines recommend comprehensive SPI frameworks covering all Safe System pillars, quantified targets, annual monitoring, and evidence-based evaluation of interventions.

Recognising differences in institutional capacity and “Safe System readiness”, the guidelines adopt a scalable and incremental implementation approach. Countries are encouraged to begin with priority road safety challenges or pilot areas and progressively expand monitoring systems as institutional capacity develops. The framework also includes low-resource and bottom-up solutions for improving data quality, including community-based reporting approaches, harmonisation of data sources, and innovative digital methods.

The guidelines were developed through participatory workshops and pilot exercises in partner countries and are designed to support implementation of the ARSO framework. They complement the AfroSAFE Safe System Maturity and Readiness framework (Nævestad et al., 2026), which identifies institutional and societal factors influencing implementation capacity.

Target users: National road safety agencies, statistical offices, ARSO, WHO Africa regional office, research institutions.

Exploitation pathway: Direct transfer to ARSO for integration into the continental data framework. National agencies in partner countries will receive tailored implementation support. Guidelines published through AfroSAFE Academy and as open-access deliverables.

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Barriers: Data collection requires institutional commitment and sustained funding at national level. Competing data priorities. Mitigation: alignment with ARSO provides continental-level institutional backing; guidelines designed for incremental implementation. This is also described in the study and framework developed to analyse Safe System Maturity and Readiness (Nævestad et al., 2026).

2.2.3 KER3: Road Infrastructure Safety Management (RISM) Guidelines and Training

Reference: KER 3 has been developed in Deliverables 3.2, 3.3 and 3.4 (under review).

Description: Locally adapted guidelines for Black Spot Management (BSM) were developed for Tanzania and Zambia, and guidelines for Network Safety Management (NSM) and Road Safety Impact Assessment (RSIA) were developed for Ghana, Tanzania and Zambia. These guidelines were developed as there were no existing guidelines for these Road Infrastructure Safety Management (RISM) tools in the African partner countries. These RISM guidelines are based on the best international practice.

Value proposition: Current RISM tools are designed primarily for high-income countries. AfroSAFE’s adapted guidelines address the specific infrastructure challenges and traffic context of African roads: mixed traffic with high VRU shares, informal roadside activities, unpaved shoulders, and absent pedestrian facilities.

Maturity: Guidelines completed. Pilot RSIA online training followed by field implementation were conducted in all the three African countries. In addition, practical RSA/RSI training was delivered in Dodoma, Tanzania (February 2026) to TANROADS and TARURA professionals, combining classroom instruction with a field audit exercise on a real road segment (more details in deliverable 3.4). Infrastructure pilot (bicycle track demonstration in Tanzania) discussed with TANROADS.

Target users: Road authorities (TANROADS, Ghana Highway Authority, Road Development Agency Zambia), municipal engineers, road design consultants, iRAP.

Exploitation pathway: Direct handover to road authorities in partner countries. Training of road engineers through AfroSAFE Academy modules. Publication and dissemination through the Sub-Saharan Africa Transport Policy Programme (SSATP) and regional engineering conferences. Lund University will integrate into its external training programmes for LMICs. The guidelines for Tanzania are currently undergoing institutional adoption, with one of the guidelines incorporated into the Ministry of Works's Financial Year 2026/27.

IPR/Licensing: Open access.

Barriers: Adoption requires budget allocation for regular BSM and RSIA within road authority operations. Political will to act on findings. Mitigation: pilot demonstrations provide evidence of feasibility; alignment with existing donor-funded road projects provides financing entry points. The Dodoma training confirmed strong institutional appetite within both TANROADS and TARURA for formalising RSA/RSI as part of their standard road management processes.

2.2.4 KER4: Vehicle Safety Standards and Inspection Procedures

Reference: KER 4 has been developed in Deliverables 4.1 and 4.2.

Description: Review of existing vehicle safety regulations and inspection practices in Ghana, Tanzania, and Zambia, with recommendations for alignment with international standards (UN Regulations, EU General Safety Regulation). Includes a consumer rating program awareness campaign to increase vehicle safety awareness among new and used car buyers.

Value proposition: Vehicle safety is a neglected pillar in African road safety. Many countries lack effective vehicle inspection procedures, particularly for imported second-hand vehicles. AfroSAFE provides the first systematic assessment of the gap between current practice and international standards in three countries representing West, East, and Southern Africa.

Maturity: Standards review completed. Inspection procedure recommendations developed. Pilot on improving consumer awareness of vehicle safety ongoing.

Target users: Transport ministries, vehicle inspection agencies, vehicle importers, consumers, Autoliv (product development), regional standards bodies.

Exploitation pathway: Recommendations presented to transport ministries through direct engagement. Autoliv will use these findings for its Africa market strategy and advocacy within engagements with the UN Road Safety Fund. Chalmers/SAFER will integrate into the Initiative for the Global Harmonisation of Accident Data (IGLAD) accident database research. Vocational training materials for vehicle mechanics are available through AfroSAFE Academy.

IPR/Licensing: Reports are open access. Autoliv retains background IP on proprietary safety technologies.

Barriers: Strong economic interests in used vehicle imports may resist stricter standards. Limited inspection infrastructure and trained mechanics. Mitigation: phased implementation recommendations; vocational training component addresses skills gap.

2.2.5 KER5: Road Safety Culture Survey Instruments

Reference: KER 5 has been developed in Deliverables 5.1, 5.2, and 5.3

Description: Survey instruments and analysis framework for measuring road safety culture in African countries, adapted from European road safety culture research. Provides baseline measurements in partner countries and methodology for longitudinal tracking.

Value proposition: Road safety culture is a critical but under-researched dimension in African contexts. These instruments provide the first validated, Africa-specific measurement tools, enabling evidence-based behavioural interventions and policy design.

Maturity: Survey instruments developed and administered. Data collected and analysed in partner countries. Survey data were collected from approximately 4000 respondents (car drivers and pedestrians). Results are presented in several scientific journal papers.

Target users: Road safety researchers, policy makers designing awareness campaigns, insurance companies, NGOs (e.g., AMEND, GRSP).

Exploitation pathway: Academic publications in peer-reviewed journals. Datasets (anonymised) made available for the research community. Methodology integrated into AfroSAFE Academy research methods curriculum. VTI will use findings in its ongoing driver training research and cooperation with AMEND.

IPR/Licensing: Open access. Anonymised datasets under Open Data Commons licence, subject to ethical review board conditions.

Barriers: Repeating survey waves need funding and local analytical capacity that rarely outlast the project, and policymakers may favour crash data over self-reported attitudes, limiting uptake.

2.2.6 KER6: Post-Crash Care Assessments and Action Plans

Reference: KER 6 has been developed in Deliverables 6.1, 6.2, and 6.3.

Description: Corridor-based assessments of post-crash care systems in Ghana, Tanzania, and Zambia, identifying gaps in emergency response coordination, interoperability between police, EMS, fire services, and hospitals. Includes country-specific action plans and guidelines for improving emergency service coordination.

Value proposition: Post-crash care is the most neglected pillar in African road safety. Response times and survival rates are dramatically worse than in high-income countries. AfroSAFE's corridor assessments provide the first systematic, multi-agency analysis of post-crash care chains in these countries.

Maturity: Assessments completed. Action plans developed. Pilot training exercises for emergency services completed.

Target users: Health ministries, Emergency Medical Services (EMS) providers, police and fire services, Red Cross/Red Crescent societies, WHO.

Exploitation pathway: Action plans presented to health ministries and emergency service coordinators. NTU International will integrate methodology into its consultancy services for post-crash care projects. Guidelines for emergency service interoperability published through AfroSAFE Academy. Simulation exercises demonstrated as replicable training tools.

IPR/Licensing: Open access, CC-BY 4.0.

Barriers: Post-crash care involves multiple agencies with separate budgets and chains of command. Coordination requires high-level political commitment. Mitigation: action plans designed around low-cost, incremental improvements; engagement with Red Cross provides non-governmental implementation channel.

2.2.7 KER7: Safe System Training Curriculum

Reference: KER 7 has been developed in Deliverables 7.1 and 7.2

Description: A modular graduate-level road safety curriculum covering the full Safe System approach: road safety management, infrastructure safety, vehicle safety, road user behaviour, and post-

crash response. Structured around three main parts (Framing the Challenge; Solutions and Implementation; Perspectives) and an additional set of cross-cutting topics. Each topic contains defined learning outcomes following Bloom's revised taxonomy (Bloom, 1956), key messages highlighting the essence of the specific traffic safety topic, practical exercises tailored to the African context, assessment quizzes, and recommended reading lists for both students and teachers.

Value proposition: No comparable comprehensive and multidisciplinary, Africa-adapted Safe System curriculum exists. The modular design allows universities to adopt individual modules or the full curriculum. The curriculum outline approach (rather than pre-made slides) and provided recommended reading list ensures teachers engage deeply with the material and adapt it to their teaching style and local context, while following contemporary teaching methods including constructive alignment and active learning. Each module lists the experts who prepared it, who can be contacted by the trainer for further consultations.

Maturity: Curriculum fully developed. All modules available online at the AfroSAFE Academy website under Creative Commons licence CC-BY 4.0. UniDS has developed an accredited MSc course (TR-627, Road Safety Engineering) based on the curriculum, to be offered in the next academic year, and scheduled in November 2026.

Target users: African universities offering civil/transport engineering or road safety programmes, professional training providers, road safety agencies seeking structured Continuing Professional Development (CPD) programmes.

Exploitation pathway: Immediate adoption at UniDS (accredited course). Dissemination to universities identified in Task 7.4 scale-up analysis (see Section 3.5). Available for free download on AfroSAFE Academy. Lund University and Delft University of Technology will integrate materials into their own LMIC-focused training programmes and courses. Conference-linked short courses provide face-to-face training channel.

IPR/Licensing: Creative Commons CC-BY 4.0. Free for any African university to integrate into their own education.

Barriers: Curriculum adoption requires motivated faculty, institutional support, and in some cases accreditation processes, which are in some cases slow and requires persistence. Language barriers for Francophone and Lusophone countries. Mitigation: train-the-trainer approach creates local champions; translation into French and Portuguese identified as a priority for scale-up funding.

2.2.8 KER8: AfroSAFE Academy (Virtual Centre of Excellence)

Reference: KER 8 has been developed in Deliverable 7.2.

Description: A web-based platform serving as the AfroSAFE Centre of Excellence is hosted at ictt.net/afrosafe. This includes hosting of educational materials and curriculum, webinar series (14+ webinars delivered), annual conference series (Dar es Salaam 2024, Winneba 2025, Lusaka 2026, Kenya 2027 in preparation, Addis Ababa 2028 in planning), researchers' courses, and a platform for professional networking.

Value proposition: The AfroSAFE Academy is the only dedicated, Africa-focused platform combining Safe System education, research networking, and professional development in a single accessible format. It bridges the gap between the European research community and African practitioners.

Maturity: Fully operational. Growing user base. Content being continuously updated.

Target users: Road safety professionals, academics, government officials, and students across Africa and internationally.

Exploitation pathway: Continuation post-project under hybrid funding model (see Section 6). Annual conferences to rotate across African countries, expanding geographical reach. Potential integration with ARSO as a capacity-building arm. Potential sponsorship (e.g., Autoliv has already provided recurring annual conference sponsorship to the AfroSAFE conference). The professional short courses, and conferences can be self-sustained by the registration fees.

IPR/Licensing: Platform operated by ICTCT (International Cooperation on Theories and Concepts in Traffic safety) with UniDS as African anchor. Many of the AfroSAFE partners are actively involved in the ICTCT. The ICTCT association offered AfroSAFE Academy a sub-committee status that opens the door for accessing its technical infrastructure (website) as well as the network (e.g. AfroSAFE Academy announcements are sent to the ICTCT members, too) for no additional costs. This is a non-binding agreement, and the AfroSAFE Academy may leave at any time (e.g. if it chooses to register its own legal body). The platform infrastructure ownership will be formalised in post-project governance structure. The educational content published on the AfroSAFE Academy website is under CC-BY 4.0.

Barriers: Sustainability depends on continued engagement and funding post-project. Internet access and bandwidth limitations in some African regions. Mitigation: diversified funding strategy (Section 6.1); content designed to be downloadable for offline use.

2.2.9 KER9: Pilot Demonstration Results and Replicable Models

Description: A portfolio of pilot projects conducted across all five Safe System pillars:

- **Road safety management:** The road safety management in the European and African countries were evaluated according to a Safe System “checklist” for road safety management systems, developed by Varhelyi (2016). The road safety data and national road safety strategies were reviewed for African countries (Tanzania, Ghana, Zambia) with three European countries with records of excellence in traffic safety and practicing Safe Systems principles (Norway, the Netherlands and Sweden). The focus was on learning and continuous improvement through data-driven decision-making, which constitutes crucial processes in Safe System road safety management systems. Further information can be found in Deliverables D2.1 and D2.2.
- **Infrastructure safety:** a review of national regulations, guidelines, and procedures for Road Infrastructure Safety Management (RISM), as well as road design guidelines was carried out in Ghana, Tanzania, and Zambia. Information was collected from relevant authorities and the review had special attention to the safety of vulnerable road users (pedestrians, cyclists, and motorcyclists). It was examined whether any of the RISM tools are being used in these countries. Pilot Road Safety Impact Assessment (RSIA) training followed by field implementations were conducted in all three African countries. In Zambia (February 2025), the RSIA pilot team of six road safety professionals from the Zambian road Agency included technical staff from road safety, planning, engineering, and environmental units. In Ghana (August 2025) nine trainees formed the pilot team, all of them professionals from the Road Safety and Environment Division of the Ghana Highway Authority and took part in the training and the RSIA pilot. In Tanzania (December 2025) twenty-six professionals from TANROADS, TARURA, and the Ministry of Works, with expertise in road safety, engineering, planning, and environmental management participated in the pilot project. In addition, a one-week on-site training in Road Safety Audit and Inspection was carried out in Zambia (September 2025), and in Tanzania (February 2026). Further information can be found in Deliverables D3.3 and D3.4 (under review).
- **Vehicle safety:** vehicle inspection center demonstration and New Car Assessment Program (NCAP) focus group discussion based on video demo was conducted in all the three African

countries. The aim of this pilot was to increase participants' awareness of vehicle safety features through face-to-face workshops and related discussion activities. Focus groups were conducted in Zambia, Ghana and Tanzania to examine how participants understood vehicle safety, how they prioritized safety in relation to other purchasing factors, and whether visual crash-test material and NCAP (New Car Assessment Programme) information influenced their stated future purchase intentions. Further information can be found in Deliverable D4.3.

- **Safe road users:** four different pilot studies have been implemented in Ghana, Tanzania and Zambia. The first pilot study was conducted outside two different schools in Zambia. The general aim of the study was to increase traffic safety outside the schools using various interventions; pedestrian areas separated from vehicles by reflective bollards, speed limit signs and signs informing drivers that they were entering a school zone. At one of the schools, a zebra crossing and a speed hump were also introduced. The second pilot took place in Lusaka and Ndola in Zambia and in Winneba in Ghana where driving instructors and professional drivers have received some further training with the aim to increase their understanding of the so called “higher order skills” as defined by the GDE (Goals for Driver Education) matrix (e.g., risk awareness, hazard perception and cognitive skills). Furthermore, to increase the safety for VRUs, drivers' interaction with VRUs was also discussed. The third pilot study was conducted in Tanzania and included widening of the Ubungo–Kimara road. Its primary aim was to prevent an increase in pedestrian-related road crashes, as vehicle speeds are expected to rise due to road expansion. Therefore, suggested road design interventions targeting to increase the safety of pedestrians were proposed, including raised zebra crossings and staggered pedestrian crossings. A baseline study was conducted, including vehicle and pedestrian counts, observation of vehicle speeds, pedestrians waiting times and the interactions between drivers and pedestrians. The proposed interventions are currently being implemented with follow-up measurements falling outside the project period. The fourth pilot study in Ghana focused on a market area, with the goal of removing delivery vehicles from the vicinity during daytime hours. Deliveries will instead be scheduled for nighttime. This initiative aims to provide pedestrians with more space, allowing them to move more freely and with less stress and concern. These pilots were conducted under Task 5.3 of the project and reported in Deliverable D5.4.
- **Post-crash care:** in Ghana 24 professionals: 6 ambulance/EMS staff, 5 fire officers, 4 police officers, 3 nurses, and 6 others (paramedics, Red Cross volunteers) attended the two-day workshop. Joint scenario exercises and special injury sessions were included. In Zambia, 30 professionals attended (25 males, 5 females): 12 EMS/paramedic staff, 8 firefighters, 6 police traffic officers, and 4 nurses. Identical core curriculum to Ghana was delivered. A locally adapted session (“Community First-Responder Strategy for Zambia”) was added, reflecting Zambia’s context (e.g. village first-aid groups). In Tanzania, approximately 25 representatives from the Ministry of Health, regional hospital emergency units, traffic police, fire brigade, and community health attended the workshop. It extended the Ghana and Zambia curriculum into a strategic planning context. The workshop covered post-crash care (PCC) protocols and drills (similar content and hands-on exercises). Scenario simulations (e.g. multi-vehicle pileup) and development of an inter-agency emergency response plan (group work with plenary validation) were included.

Value proposition: Pilots provide tangible, evidence-based demonstrations and success stories that Safe System interventions are feasible and effective in African conditions. Each pilot is designed as a replicable model with documented methodology, costs, outcomes, and lessons learned.

Maturity: Most pilots completed or in final stages. Documentation of results underway.

Target users: Policy makers considering Safe System adoption, donor agencies designing road safety programmes, municipal authorities, NGOs.

Exploitation pathway: Results compiled into a Pilot Project Compendium (published through AfroSAFE Academy and as part of the project final report). Presented at AfroSAFE conferences and international forums. Used by NTU International in consultancy proposals. Referenced in policy recommendations to national authorities.

IPR/Licensing: Open access. Individual pilot methodologies and results published under CC-BY 4.0.

Barriers: Replication requires local adaptation and funding. Some pilots depend on local government cooperation that may not persist. Mitigation: documentation emphasises transferable methodology rather than site-specific details; pilot results used to build the case for national programme funding.

3 Exploitation Strategies

3.1 Knowledge Transfer and Capacity Building

3.1.1 Train-the-Trainer Multiplier Effect

AfroSAFE's primary exploitation mechanism is the creation of local "change agents": African academics and professionals trained in the Safe System approach who will continue to propagate this knowledge after the project ends. This is not a secondary benefit; it is the core theory of change.

Trained personnel to date:

- University academics trained to deliver Safe System curriculum: faculty at UniDS (Tanzania), UEW (Ghana), and ZRST-affiliated trainers (Zambia).
- Professionals reached through AfroSAFE conferences: approximately 70 participants at the Zambia conference (2026), 50 participants each at the conferences in Ghana (2025) and Tanzania (2024), with speakers from multiple African countries.
- Webinar attendees: 14+ webinars with 20-40 attendees each, reaching professionals from countries beyond the project scope.
- Conference-linked researcher courses: two-day intensive courses delivered alongside each annual conference with approximately 45 researchers taking part in Zambia (2026), about 20-30 participants each in Ghana (2025) and Tanzania (2024), and a mix of African and European lecturers.
- **RSA/RSI practical training (Dodoma, Tanzania, February 2026):** A three-day program was delivered to staff from TANROADS and TARURA, combining two days of classroom instruction covering road safety auditing theory, methodology, and checklists with a one-day field exercise. During the field exercise, trainees conducted a structured road safety audit on a road segment in Dodoma, identifying real-world deficiencies including inadequate pedestrian crossings, missing or damaged road signs, poor sight lines at intersections, drainage hazards, and absence of roadside barriers. The exercise required participants to assess the road from the perspective of all road user types (pedestrians, cyclists, motorcyclists, and motorists) and to consider the road under different conditions (night-time, wet weather, peak traffic). Trainees compiled structured audit reports with risk assessments and prioritized countermeasure recommendations. The training confirmed strong institutional appetite within both TANROADS and TARURA for formalizing RSA/RSI as part of their standard road management processes. Currently, systematic road safety auditing is not routinely applied by either agency.
- **RSA/RSI practical training (Lusaka, Zambia, September 2025):** A one-week on-site training in Road Safety Audit and Inspection was carried out in Lusaka, Zambia in September 2025. Thirty road safety professionals from the National Road Authority, the Zambian police, the Zambian Development Fund, the city of Lusaka participated in the training.

Projected multiplier effect: If each trained trainer teaches an average of 20 students per year in road safety-related courses, the initial cohort of trained academics can be expected to reach 200-400 new professionals within 2 years of project end. As these graduates enter government agencies, consultancies, and NGOs, they carry Safe System knowledge into institutional practice and gradually achieve a paradigm shift in how traffic safety is understood.

3.1.2 Centre of Excellence Sustainability

The AfroSAFE Academy is the primary vehicle for post-project knowledge transfer. Its sustainability plan is detailed in Section 6. Key elements:

- **Hosting and infrastructure:** Currently hosted on the ICTCT web infrastructure for no additional costs. Annual operating costs, in case the AfroSAFE Academy opts for its own web infrastructure, are estimated at EUR 1,000-2,000 for hosting, domain name, maintenance, and content management.
- **Content governance:** A content review committee comprising UniDS, TUD, and LU will oversee curriculum updates on a 2-year cycle, reflecting new research and evolving African road safety conditions.
- **Revenue model:** Hybrid model combining international grants, conference revenue, professional course fees, and industry sponsorship (see Section 6.1 for details).
- **Governance:** Currently operated as an informal network under ICTCT. Options for formalisation include: (a) remaining as an ICTCT sub-committee, (b) registration as an independent NGO/association, or (c) integration as a programme within an existing African institution (e.g., UniDS or ARSO).

3.1.3 Curriculum Integration

The most concrete exploitation of KER7 is its integration into formal university education:

- **University of Dar es Salaam (UniDS):** TCU has ratified the curriculum in which the Road Safety Engineering course (TR-627) is included. The course will be offered as a master-level elective starting in the next academic year. AfroSAFE partners (LU, TUD, VTI) will participate as guest lecturers, ensuring quality and maintaining the European-African knowledge bridge.
- **University of Education, Winneba (UEW):** Course material (i.e., selected modules) will be incorporated into existing transportation engineering and safety-related programs. UEW's role as a teacher training university provides a secondary multiplier: graduates who become driving instructors or schoolteachers carry road safety awareness into the education system.
As an example, the MSc level course, Transport and Space (GEOE721) was selected as a pilot in which the module on Safe system in LMICs was integrated, and all other modules will be adopted (planned) in 2026/27 academic year.
- **Zambia Road Safety Trust (ZRST):** ZRST will use curriculum materials in its professional training workshops targeting government agencies, road authorities, and the private sector. While ZRST is not a degree-granting institution, its training activities reach professionals who would not typically access university education.

3.2 Policy Uptake and Institutional Adoption

3.2.1 National Road Safety Programme Influence

AfroSAFE's WP2 recommendations for aligning national road safety strategies with Safe System principles have been presented to national authorities in all three partner countries. The pathway from recommendation to adoption is:

- **Ghana:** The National Road Safety Authority (NRSA) is actively engaged. Ghana's Ministry of Transport announced in August 2025 that it is reviewing road traffic laws and developing a new road safety plan/strategy. NRSA provides evidence that can inform this review. Ghana has committed to reducing fatalities by 50% by 2030, aligned with the UN Decade of Action.

The Safe System is included in existing policies, but real-world implementation could take a bit longer. The AfroSAFE project supports and strengthens these efforts indirectly.

- **Tanzania:** The Ministry of Works and Transport (MoT) is actively engaged. This provides a direct institutional channel for policy influence. TANROADS engagement on infrastructure safety (KER3) creates a secondary adoption pathway.
- **Zambia:** The Government of Zambia has publicly committed to infrastructure and transport investment, with dedicated budget allocations to the Road Transport and Safety Agency (RTSA).

3.2.2 Infrastructure Safety Management Adoption

The RISM guidelines (KER3) target adoption by road authorities responsible for national and regional road networks. The exploitation pathway is:

- Presentation of pilot RSIA results to Ghana Highway Authority, TANROADS, and Road Development Agency Zambia. Ghana Highway Authority professionals were part of the guideline development team, which should facilitate adoption.
- Proposal for inclusion of RSIA in routine road maintenance and construction tender specifications.
- Training of road authority engineers through AfroSAFE Academy modules and in-country workshops.
- Alignment with donor-funded road infrastructure projects (World Bank, AfDB, EU) that increasingly require road safety components.

Evidence from Dodoma, Tanzania training (February 2026): The RSA/RSI training delivered to TANROADS and TARURA staff in Tanzania provides direct evidence that the exploitation pathway for KER3 is viable. Trained professionals produced structured audit reports during the field exercise that identified actionable infrastructure deficiencies, demonstrating the practical applicability of the AfroSAFE guidelines in a real-world Tanzanian road environment. The next steps for institutional adoption in Tanzania include embedding the trained professionals as RSA/RSI champions within their respective agencies, integrating the audit protocol into TANROADS and TARURA project delivery workflows, and scheduling follow-up mentoring sessions during actual audit assignments. Possible support mechanisms include providing digital audit tools and connecting trained staff to the broader AfroSAFE Academy network for ongoing professional development.

Evidence from the pilot projects carried out in Ghana, Tanzania and Zambia demonstrates the usefulness of the Road Safety Impact Assessment tool. The RSIA pilots, carried out in cooperation with relevant national authorities and run by local road safety professionals, supported by experienced professionals from Sweden and the Netherlands shows that the RSIA tool, developed under the AfroSAFE project, is applicable in a low- and middle-income country context. The next step for institutional adoption in the African partner countries is to institutionalise RSIA procedures within the relevant national road agency's project planning and approval procedures, requiring RSIA for all major road infrastructure projects.

3.2.3 Vehicle Standards and Inspection Uptake

The vehicle safety recommendations (KER4) face the most challenging adoption environment due to economic interests in used vehicle imports. The exploitation strategy focuses on:

- Advocacy through Autoliv's seat on the UN Road Safety Fund Advisory Board, creating high-level visibility.

- Technical assistance to transport ministries for incremental inspection improvements, rather than calling for immediate import bans.
- Vocational training for vehicle mechanics as a practical, politically feasible starting point.
- Alignment with the EU General Safety Regulation as a reference framework for future African vehicle safety standards.

3.2.4 Post-Crash Care Action Plans

The post-crash care action plans (KER6) address the most immediately life-saving pillar. Exploitation focuses on:

- Direct handover of action plans to health ministries and emergency service coordinators in Ghana, Tanzania, and Zambia.
- Partnership with Red Cross/Red Crescent societies for implementation of first-responder training components.
- Use of simulation exercise results to demonstrate feasibility and build the case for dedicated post-crash care budgets.
- NTU International's integration of the methodology into future consultancy projects in the transport and health sectors.

3.3 Industrial and Commercial Exploitation

3.3.1 Volvo Group

Volvo Technology AB will exploit AfroSAFE results through several channels. The WP4 findings contribute to Volvo's understanding of accident causation patterns relevant to deploying safety technologies (e.g., pedestrian and cyclist detection systems) in the African market. Volvo supports vocational training of truck and bus drivers in Africa, for example through its partnership with Northern Technical College (NORTEC) in Ndola, Zambia. AfroSAFE's capacity building outputs will strengthen this training pipeline. Volvo will advocate for alignment of African regulatory frameworks with the EU General Safety Regulation to accelerate deployment of proven safety technologies.

3.3.2 Autoliv

Autoliv Development AB will use AfroSAFE results to inform its product development regarding the deployment of protective safety equipment (seatbelts, airbags) in vehicles sold on the African market. The project's comprehensive assessment of vehicle safety regulations in three countries representing the Southern, Western, and Eastern African blocs providing essential market intelligence. Autoliv will leverage its collaboration with the UN Road Safety Fund and World Health Organization to advocate for investment in road safety in LMICs, using AfroSAFE evidence. With two existing facilities in Africa (Tunisia and South Africa), Autoliv has a direct commercial interest in strengthening African vehicle safety standards.

3.3.3 NTU International

NTU International will integrate AfroSAFE methodologies into its consultancy services for transport development projects in Africa. The post-crash care assessment methodology (KER6) will be offered as a service module in NTU's project proposals to clients including the EU, World Bank, African Development Bank (AfDB), and bilateral aid agencies. NTU's direct experience in implementing AfroSAFE pilots provides credibility and evidence of practical applicability.

3.4 Scientific Exploitation

Scientific exploitation of AfroSAFE results will continue through multiple channels:

- **Peer-reviewed publications:** At least 6 journal papers have been already published in reputable scientific journals (e.g., Accident Analysis & Prevention, Traffic Safety Research), with additional papers under review and others expected from ongoing research.
- **Conference presentations:** Results presented at AfroSAFE conferences, ICTCT conferences, RS5C (Road Safety on Five Continents, organized by VTI), TRB (Transportation Research Board), and other international forums.
- **Special journal issue:** The Traffic Safety Research journal has dedicated a special volume to traffic safety in LMICs 'Traffic safety in low- and middle-income countries', with papers from AfroSAFE conference participants: <https://tsr.international/TSR/issue/view/3498>
- **Junior researchers:** 2 Postdoc researchers at LU and TUD, originally from Tanzania and Ethiopia, are conducting their postdoctoral research as part of the AfroSAFE project, ensuring carrying the knowledge further and continued scientific output for several years beyond the project.
- **Research datasets:** Anonymized datasets from the road safety culture survey (KER5) and other data collection activities (KER1 and KER2) will be made available to the research community after the scientific papers resulting from the AfroSAFE are published.
- **Key scientific reference for new projects:** The scientific knowledge created in AfroSAFE is serving as a key reference for new follow-up projects, such as the SAFESIS - Safe Systems Implementation Support project which is funded by Conference of European Directors of Roads (CEDR) to jointly advance Safe System implementation and its maturity in Europe.

3.5 Dissemination to Non-Partner African Countries

Task 7.4, implemented under Work Package 7 on capacity building, was established to develop strategies and good practices for extending AfroSAFE training activities and related Safe System applications beyond the countries and institutions directly involved in the project. It builds on the training framework developed under Task 7.2 and the web-based Centre of Excellence established under Task 7.3. In accordance with the project Description of Action, the task was intended to identify relevant target groups in other low- and middle-income countries, assess potential barriers to transferring the training activities, determine appropriate delivery and institutional arrangements, and use the networks of the African partners to establish links with universities and knowledge-transfer organisations.

The purpose of Task 7.4 was therefore broader than dissemination alone. Dissemination makes project information and results available to wider audiences, whereas scale-up requires the identification of organisations that can adopt, adapt, deliver and maintain AfroSAFE knowledge and training resources in their respective national or regional contexts. Task 7.4 consequently examined potential institutional entry points for the AfroSAFE Academy, the Safe System curriculum and the technical tools developed under the project's road safety pillars. It also considered how national authorities, universities, professional training institutions and other road safety organisations could contribute to the continued use and multiplication of these resources after the end of EU funding.

3.5.1 Country Selection Approach

The countries considered under Task 7.4 were selected through a purposive screening process rather than through a statistical ranking of national road safety performance. The objective was to identify a manageable and geographically diverse portfolio of countries in which there was both a demonstrable road safety need and a realistic pathway for institutional engagement. All selected countries fall

within the low- or middle-income categories relevant to the original scope of the task. The selection was guided by the following criteria:

1. **National policy commitment to road safety.** Preference was given to countries with an existing or emerging national road safety strategy, action plan, dedicated lead agency or publicly stated commitment to the targets of the United Nations Decade of Action for Road Safety 2021–2030.
2. **An identifiable institutional entry point.** Each country needed to have at least one national authority, road safety agency, road administration, training institution or other organization that could potentially receive and promote AfroSAFE results.
3. **Existing academic or professional training capacity.** The presence of universities, research centers or professional academies with transport engineering, civil engineering, public health, emergency response or related programs was considered essential for the adaptation and delivery of the AfroSAFE curriculum.
4. **Potential for institutional uptake and multiplication.** Priority was given to countries where AfroSAFE tools could reasonably be integrated into university teaching, professional development, road authority procedures, research activities or national capacity-building programs.
5. **Regional and linguistic coverage.** The country portfolio was designed to cover East, West, North and Southern Africa and to include Anglophone, Francophone and Lusophone contexts. This allows the project to test different institutional and language-related pathways for future expansion.
6. **Existing AfroSAFE or partner-network connections.** Previous participation in AfroSAFE conferences, webinars or consultations, as well as contacts held by consortium partners, was treated as an important enabling condition because it increases the likelihood that initial dissemination can develop into sustained institutional cooperation.

This approach is consistent with the project’s original ambition to reach between six and ten additional African countries and to use the AfroSAFE Academy as a platform for continued knowledge transfer beyond the original partnership. The World Health Organization country profiles were used as a common reference for assessing national road safety governance, strategies and technical conditions, while national government and university sources were used to verify potential institutional entry points. The World Bank income classifications provided the common eligibility context for the selected countries.

The resulting portfolio combines countries with comparatively advanced engagement opportunities and countries offering medium-term scale-up potential. Nine target countries have been identified, with specific institutional entry points. Ethiopia represents the most advanced non-partner case because direct institutional meetings have already taken place and focal organisations have been identified. Kenya also provides a strong near-term pathway through its National Road Safety Action Plan 2024–2028, relevant university capacity and the planned continuation of the AfroSAFE conference series. Uganda and Nigeria combine established national road safety frameworks with identifiable government, university and professional-training institutions. Kenya’s plan was formally launched by the Ministry of Roads and Transport, Uganda has a National Road Safety Action Plan for 2021/22–2025/26, and Nigeria is implementing the Nigeria Road Safety Strategy II for 2021–2030.

Senegal and Mali were included to establish a pathway into Francophone West Africa. Senegal has a dedicated National Road Safety Agency, established in 2021, and has undertaken work towards a national strategy extending to 2030. Mali has a national road safety framework and relevant engineering institutions that can provide an initial capacity-building entry point. Egypt provides representation of North Africa and offers established transport, engineering and policy-research capacity, while Mozambique creates an entry point into Lusophone Southern Africa and allows the

project to examine the translation and localisation requirements associated with expansion beyond Anglophone countries. WHO country profiles confirm the existence of relevant road safety governance, infrastructure and institutional frameworks in both countries.

Ghana should be treated separately from the non-partner scale-up countries. As an AfroSAFE partner country, its inclusion represents in-country expansion rather than geographical expansion of the project. The purpose is to extend the use of AfroSAFE materials beyond the University of Education, Winneba and the authorities already involved in project activities, particularly towards additional universities, professional training institutions and national stakeholders. Ghana has an established National Road Safety Authority, a National Road Safety Strategy covering 2021–2030, and relevant postgraduate transport education and research capacity at institutions such as the Kwame Nkrumah University of Science and Technology.

Taken together, the selected countries do not constitute a definitive list of all possible African scale-up locations. They form a first portfolio of countries in which policy relevance, institutional capacity, geographical coverage and existing networks offer credible starting points for the further exploitation of AfroSAFE results. The level of readiness differs between countries: some already have direct contacts and defined follow-up activities, while others remain prospective locations requiring initial institutional outreach. This distinction is reflected in the engagement status presented in Table 2.

Table 2. Scale-up target countries and institutional entry points

Country	Region	Lead Agency	University Entry Points	Collaboration framework
Ethiopia	East Africa	Ethiopian Roads Administration; Road Safety and Insurance Fund Service	Addis Ababa University – Road and Transport Engineering Chair	National Road Safety Strategy (2021-2030) and National Road Safety Strategy and Action Plan (2024-2028) are in place. Advanced engagement: formal meetings held in March 2026; task force established for the 2028 AfroSAFE Academy Conference; Ethiopian Roads Administration and Road Safety and Insurance Fund Service expressed commitment to continued collaboration.
Kenya	East Africa	National Transport and Safety Authority	University of Nairobi; Technical University of Kenya; Masinde Muliro University of Science and Technology	National Road Safety Action Plan 2024-2028 launched
Uganda	East Africa	Ministry of Works and Transport	Makerere University; Kampala International University	National Road Safety Action Plan 2021/22-2025/26 in implementation
Nigeria	West Africa	Federal Road Safety Corps	University of Ibadan; University of Lagos; Ahmadu Bello University, Zaria; Federal Road Safety Corps Academy	Nigeria Road Safety Strategy II 2021–2030 adopted; National Road Safety Advisory Council established. The Federal Road Safety Corps and National Road Safety Advisory Council are

				the full official forms used by the Nigerian authority.
Senegal	West Africa	Agence nationale de Sécurité routière	Université Cheikh Anta Diop de Dakar; École Polytechnique de Thiès; Institut supérieur d'enseignement professionnel de Thiès	National Road Safety Strategy to 2030 under development; African Road Safety Charter ratified.
Mali	West Africa	Agence nationale de la Sécurité routière	École nationale d'ingénieurs Abderhamane Baba Touré; École Universitaire de Technologie et de Gestion, Bamako	National Road Safety Strategy 2021-2030 adopted
Ghana (expansion)	West Africa	National Road Safety Authority	Kwame Nkrumah University of Science and Technology; Kumasi Technical University; Accra Technical University; Academic City University	New national road safety plan under development; road traffic legislation under review.
Egypt	North Africa	National Council for Road Safety	Cairo University, Ain Shams University, Alexandria University	National Road Safety Plan 2021-2030 in implementation.
Mozambique	Southern Africa	Instituto Nacional dos Transportes Rodoviários	Universidade Eduardo Mondlane; Universidade Lúrio; Universidade Zambeze; Instituto Superior de Transportes e Comunicações	National Road Safety Action Plan approved in April 2025

The table identifies the principal national and academic entry points available in each country at the time of preparing the Exploitation Plan. The organizations listed should not be interpreted as having formally committed to adopting AfroSAFE results unless such engagement is explicitly reported. Rather, they represent institutions whose mandates, technical responsibilities, educational programs or existing contacts make them potentially suitable partners for curriculum integration, professional training, joint research, policy uptake or replication of project tools.

The scale-up pathway will consequently differ by country. In countries where direct engagement has already occurred, the next stage is to define concrete activities, responsible focal persons and institutional commitments. In countries where entry points have only been mapped, the first stage will consist of targeted outreach, presentation of relevant AfroSAFE results and confirmation of institutional interest. This phased approach avoids assuming that the availability of project materials will automatically lead to their adoption and allows further activities to be adapted to national needs, institutional capacity and available resources.

3.5.2 Advanced Scale-Up Engagements

3.5.2.1. Ethiopia

Ethiopia represents the most advanced scale-up case. In March 2026, a series of stakeholder engagement meetings were conducted in Addis Ababa to present AfroSAFE outputs and explore concrete adoption pathways. Ethiopia is not a consortium partner country, making this engagement a direct demonstration of the project's exploitation strategy for reaching beyond its original scope. Four formal institutional meetings and several informal consultations were held, producing tangible commitments and a defined next-step agenda.

Ethiopian Roads Administration (ERA): ERA is the principal government body responsible for planning, design, construction, and maintenance of Ethiopia's federal road network. ERA operates a dedicated research centre with engineers and researchers experienced in data collection, field investigations, and laboratory testing. ERA expressed strong interest in integrating AfroSAFE's road safety audit tools and training resources into their operations. The research centre's existing capacity in data collection and analysis was identified as a good fit for piloting AfroSAFE methodologies in an Ethiopian context. ERA's campus was assessed as a potential venue for the 2028 conference, with a modern auditorium, meeting rooms, and a research laboratory that could serve as a demonstration venue.

Road Safety and Insurance Fund Service (RSIFS): RSIFS is an Ethiopian government agency with a direct mandate to coordinate and fund road safety activities nationally, operating across road safety policy, enforcement, education, and insurance. RSIFS already maintains an RSA/RSI team, creating a natural entry point for adopting AfroSAFE's audit tools and training programmes. RSIFS committed to supporting the 2028 conference organisation and nominated focal people for the planning task force.

Bloomberg Initiative for Global Road Safety (BIGRS): BIGRS is a philanthropic initiative supporting road safety improvements in LMICs, with a focus in Ethiopia on legislation, regulations, and enforcement across speed management, drink-driving, seatbelts, helmets, and child restraints. BIGRS and AfroSAFE were identified as operating in complementary domains. Both parties agreed there is potential for coordination, mainly in sharing data, aligning messaging, and co-hosting capacity-building events. No formal partnership agreement was made at this stage, but the groundwork has been laid for future collaboration.

Informal consultations with continental and academic bodies:

- **African Union Transport and Infrastructure Division:** expressed interest in academic collaboration, including joint research and the integration of AfroSAFE materials into university curricula.
- **Addis Ababa University (Road and Transport Chair):** acknowledged the value of AfroSAFE training tools and expressed willingness to participate in future workshops and conferences.
- **UN Economic Commission for Africa (UNECA):** recognized the alignment of AfroSAFE's objectives with the UN Decade of Action for Road Safety and indicated interest in ongoing engagement beyond the EU project's funding period.

All parties acknowledged the work completed by AfroSAFE and expressed interest in continuing collaboration beyond EU project closure. These contacts will be important for building a broader coalition of support for the 2028 conference and for the long-term sustainability of the AfroSAFE Academy.

3.5.2.2. Kenya

Kenya is the second advanced scale-up case, and the first where a non-partner country has taken on operational responsibility for an AfroSAFE activity rather than only receiving outputs. Kenya will host the 2027 AfroSAFE Conference. The local organisers are Multimedia University of Kenya and EDISE Mobility.

National policy context: in April 2024 the Ministry of Roads and Transport, through the National Transport and Safety Authority (NTSA), launched the National Road Safety Action Plan 2024-2028, which targets a 50% reduction in road fatalities and serious injuries by 2028 and is aligned with the UN Decade of Action for Road Safety 2021-2030. The plan covers infrastructure safety assessment, vehicle safety standards, enforcement, public awareness, post-crash care, road safety database development, and monitoring systems. Each of these areas maps onto an AfroSAFE Key Exploitable Result. Vulnerable road users are the plan's central concern: NTSA data for the first quarter of 2025

recorded pedestrians as 36.9% of fatalities, with motorcyclists next. Kenya therefore offers a live national framework into which AfroSAFE outputs can be inserted, not a policy gap that would first have to be filled.

Transfer of organisational capability: representatives of Multimedia University of Kenya and EDISE Mobility attended all conference preparation meetings held over the year leading up to the third AfroSAFE Conference in Lusaka (8 to 12 June 2026). They took part as observers with the purpose of learning the organizational model: programme design, call for contributions, review process, sponsorship, and logistics. Both organizations then attended the Lusaka conference itself and announced to participants that Kenya would host the next conference.

This is a different exploitation mechanism from the training and guideline pathways described elsewhere in this section. What is transferred is not a document or a course, but the capability to run a recurring continental event. It was transferred through a full planning cycle of observation and shadowing rather than a handover at the end.

Significance for post-project sustainability: the 2027 conference falls after the end of EU funding (August 2026). It will be planned and delivered by Kenyan institutions, with the AfroSAFE Academy in an advisory role only. Together with the 2028 edition planned for Addis Ababa, this gives the conference series two committed, locally owned post-project editions and a working rotation model.

Scale-up mechanisms (all countries):

- Invitation of researchers and officials from target countries to AfroSAFE conferences (already happening).
- Webinar series with speakers from scale-up countries to build bilateral relationships and establish a network of African researchers and academics.
- Joint research proposals with universities in target countries, using AfroSAFE Academy as coordination platform.
- Regional multiplier pathways through ARSO, the African Union, SSATP, and Regional Economic Communities (ECOWAS, EAC, SADC).

The Ethiopia and Kenya engagements demonstrate a practical and replicable approach for scaling AfroSAFE beyond its consortium countries and sustaining its impact beyond the project funding period. Rather than relying solely on dissemination of project outputs, the approach combines targeted engagement with national institutions, alignment with existing policy priorities, transfer of organizational and technical capabilities, and the creation of locally owned activities that can continue after project closure. In Ethiopia, this has established institutional pathways for the adoption of AfroSAFE tools and training resources and laid the foundations for the 2028 conference, while in Kenya the approach has progressed further through the transfer of conference organization and ownership to local institutions for 2027. These cases provide a model that can be systematically applied in other African countries by identifying national institutions and policy frameworks aligned with AfroSAFE objectives, establishing relationships through conferences, webinars and bilateral engagement, supporting local institutions to adopt and adapt AfroSAFE outputs, and progressively transferring responsibility for activities to national and regional actors. This combination of targeted institutional engagement, capability transfer, policy alignment and locally owned follow-up activities offers a practical pathway for expanding AfroSAFE's reach and building a sustainable continental road safety network beyond the lifetime of the project.

Language considerations: Senegal, Mali, and Mozambique are Francophone/Lusophone. Translation of core curriculum modules into French and Portuguese is a priority for scale-up funding applications (estimated cost: EUR 15,000-25,000 for core modules).

4 Target Stakeholders and Engagement

4.1 Stakeholder Mapping

Stakeholders are categorised by decision power and interest level into four quadrants:

Manage closely (high power, high interest): National road safety agencies (NRSA Ghana, RTSA Zambia, MoT Tanzania), transport ministries, health ministries (for post-crash care), ARSO, key donor agencies (World Bank/GRSF, UNRSF).

Keep satisfied (high power, lower interest): Presidents' offices, finance ministries (budget allocation), regional economic communities (ECOWAS, EAC, SADC), African Union Commission, EU DG INTPA and DG MOVE.

Keep informed (lower power, high interest): University partners and target universities, road safety NGOs (AMEND, GRSP, iRAP), professional associations, WHO Africa regional office, research community, AfroSAFE steering committee members.

Monitor (lower power, lower interest): General road user communities, media, insurance companies, vehicle importers, individual driving schools.

4.2 Engagement with National Authorities

The following national authorities have actively engaged as project partners:

- **Ghana:** National Road Safety Authority (NRSA); Ghana Police Service
- **Zambia:** Ministry of Transport and Logistics; Zambia Police Service; Road Transport and Safety Agency (RTSA); Lusaka City Council
- **Tanzania:** Ministry of Works and Transport; President's Office, Regional Administration and Local Government; TANROADS; TARURA

4.3 Engagement with International Organisations and Agencies

International organisations, development agencies, foundations and specialised road safety networks may support the continued exploitation of AfroSAFE results through several complementary pathways. Their potential contribution is not limited to financial support. Depending on their mandates and operating models, these organisations may facilitate access to national authorities and implementation programmes, support institutional capacity building, provide channels for knowledge exchange and regional dissemination, or enable the replication of AfroSAFE training activities and technical tools in additional countries.

AfroSAFE's approach distinguished between: (i) organisations consulted during project scale-up activities; (ii) organisations contacted under Task 7.5 to explore possible post-project cooperation or support; and (iii) wider international organisations and networks identified as potentially relevant future dissemination and cooperation channels. This distinction is important because the level of interaction differed considerably between organisations and, at the time of preparing this Exploitation Plan, none of the contacts described below had resulted in a formal partnership, funding commitment or implementation agreement.

Organisations Consulted or Contacted

The organisations presented in Table 3 were either consulted during the Ethiopia scale-up activities or contacted as part of the Task 7.5 assessment of potential sustainability and cooperation pathways. Task 7.5 considered options for maintaining AfroSAFE's training and capacity-building activities,

supporting the continuation of project outputs and connecting the AfroSAFE Academy with wider African and international structures.

Table 3. International organisations consulted or contacted by AfroSAFE.

Organisation	Potential relevance to AfroSAFE	Engagement status
United Nations Road Safety Fund (UNRSF)	UNRSF is directly focused on supporting road safety improvements in low- and middle-income countries. Its relevance to AfroSAFE lies in the possible alignment of the project's Safe System tools, training resources and evidence base with internationally supported road safety programs. Cooperation could also provide an indirect pathway to national implementation through eligible participating organizations and country-level partners.	The UNRSF Secretariat responded to the consortium's initial message and indicated that a discussion could be considered after finalization of its strategic framework. The proposed discussion was not subsequently arranged. No further exchange, application or cooperation arrangement resulted from the contact.
Norec	Norec's reciprocal staff-exchange model is relevant to AfroSAFE's train-the-trainer approach and to the continuation of institutional relationships between African and European organizations. Its program could potentially support exchanges of academic staff, trainers and other professionals involved in road safety education, research and capacity building. It is more suited to structured personnel and knowledge exchange than to financing the general operation of the AfroSAFE Academy.	Norec responded with general information on its grant model, eligibility conditions and application process. The response indicated that AfroSAFE appeared potentially relevant to the program and offered the possibility of further discussion. The consortium did not proceed with a meeting, concept note or application.
World Bank, including the potential relevance of the Global Road Safety Facility	The World Bank supports transport-sector reform, infrastructure investment and institutional capacity building in African countries. The Global Road Safety Facility was identified through the Task 7.5 desk assessment as potentially relevant because of its focus on road safety knowledge, technical assistance and institutional strengthening. A possible future pathway could involve incorporating AfroSAFE methodologies or training resources into larger transport or road safety programs implemented with governments and road authorities.	Initial outreach was addressed to a World Bank representative based in Zambia. No response was received. The potential relevance of the Global Road Safety Facility was identified through desk research, but no direct engagement with the Facility took place. No institutional interest or commitment can therefore be inferred.
Lloyd's Register Foundation	Lloyd's Register Foundation supports safety-related research, education, training and knowledge exchange. Its mandate may be relevant to clearly defined AfroSAFE activities concerning professional competence, curriculum adaptation, dissemination of safety knowledge and the evidence-based reduction of risks affecting people and infrastructure. Its support would be more appropriate for a targeted research, education or knowledge-transfer activity than for unrestricted long-term operating expenditure.	The Foundation was contacted, but no response was received. No discussion of possible cooperation, eligibility or support took place.
Japan International Cooperation Agency (JICA)	JICA provides government-to-government development cooperation, including technical assistance, professional training and institutional strengthening in the transport sector. Its	JICA was contacted, but no response was received. No specific program, application pathway or governmental

	cooperation model could potentially support the country-level application of AfroSAFE tools where a national ministry, road authority or other public institution is prepared to act as the principal counterpart and provide the required institutional support.	counterpart was subsequently identified through the outreach.
Bloomberg Initiative for Global Road Safety (BIGRS)	BIGRS supports road safety improvements through work on legislation, enforcement, speed management, behavioral risks and institutional capacity. Its activities in Ethiopia were considered complementary to AfroSAFE's broader Safe System, training and knowledge-transfer approach. Potential areas of common interest included the exchange of information, consistency of road safety messages and participation in future capacity-building activities.	BIGRS representatives were consulted during the March 2026 stakeholder engagement in Addis Ababa. The discussion identified potential areas of complementarity, but no formal cooperation arrangement or agreed follow-up activity was established.
United Nations Economic Commission for Africa (UNECA)	UNECA provides a continent-level platform for policy dialogue, regional cooperation and support to sustainable development in Africa. Its relevance to AfroSAFE lies in the possible dissemination of road safety knowledge, links with African governments and alignment with the United Nations Decade of Action for Road Safety 2021–2030.	UNECA was consulted during the Ethiopia scale-up engagement. The discussion addressed the relationship between AfroSAFE's objectives and the wider road safety agenda. No formal commitment or specific cooperation activity resulted from the consultation.
African Union Transport and Infrastructure Division	The African Union provides an important continent-level policy and coordination framework for transport and road safety. Potential cooperation could support wider dissemination of AfroSAFE resources, links with national institutions and universities, and alignment with African road safety initiatives and structures.	Representatives of the Division were consulted during the Ethiopia engagement. Possible areas of academic cooperation and wider use of AfroSAFE training materials were discussed. No formal agreement or defined follow-up activity was established.

The correspondence with UNRSF and Norec went beyond unanswered outreach in that both organisations provided an initial response. Nevertheless, neither exchange progressed beyond preliminary correspondence. These contacts should therefore be understood as exploratory only and not as evidence of an established relationship, a planned joint activity or likely future financing.

Similarly, the consultations with BIGRS, UNECA and the African Union Transport and Infrastructure Division provided an opportunity to present AfroSAFE and discuss possible areas of relevance during the Ethiopia scale-up activities. They did not, however, produce formal commitments or cooperation arrangements. Any continued engagement would require the identification of a specific activity, responsible organisations, focal persons, expected results and implementation resources.

The World Bank, Lloyd's Register Foundation and JICA were contacted following the Task 7.5 desk assessment, which identified them as potentially relevant to selected aspects of AfroSAFE's continuation. The absence of a response means that they should be treated only as prospective organisations that may be considered for renewed, more targeted outreach in the future. The Task 7.5 analysis recognised that these organisations have different operating models and eligibility conditions and should not be viewed as interchangeable or readily accessible sources of core funding.

Wider International Dissemination and Cooperation Channels

In addition to the organisations directly consulted or contacted, AfroSAFE identified a broader group of international organisations and specialist networks that could serve as future channels for dissemination, technical exchange, policy dialogue or replication. Their inclusion reflects their relevance to the project's subject matter and target users. It does not imply that structured engagement or agreement was established during the project.

The following organisations and networks are considered particularly relevant:

- **World Health Organization (WHO):** a potential technical and policy dissemination channel, particularly for post-crash care, road safety data, national road safety strategies and alignment with international guidance;
- **Organisation for Economic Co-operation and Development / International Transport Forum (OECD/ITF):** a potential channel for research dissemination, policy dialogue and the exchange of evidence on Safe System implementation in low- and middle-income countries;
- **Sub-Saharan Africa Transport Policy Programme (SSATP):** a regional platform through which AfroSAFE results could potentially reach African transport ministries, national road safety authorities and regional policy networks;
- **Global Road Safety Partnership (GRSP):** a potential practitioner and non-governmental network for disseminating training resources, sharing implementation experience and connecting with community-level road safety programmes;
- **FIA Foundation:** a relevant advocacy and knowledge organisation with an established focus on road safety in low- and middle-income countries;
- **Vision Zero Academy:** a knowledge-exchange platform that could support continued dialogue on Safe System principles, training approaches and lessons from European and African implementation;
- **African Road Safety Observatory (ARSO):** a potential continental channel for road safety data, knowledge exchange and dissemination of AfroSAFE's data-related guidance and training resources.

These organisations perform different functions. WHO, OECD/ITF and Vision Zero Academy are primarily relevant as technical and knowledge-exchange channels. SSATP and ARSO could provide regional pathways to national institutions and policy networks. GRSP and FIA Foundation may offer links with practitioners, non-governmental actors and wider road safety advocacy. Their potential value therefore lies primarily in extending the reach and use of AfroSAFE outputs rather than in directly financing the continued operation of the AfroSAFE Academy.

Future engagement with any of these organisations should be selective and activity-based. Rather than approaching organisations with a general request to support AfroSAFE, the post-project coordination structure should define the specific result or activity to be promoted, such as curriculum integration, translation of training materials, road safety data guidance, professional short courses, conference participation or replication of a pilot methodology. The relevant organisation can then be approached on the basis of a clear connection between its mandate and the proposed activity.

Overall, international engagement conducted during the project remained exploratory. No international organisation or agency described in this section had formally committed to financing or implementing post-project AfroSAFE activities at the reporting cut-off date. The contacts and mapping nevertheless provide a preliminary stakeholder base for future engagement once the organisational home, governance arrangements and priority activities of the AfroSAFE Academy have been clarified. Detailed assessment of the potential financial mechanisms associated with selected organisations is provided separately in Section 6.1.

4.4 Engagement with Other Projects

Under Task 8.4, AfroSAFE maintained links with EU-funded and related projects addressing road safety, Safe System implementation and transport-capacity development in Africa. These activities aimed to exchange knowledge, avoid duplication, disseminate complementary results and identify opportunities for the continued use of AfroSAFE tools and training materials.

SaferAfrica – Innovating Dialogue and Problems Appraisal for a Safer Africa

SaferAfrica was a Horizon 2020 project implemented between 2016 and 2019. It established an Africa–Europe road safety dialogue platform and supported work on road safety data, institutional capacity, training and the development of the African Road Safety Observatory.

SaferAfrica is relevant primarily as a predecessor initiative. AfroSAFE builds on its results by extending the focus from policy dialogue and data systems towards practical Safe System methodologies, professional training, pilot activities and the AfroSAFE Academy. Areas of continuity include institutional capacity building, road safety data and Safety Performance Indicators, and cooperation with continental road safety structures.

TRANS-SAFE – Transforming Road Safety in Africa

TRANS-SAFE is a Horizon Europe project implemented during the same period as AfroSAFE and funded under the same topic on improving road safety in African low- and middle-income countries. It focuses on Safe System demonstrations, peer learning, policy support and the replication of practical road safety solutions.

The two projects are closely related but complementary. AfroSAFE places particular emphasis on road safety management, professional education and the train-the-trainer approach, while TRANS-SAFE has a stronger focus on practical demonstrations and replication roadmaps. Project results have been presented through common dissemination settings, including AfroSAFE Academy conferences.

Potential areas for continued exchange include cross-dissemination of training resources, lessons from pilot activities, access to professional networks and the alignment of post-project replication pathways.

AfroTrans – Road Transportation Systems Engineering Development in Sub-Saharan Africa

AfroTrans is an Erasmus+ Capacity Building in Higher Education project implemented during 2024–2026. It supports the development of master’s-level road transportation engineering programmes, teaching materials, e-learning resources and academic capacity in Cameroon and the Democratic Republic of the Congo.

Its relevance to AfroSAFE lies primarily in curriculum development and university capacity building. AfroSAFE materials on Safe System implementation and road safety management could complement the wider transport-engineering courses developed by AfroTrans. AfroTrans representatives also participated in the 2026 AfroSAFE Academy Conference in Lusaka.

Continued cooperation could include joint seminars, exchange of educational materials and access for AfroTrans students and academics to AfroSAFE Academy activities. This connection also supports the Task 7.4 objective of expanding AfroSAFE resources to additional African countries.

SAFESIS – Safe System Implementation Support

SAFESIS is a research project funded by the Conference of European Directors of Roads and implemented from 2025 to 2027. It develops guidance for assessing Safe System maturity and supporting implementation by national road authorities.

Although SAFESIS focuses primarily on Europe, it provides a relevant follow-up research pathway for AfroSAFE work on Safe System readiness, institutional maturity and road safety management. It should therefore be regarded as a related scientific initiative rather than a core African liaison project.

KARSIP – (Knowledge And Research for Road Safety in LMICs: an Investment Program)

Beyond the consortium's own plans, AfroSAFE has begun to align with KARSIP (Knowledge And Research for Road Safety in LMICs: an Investment Program), an emerging international initiative dedicated to building lasting research and knowledge infrastructure in low- and middle-income countries. KARSIP was set up to correct a familiar weakness in development work, where experts from high-income countries arrive for a project and leave little behind once it ends. Instead, it invests in permanent local capacity, helping countries establish their own traffic safety research institutes and university education programmes. This is the same logic that drives AfroSAFE, and the two are a natural fit: the AfroSAFE curriculum and educational materials give KARSIP a ready foundation on which to build new degree and training programmes, while KARSIP offers AfroSAFE a durable, locally owned home for its outputs after EU funding ends. The relationship is already active rather than aspirational, with AfroSAFE members involved as partners and, in several cases, sitting on KARSIP's Executive Committee.

Overall Exploitation Value

The identified projects offer complementary pathways for the exploitation of AfroSAFE results:

- SaferAfrica provides a predecessor knowledge and institutional base;
- TRANS-SAFE provides complementary demonstrations and replication experience;
- AfroTrans offers an academic capacity-building channel in additional African countries;
- SAFESIS supports continued research on Safe System implementation and maturity.
- KARSIP offers a durable, locally owned home for AfroSAFE curriculum and educational materials

Future liaison should focus on practical activities such as reciprocal links between project platforms, exchange of open educational materials, invitations to conferences and webinars, and joint participation in future research or capacity-building initiatives.

5 Intellectual Property and Licensing

5.1 IP Ownership

In accordance with the Grant Agreement and Consortium Agreement, all results are owned by the partner(s) that generated them. AfroSAFE does not plan patent applications. The project's primary outputs are knowledge products (methodologies, guidelines, curricula, data) rather than patentable inventions. Co-owned results are governed by the joint ownership provisions in the Consortium Agreement.

5.2 Open Access and Open Data Policy

AfroSAFE is committed to maximising the accessibility and reusability of its results, consistent with the Horizon Europe open science policy:

- **Scientific publications:** All journal papers are published via Gold or Platinum Open Access routes. The Traffic Safety Research journal, which hosts AfroSAFE's special volume, is fully open access.
- **Educational materials:** All curriculum modules and training materials are published under Creative Commons Attribution 4.0 International (CC-BY 4.0) license, free for any institution to use, adapt, and redistribute with attribution.
- **Datasets:** Non-personal research datasets will be published under Open Data Commons licenses after the publication of scientific papers, subject to ethical review board conditions and data protection requirements. Personal data (e.g., survey responses) is anonymized before any sharing.
- **Reports and guidelines:** All deliverables classified as Public (PU) are available through the AfroSAFE Academy website and the EU CORDIS repository.

This open access approach is a deliberate strategic choice: the project's impact depends on wide adoption across Africa, including in countries with minimal ability to pay licence fees. Restricting access would undermine the exploitation strategy.

5.3 Third-Party IP and Background

The following third-party IP is used as background within AfroSAFE results:

- **iRAP methodology:** Referenced and adapted in KER3 (RISM guidelines). iRAP's core Star Rating methodology is proprietary, but AfroSAFE's guidelines are original adaptations that reference rather than reproduce iRAP tools.
- **GDE matrix (Goals for Driver Education):** Used in safe road user training (KER7, KER9). GDE is an established academic framework with no usage restrictions.
- **Bloom's taxonomy:** Used for curriculum learning outcome design. Public domain educational framework.

No third-party IP restrictions prevent the exploitation of AfroSAFE results as described in this plan.

6 Sustainability Plan

6.1 Financial Sustainability

Sustaining AfroSAFE activities after EU funding ends requires a diversified financing approach. The project has identified and assessed the following funding pathways as detailed in Table 4:

Table 4. International funding sources (assessed feasibility)

Source	Type	Feasibility	Next Steps
GRSF / World Bank	Grants for road safety capacity building	High. GRSF pillars align well with AfroSAFE. Requires government endorsement.	Prepare concept note; secure endorsement from MoT Tanzania or RTSA Zambia
UNRSF	Project grants, USD 100k-500k, annual calls	Medium-High. The 2025 priorities (motorcycle safety, crash data) partially aligned. Future calls may align better.	Secure backing from a UNRSF participating organisation. Prepare proposal for next call.
Lloyd's Register Foundation	Small grants up to GBP 10,000	Medium. New strategy launching Spring 2026; applications from Summer 2026.	Monitor new funding programme. Prepare application for seed funding.
JICA	Government-to-government ODA (Official Development Assistance)	Medium. Supports road safety in African countries. Requires national government partnership.	Explore alignment with JICA country offices in Tanzania/Zambia.
NOREC	Staff exchange grants	Partial. Useful for specific training-of-trainer exchanges, not core funding.	Submit application in early 2027 window for LU/UniDS staff exchange.

Self-generated revenue streams:

- **Conference revenue:** Annual AfroSAFE conference with registration fees (estimated EUR 50-150 per participant) and industry sponsorship. The 2025 Ghana conference was partly sponsored by Autoliv.
- **Professional training courses:** Short courses delivered alongside conferences or as standalone offerings. Target: road authority engineers, transport planners, police officers. Fee range: EUR 100-500 per course depending on duration and content.
- **Institutional partnerships:** African universities integrating AfroSAFE curriculum may contribute a nominal annual affiliation fee in exchange for content updates and quality assurance.
- **Consultancy:** NTU International and other partners can generate project-linked revenue through consultancy services that use AfroSAFE methodologies.

6.2 Organisational Sustainability

The organisational sustainability of the AfroSAFE Academy depends on maintaining a clear institutional home, preserving access to its digital and educational resources, and ensuring continued cooperation between African and European partners after the end of EU funding. The Academy was established as a web-based platform for training, knowledge exchange and professional networking, with the longer-term objective of supporting locally anchored road safety capacity building in Africa. The original project concept envisaged that African partners would play a central role in maintaining and using the Centre of Excellence beyond the project lifetime.

Three organisational options have been considered:

- **Option A: Continuation under the International Co-operation on Theories and Concepts in Traffic Safety network.** This reflects the current model and would allow the Academy to continue using existing infrastructure and organizational links with relatively limited additional administrative requirements. Its main limitation is continued dependence on a European-based network and limited institutional anchoring in Africa.
- **Option B: Establishment of an independent association or non-governmental organisation.** This option would provide a distinct legal identity, greater autonomy and the possibility of applying independently for grants or entering into cooperation agreements. It would, however, require registration, administrative capacity, financial management arrangements and dedicated personnel, which may not be proportionate to the Academy's expected scale in the initial post-project period.
- **Option C: Integration into an established African institution.** under this option, the AfroSAFE Academy would operate as a program hosted by an African university, regional center or road safety organization. This would provide stronger local ownership, closer links with African governments and academic institutions, and greater potential for long-term curriculum integration and professional training. Its effective operation would depend on the host institution maintaining sufficient staff capacity, technical infrastructure and institutional commitment.

The preferred long-term direction is Option C, while Option A would provide continuity during the transitional period. The AfroSAFE Academy is currently operated through the International Co-operation on Theories and Concepts in Traffic Safety infrastructure, and the existing website is expected to remain available in the short term. Migration to African hosting, including the possible use of the University of Dar es Salaam's information technology infrastructure, may be considered as a medium-term step once the institutional and technical arrangements have been confirmed. A governance decision would define the final allocation of responsibilities, decision-making arrangements, intellectual property management and the authority to represent the Academy in external cooperation and funding processes. The post-project roles described below reflect the organisational direction currently presented in the Exploitation Plan and may be refined through this governance process.

Key post-project roles

The organisational sustainability of the AfroSAFE Academy depends on maintaining a clear institutional home, preserving access to its digital and educational resources, and ensuring continued cooperation between African and European partners after the end of EU funding. Three organisational options have been considered: continuation under the International Co-operation on Theories and Concepts in Traffic Safety network, establishment of an independent association, or integration into an established African institution. The preferred long-term direction is integration into an African institution, while the existing International Co-operation on Theories and Concepts in Traffic Safety infrastructure would provide continuity during the transitional period.

The post-project roles presented below in Table 5 reflect the organisational direction currently envisaged for the AfroSAFE Academy. Their detailed implementation, including decision-making arrangements, representation of the Academy and allocation of routine coordination responsibilities, will be further specified through the governance arrangements established after project completion.

Table 5. Post-project roles and responsibilities

Entity or organization	Post-project role	Main responsibilities
International Co-operation on Theories and Concepts in Traffic Safety (ICTCT)	Transitional platform and infrastructure host	Maintain access to the existing AfroSAFE Academy website and published resources during the transitional period; provide continuity of technical hosting; support an orderly transfer of content and technical documentation if the platform is subsequently migrated to an African institution or another hosting arrangement.
University of Dar es Salaam (UniDS)	African anchor institution	Coordinate relationships with African universities, road safety authorities and professional organizations; support curriculum integration and delivery of training activities; identify African capacity-building needs; contribute to webinars, conferences and professional courses; and support the possible future hosting of the Academy's digital infrastructure.
Delft University of Technology (TUD) and Lund University (LU)	European scientific and educational knowledge partners	Support the periodic review and updating of the Safe System curriculum and related training materials; contribute academic and technical expertise to courses, webinars and conferences; maintain connections with European research and road safety networks; and support joint research, capacity-building and funding initiatives.
University of Education, Winneba, Zambia Road Safety Trust and other African partner institutions	National delivery and multiplication partners	Integrate AfroSAFE resources into academic, vocational or professional programmes; organise national workshops and training activities; engage national authorities and professional bodies; mobilise trainers and participants; identify country-specific needs; and provide feedback on the practical use and adaptation of AfroSAFE materials.
AfroSAFE Steering committee	Strategic advisory structure	Provide non-executive guidance on the future development of the Academy, emerging road safety priorities, international cooperation opportunities, wider dissemination and potential institutional partnerships. Some of the AfroSAFE European partners may remain connected as advisors after the project, the format for that is to be decided by the Steering Committee.

The proposed allocation of roles combines African institutional leadership with continued scientific support from European partners and national-level delivery through African organisations. Periodic review and updating of the educational materials are expected to be undertaken jointly by the University of Dar es Salaam, Lund University and Delft University of Technology, without the need to establish a separately named body unless the partners subsequently decide otherwise.

Routine coordination, monitoring of exploitation indicators and preparation of external cooperation or funding initiatives will be assigned through the post-project governance arrangements. The model may be refined as the long-term institutional host, available resources and scale of Academy activities become clearer. The immediate priority is to maintain continuity of access and cooperation while progressively strengthening African ownership.

6.3 Technical Sustainability

The AfroSAFE Academy platform will be maintained through the following measures:

- **Hosting:** Continued on ICTCT infrastructure in the short term, with migration to African hosting (UniDS IT infrastructure or a cloud provider) as a medium-term goal to reduce dependency on European partners.
- **Content updates:** Curriculum reviewed and updated on a 2-year cycle by the content review committee. Webinar recordings and conference presentations archived as permanent resources.
- **Website commitment:** The project website (currently: ictct.net/afrosafe) will be maintained for a minimum of 10 years after project ends, as specified in the proposal.
- **Data repository:** Research datasets hosted on institutional repositories (LU) with persistent identifiers (DOIs).
- **Technology transfer:** If the platform is migrated to African hosting, a complete technical handover (code, content, user data, configuration) will be provided with documentation.

6.4 Risk Assessment for Sustainability

The continuation of AfroSAFE activities beyond the project lifetime depends on several interrelated financial, organisational, institutional and technical conditions. Although the project has created reusable training materials, established the AfroSAFE Academy and developed a network of African and European partners, the long-term use of these results cannot be assumed automatically. Continued impact will require sustained institutional ownership, adequate coordination capacity, access to resources and the ability to respond to changing stakeholder priorities and user needs.

Table 6 summarises the principal risks that may affect the post-project operation, accessibility and uptake of AfroSAFE results. Each risk is assessed in terms of its likelihood and potential impact, together with practical mitigation measures intended to reduce either the probability of occurrence or the severity of its consequences. The assessment should be reviewed periodically by the post-project coordination structure and updated as governance arrangements, financing sources and implementation responsibilities become more clearly established.

Table 6. Sustainability risk assessment.

Risk	Likelihood	Impact	Mitigation
Funding gap after EU project ends	High	High	Diversified funding strategy (Section 6.1). Submit first external funding application before project end. Maintain low-cost operating model (EUR 28k-60k/year).
Loss of key personnel at African partners	Medium	High	Institutional embedding (accredited course at UniDS outlives individuals). Multiple trained faculties per institution. Comprehensive documentation of all materials.
Political changes reduce stakeholder support	Medium	Medium	Multi-level engagement (institutional, not personal). Engagement with both government and non-government actors. Regional engagement via ARSO provides continental-level continuity.
Low uptake of training by new professionals	Low-Medium	Medium	CPD accreditation where possible. Employer mandates (link training to job requirements). Practical, Africa-relevant content. Conference-linked training reduces travel burden.

Internet access limitations in some regions	Medium	Low	Content designed for offline download. In-person conference-linked courses as alternative delivery channel. PDF versions of all curriculum materials.
Language barriers for Francophone/Lusophone countries	High	Medium	Translation of core modules into French and Portuguese prioritised in first external funding application. Estimated cost: EUR 15,000-25,000.
Platform technology becomes outdated	Low	Medium	Standard web technologies used. Migration plan included in governance charter. 10-year website commitment with periodic technical review.

7 Individual Partner Exploitation Plans

Each consortium partner has committed to specific exploitation actions. The following sub-sections describe planned activities, timelines, resources, and expected outcomes.

7.1 European Partners

7.1.1 Lund University (LU), Coordinator

Key results owned/co-owned: KER2 (data collection guidelines), KER3 (RISM guidelines), KER7 (curriculum).

Exploitation actions:

- Integrate AfroSAFE educational materials into LU's external training courses for LMIC professionals and regular MSc traffic safety education.
- Play an active role in the AfroSAFE Academy post-project, contributing to content updates and quality assurance.
- Leverage the AfroSAFE network and Centre of Excellence to initiate new research, education, and consultancy projects in Africa.
- Disseminate results through the Vision Zero Academy (coordinated by Swedish Transport Administration) and SAFER Vehicle and Traffic Safety Centre at Chalmers.
- Submit follow-up research funding applications building on AfroSAFE findings.

Timeline: Ongoing from project end. First follow-up grant application targeted within 12 months of project completion.

Resources committed: Faculty time for continued AfroSAFE Academy engagement (estimated 0.1 FTE/year). Supervision of PhD students working on AfroSAFE-related topics.

7.1.2 Institute of Transport Economics (TOI)

Key results owned/co-owned: KER1 (Road safety management analysis methodology), KER2 (data collection guidelines), KER5 (road safety culture surveys).

Exploitation actions:

- Publish academic papers in peer-reviewed journals and presentations at international conferences.
- Continue engagement with the Norwegian reference group: Norwegian Council for Road Safety, Norwegian Public Roads Administration, Norwegian association for traffic schools, Norwegian trucking Association, transit authorities, and driver unions (Fellesforbundet).
- Engage with Norwegian Agency for Development Cooperation (NORAD) and other Norwegian development aid actors on alignment of AfroSAFE results with Norwegian ODA priorities for transport safety in LMICs.
- Build on AfroSAFE's methodology and road safety culture research to develop proposals for new research projects.

Timeline: Publications targeted 2026-2028. NORAD engagement ongoing.

Resources committed: Researcher time for publications and stakeholder engagement. No dedicated post-project FTE, but AfroSAFE topics integrated into ongoing research programmes.

7.1.3 Swedish National Road and Transport Research Institute (VTI)

Key results owned/co-owned: KER5 (road safety culture surveys), contributions to KER7 (curriculum, driver training).

Exploitation actions:

- Use pilot results on driver training in Africa to inform VTI's ongoing research on the Goals for Driver Education (GDE) matrix and higher-order driving skills.
- Continue cooperation with AMEND to evaluate infrastructure interventions (safe routes to school) in African countries.
- Disseminate results through the RS5C (Road Safety on Five Continents) conference organized by VTI.
- Explore hosting African PhD students at VTI for research stays.

Timeline: RS5C presentations in 2026-2027. AMEND cooperation ongoing.

Resources committed: Researcher time for publications. No dedicated post-project FTE, but AfroSAFE topics integrated into ongoing research programmes.

7.1.4 NTU International (NTU)

Key results owned/co-owned: KER6 (post-crash care).

Exploitation actions:

- Integrate AfroSAFE post-crash care assessment methodology into NTU's consultancy service portfolio for transport development projects in Africa.
- Use pilot project results and lessons learned in proposals to clients including the EU, World Bank, AfDB, and bilateral aid agencies.
- Apply AfroSAFE insights to benchmark and design new post-crash care initiatives across countries or regions.
- Develop monitoring and evaluation frameworks based on AfroSAFE experience for new project proposals.

Timeline: Integration into service portfolio by project end. First proposals incorporating AfroSAFE methodologies targeted Q4 2026.

Resources committed: Consultancy staff time to adapt AfroSAFE tools for commercial use.

7.1.5 Technische Universiteit Delft (TUD)

Key results owned/co-owned: KER3 (RISM guidelines), KER7 (curriculum lead), KER8 (Academy co-lead).

Exploitation actions:

- Expand the integration of the AfroSAFE training materials into TUD's online and on-campus courses, expanding road safety education to include LMIC-relevant content at postgraduate level and in professional training.
- Remain actively involved in the AfroSAFE Academy as an advisory role, providing support in governance, content review, network expansion, and strategic development.
- Build-on the experience gained in the AfroSAFE project for capacity building and safety of vulnerable road users to develop new project proposals in LMIC depending on open EU calls.

- Collaborate with the UniDS and the University of Education, Winneba in potential future joint research calls.

Timeline: Course integration from 2026-2027 academic year.

Resources committed: No dedicated post-project FTE. AfroSAFE topics integrates into ongoing educational activities, and potential future PhD supervision on topics related to AfroSAFE.

7.1.6 Chalmers University of Technology (Chalmers/CIT)

Key results owned/co-owned: KER4 (vehicle safety), contributions to KER9 (pilots).

Exploitation actions:

- Use AfroSAFE findings to improve understanding of the African traffic situation for research in vehicle safety, particularly through the SAFER Vehicle and Traffic Safety Centre.
- Explore integration of African accident data into the IGLAD (Initiative for the Global Harmonisation of Accident Data) framework. Currently no African database exists in IGLAD.
- Continue international traffic safety project cooperation, using AfroSAFE as a platform for knowledge sharing between industry, academia, and government.

Timeline: IGLAD exploration 2026-2027. Ongoing research integration.

7.1.7 Volvo Technology AB

Key results used: KER4 (vehicle safety), KER7 (training, driver education).

Exploitation actions:

- Apply WP4 findings on accident causation and vehicle safety gaps to inform deployment of active safety technologies (e.g., pedestrian/cyclist detection systems) for the African market. Particularly focusing on commercial vehicles.
- Strengthen vocational training of truck and bus drivers in Africa, building on the AfroSAFE capacity building outputs. Continue partnership with NORTEC in Ndola, Zambia.
- Advocate for alignment of African vehicle safety regulations with the EU General Safety Regulation (GSR).

Timeline: Market strategy input from 2026. Driver training programme enhancement ongoing.

7.1.8 Autoliv Development AB

Key results used: KER4 (vehicle safety), KER9 (pilot results).

Exploitation actions:

- Use AfroSAFE findings to inform product development for protective safety equipment (seatbelts, airbags), building on comprehensive understanding of vehicle safety regulations in three representative African blocs.
- Leverage collaboration with the UN Road Safety Fund and the World Health Organization to advocate for and stimulate investment in road safety in LMICs, citing AfroSAFE evidence.
- Use AfroSAFE partnerships to advocate for improved vehicle safety regulations in Africa and explore opportunities to bring more attention to motorcycle rider safety.

Timeline: From 2026 ongoing.

Resources committed: Staff time for Research and Development and for advocacy efforts.

7.2 African Partners

7.2.1 University of Education, Winneba (UEW), Ghana

Key results used: KER7 (curriculum), KER8 (Academy), KER9 (pilots, community empowerment).

Exploitation actions:

- Integrate AfroSAFE curriculum modules into UEW’s existing transportation and safety-related programs at both undergraduate and postgraduate levels.
- Leverage UEW’s role as a teacher training university to embed road safety awareness into the training of future driving instructors and school teachers, creating a secondary multiplier effect.
- Continue stakeholder engagement with NRSA, the Ghana Police Service, and the Ghana Highway Authority to promote adoption of AfroSAFE recommendations.
- Use AfroSAFE network to develop research proposals and seek partnerships with international universities for student exchange and joint research.
- Host future AfroSAFE conferences in Ghana, building on the successful 2025 Winneba conference.

Timeline: Curriculum integration from 2026-2027 academic year. Continuous stakeholder engagement as UEW is co-lead of Task 7.4 (scaling up to other LMICs)

Resources committed: Faculty time for teaching AfroSAFE-derived content. Administrative support for conference hosting.

7.2.2 Zambia Road Safety Trust (ZRST)

Key results used: KER7 (curriculum), KER8 (Academy), KER9 (pilots, safe transport company, vehicle inspection).

Exploitation actions:

ZRST will lead the delivery of AfroSAFE training workshops targeting key national stakeholders, including the Ministry of Transport and Logistics, the Road Transport and Safety Agency (RTSA), the Road Development Agency (RDA), the Zambia Police Service, and private sector fleet operators. These trainings will focus on road safety management, driver behaviour, post-crash response, and enforcement best practices, with an initial target of training 200–300 stakeholders annually from 2026 onwards.

ZRST will facilitate structured dialogue between AfroSAFE partners and national stakeholders to support the integration of AfroSAFE recommendations into Zambia’s road safety framework. This includes ongoing collaboration with RTSA and other stakeholders to align project outputs with national road safety strategies, enforcement mechanisms, and regulatory frameworks. ZRST will also leverage its ongoing policy engagement work, including the development of policy briefs, to influence evidence-based decision-making.

ZRST will host the Third AfroSAFE Conference in Lusaka in June 2026 under the theme “*Building sustainable road safety systems for Africa: from data to implementation and ownership.*” The conference will serve as a platform for knowledge exchange, stakeholder engagement, and promotion of AfroSAFE tools and approaches across Africa.

ZRST will further explore opportunities to align AfroSAFE outputs with national budgetary frameworks, particularly through engagement with RTSA and the Road Development Agency, to support long-term institutional adoption and financing of road safety interventions.

Timeline: Professional training workshops – starting Q4 2026 and ongoing. Government engagement – ongoing.

Resources committed: Dedicated technical staff for training delivery, research, and stakeholder engagement; established partnerships with government and private sector actors; and institutional capacity to organize large-scale events, including the AfroSAFE Conference.

Sustainability and capacity:

ZRST has established technical and institutional capacity to sustain training delivery beyond the project period, including experienced trainers, existing training programmes, and strong partnerships with government agencies and stakeholders. The organization will adopt a blended sustainability approach, combining donor funding, cost-recovery training models, and strategic partnerships with public and private sector institutions.

Funding outlook:

While no dedicated government funding has been secured to date, ZRST is actively engaging national stakeholders to explore integration of AfroSAFE-related activities into government-supported programmes and budgets. Additional resource mobilization efforts are ongoing to support scale-up and long-term sustainability.

7.2.3 University of Dar es Salaam (UniDS), Tanzania

Key results owned/co-owned: KER8 (Academy, African anchor), contributions to KER7 (curriculum).

Exploitation actions:

- Launch and deliver the accredited Road Safety Engineering MSc course (TR-627), the first of its kind in Tanzania, with AfroSAFE partners as guest lecturers.
- Serve as the primary African anchor institution for the AfroSAFE Academy, hosting local infrastructure and coordinating with the Regional Centre of Excellence in Road Safety (RCoE) in Tanzania.
- Organize training programs and workshops for local road safety researchers, academics, and professionals in collaboration with the RCoE.
- Publish and present research findings at national and international conferences, with co-authorships between African and European partners.
- Incorporate AfroSAFE content into undergraduate courses in traffic engineering.

A dedicated Road Safety Engineering course developed by AfroSAFE partners was incorporated into curriculum development for the MSc in Highway Engineering and Management and the MSc in Transportation Planning and Management. On 26 March 2026, the Tanzania Commission for Universities (TCU) ratified the revised curriculum for the MSc in Highway Engineering. The Road Safety Engineering course, TR-627, is expected to commence teaching in November 2026.

UniDS hosted the first AfroSAFE Academy Conference in Tanzania and has established a foundation for continued learning, networking, short courses and webinars. UniDS plans to host the AfroSAFE Academy Conference again in 2029.

UniDS facilitated the delivery of the RSA/RSI training in Dodoma (February 2026) to TANROADS and TARURA staff. More than 50 professionals participated in the training. This training demonstrated UniDS's capacity to serve as the regional delivery hub for AfroSAFE training programs in East Africa. Post-project, UniDS will continue to coordinate and deliver similar training as part of its AfroSAFE Academy role.

Timeline: TR-627 to be offered in November 2026. Academy anchor role from project end. Continuous.

Resources committed: Faculty positions for teaching and Academy coordination. IT infrastructure for platform hosting (medium-term). Administrative support.

7.2.4 Ministry of Works and Transport (MoT), Tanzania

Key results used: KER1 (management analysis), KER3 (RISM guidelines), KER4 (vehicle standards), KER9 (pilots).

Exploitation actions:

- Adopt AfroSAFE recommendations for aligning Tanzania's road safety management with Safe System principles, leveraging the direct institutional channel as a consortium partner.
- Promote adoption of RISM tools (RSA/RSI) within TANROADS and TARURA operations, including integration into road construction and maintenance tender specifications.
- Champion AfroSAFE results within inter-ministerial coordination (health, education, police) for post-crash care and road user safety improvements.
- Support the sustainability of the AfroSAFE Academy by providing government endorsement for external funding applications (e.g., GRSF/World Bank, JICA).

The MoT's agencies TANROADS and TARURA participated in the RSA/RSI training in Dodoma (February 2026). Both agencies demonstrated strong institutional appetite for formalising road safety auditing as part of their standard road management processes. Currently, systematic auditing is not routinely applied. Follow-up support will be important to sustain momentum, including mentoring during actual audit assignments, providing digital tools, and connecting trained staff to the broader AfroSAFE network.

Three Road Infrastructure Safety Management guidelines adapted specifically to the Tanzanian context were developed, covering Black Spot Management, Road Safety Impact Assessment and Network Safety Management. The Ministry of Works (MoW) is currently in the process of adopting these guidelines for use by road engineers in Tanzania starting July 2026 with specific actions allocated in the budget for the financial year 2026/2027.

Timeline: Policy integration from 2026. Government endorsement for funding applications by project end.

Resources committed: Staff engagement for policy integration. Endorsement letters for funding applications.

8 Monitoring and Key Performance Indicators

8.1 Exploitation KPIs

Table 7. Exploitation KPIs with targets and tracking responsibility.

Indicator	End of project, M48	Target (+2 years, 2028)	Target (+4 years, 2030)	Responsible
Professionals trained via AfroSAFE Academy activities	About 500	800	1,500	UniDS, TUD
African countries with active engagement	4 direct + 3-4 indirect	8-10	14+	All partners
Non-partner countries with formal stakeholder engagement	2 (Ethiopia, Kenya)	3-5	6+	TUD, LU
Road authority staff trained in RSA/RSI (Tanzania)	50	60+	100+	UniDS, MoT
Universities integrating AfroSAFE curriculum	2-3 (UniDS, UEW, + 1 other)	5-6	10+	TUD, LU
Open access journal publications	10+	20+	30+	LU, TOI, VTI, TUD
Policy recommendations formally considered by national authorities	3-5 (at least one per project country)	5-7	At least 2 countries with adopted recommendations	African partners
Pilot tools/procedures adopted in routine practice	2-3 procedures	3-5 procedures	5-8 procedures	WP leads
Postdoctoral researchers worked on AfroSAFE topics	0-2	2-3	3+	LU, TUD
External funding secured for AfroSAFE Academy continuation	At least 1 application submitted	EUR 100k+ secured	Self-sustaining model operational	TUD, UniDS, NTU
AfroSAFE conferences held	3 (Dar es Salaam 2024, Winneba 2025, Lusaka 2026)	5 (Nairobi 2027, 2028 Addis Ababa)	7 (2029, 2030)	ICTCT, African partners
Webinars delivered	14+	24+	36+	TUD, UniDS

8.2 Monitoring Mechanism

Post-project monitoring will be conducted through the following mechanism:

- **Annual reporting:** The AfroSAFE Academy steering committee will compile an annual progress report against KPIs for the first 4 years after project ends (2027-2030).
- **Data collection:** KPI data will be gathered through platform analytics (website visits, downloads, registrations), conference/webinar attendance records, partner self-reporting on publications and policy engagement, and annual survey of trained professionals.
- **EC follow-up:** The consortium will comply with any post-project reporting requirements from the European Commission, typically requested at 1 and 3 years after project completion.
- **AfroSAFE Steering committee:** The AfroSAFE Steering committee will review annual KPI reports and provide strategic recommendations for course correction if targets are not being met.
- **Public reporting:** Annual KPI summaries will be published on the AfroSAFE Academy website to maintain transparency and accountability to stakeholders.

9 Conclusions

AfroSAFE sets out to move the Safe System approach from theory into everyday road safety practice across African countries. This exploitation plan shows how the project's outputs will keep working after Horizon Europe funding ends, and how they can spread beyond the three focus countries of Ghana, Tanzania, and Zambia.

The project delivers three types of exploitable result. First, products: the web-based Centre of Excellence, adapted educational material, and a set of recommendations and guidelines covering national strategy, infrastructure safety management, vehicle import and inspection, and emergency service coordination. Second, capacity building through the train-the-trainer model, which creates a local core of experts in each Safe System pillar. Third, pilots across all five pillars, from road safety management in Ghana to vehicle inspection, safe crossings, driver-teacher training, and joint emergency response exercises. These pilots matter because they are replicable. They give other countries a working model rather than a concept.

Two themes run through everything. Vulnerable road users are the priority, because they are the largest and most exposed group and because protecting them advances several UN Sustainable Development Goals. Local expertise is the delivery mechanism. External knowledge transfer alone does not last. Local educators and practitioners are what carry the work forward.

Sustainability rests on the AfroSAFE Academy. It will run conferences, short courses, webinars, and university curriculum support, and it can scale by expanding into other committed countries such as Kenya, Nigeria, Senegal, and Egypt. Its financing will be hybrid. International sources will be combined with self-generated revenue from training, certification, and advisory services. This mix reduces the risk of relying on a single funder. The plan is candid that human sustainability is the harder problem. The Academy survives only if people see value in it, and much of that value is the sense of making a difference rather than financial reward.

Each partner has a clear exploitation route, from university teaching and research at Lund, TU Delft, UEW, and UDSM, to industry strategy at Volvo and Autoliv, to consultancy and benchmarking at NTU and TOI. External stakeholders, meaning academics, professionals, policymakers, educational institutions, and road users, are reached through the Centre of Excellence, targeted training, the final event, and partnerships with NGOs already active on the ground.

The overall aim is realistic and phased. Build a critical mass of trained local experts, give them tested tools and evidence, and connect them through a permanent network so Safe System practice keeps spreading across Africa well beyond the project lifetime.

AfroSAFE's results also connect to the wider EU policy agenda, which strengthens the case for continued support beyond the grant. The Safe System focus mirrors the EU Road Safety Policy Framework 2021-2030 and its goal of halving road deaths and serious injuries by 2030, extending that approach to African contexts. The Centre of Excellence, pilots, and capacity building support the EU Global Gateway strategy and its Africa-Europe Investment Package, where safe and sustainable transport is a core connectivity pillar. And the work operationalises the Africa-EU Partnership on Transport and Connectivity, whose Task Force recommendations shaped the project from the outset.

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Annex: Scientific Results

Journal Publications:

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Conference Presentations:

Bisht, L. (2024) Framework to develop a road safety course curriculum for professionals in African countries. 1st AfroSAFE conference, Dar es Salaam, Tanzania, 12–14 June.

Forward, S. (2023) Driver training – present and future prospects. 34th ICTCT Conference, Winneba, Ghana, 8–9 June.

Forward, S. (2024) School children, parents and teachers' perception of traffic safety: A pre- and post-implementation survey study. Transport Research Arena (TRA), Dublin, Ireland, 15-18 April.

Forward, S. (2024) Keynote speech II. How can we empower vulnerable road users? 1st AfroSAFE conference, Dar es Salaam, Tanzania, 12–14 June.

Forward, S., Miyoba, T. O., Mwamba, D. (2024) School children, parents and teachers' perception of traffic safety: A before and after study. 1st AfroSAFE conference, Dar es Salaam, Tanzania, 12–14 June.

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