AFRICA ROAD SAFETY SEMINAR

Implementing the Road Safety Action Plan for the Decade

8-9.10.2024

Nairobi, Kenya

GLOBAL ROAD SAFETY PARTNERSHIP — CELEBRATING 25 YEARS

Kenya Red Cross

United Nations Economic Commission for Africa

iRAP

#ARSS2024

Africa and the Global Status report on road safety in the 2023

8 October 2024

Binta Sako *sakob@who.int*

World Health Organization
African Region

Global status report on road safety 2023

World Health Organization

Global Status Report on Road Safety 2023

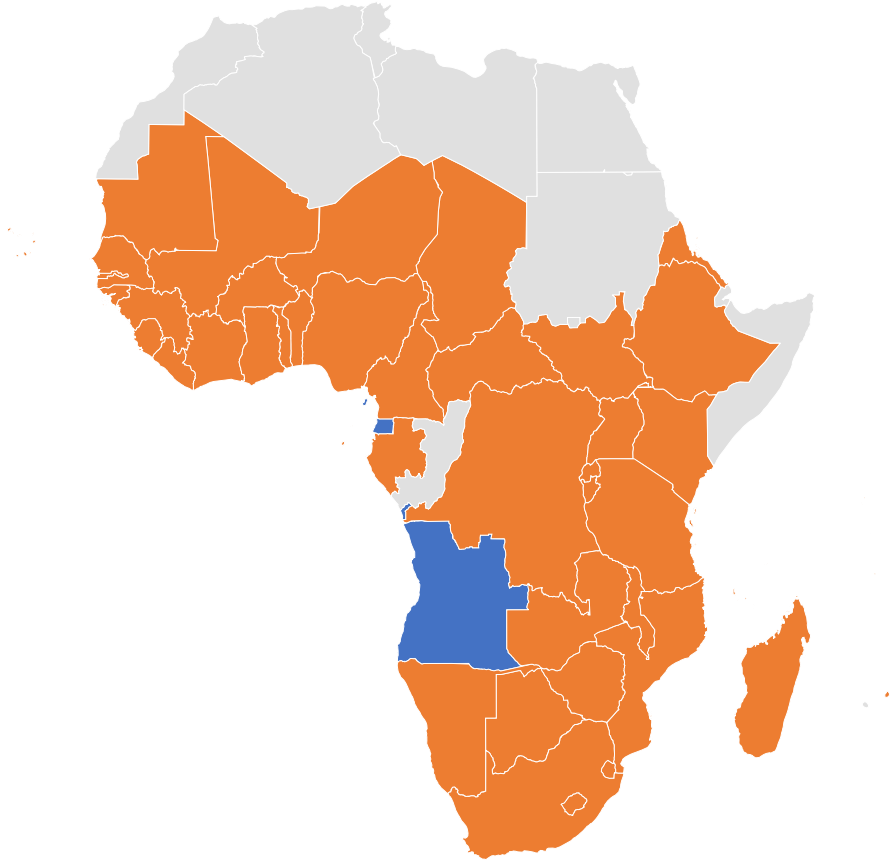
Overview of Situation

Consultative Process

Monitoring Tool

Requested by UNGA and WHA resolutions to track progress towards global goals and asses progress during 2011-2020 Decade of Action

Status report on road safety in the WHO African Region 2023

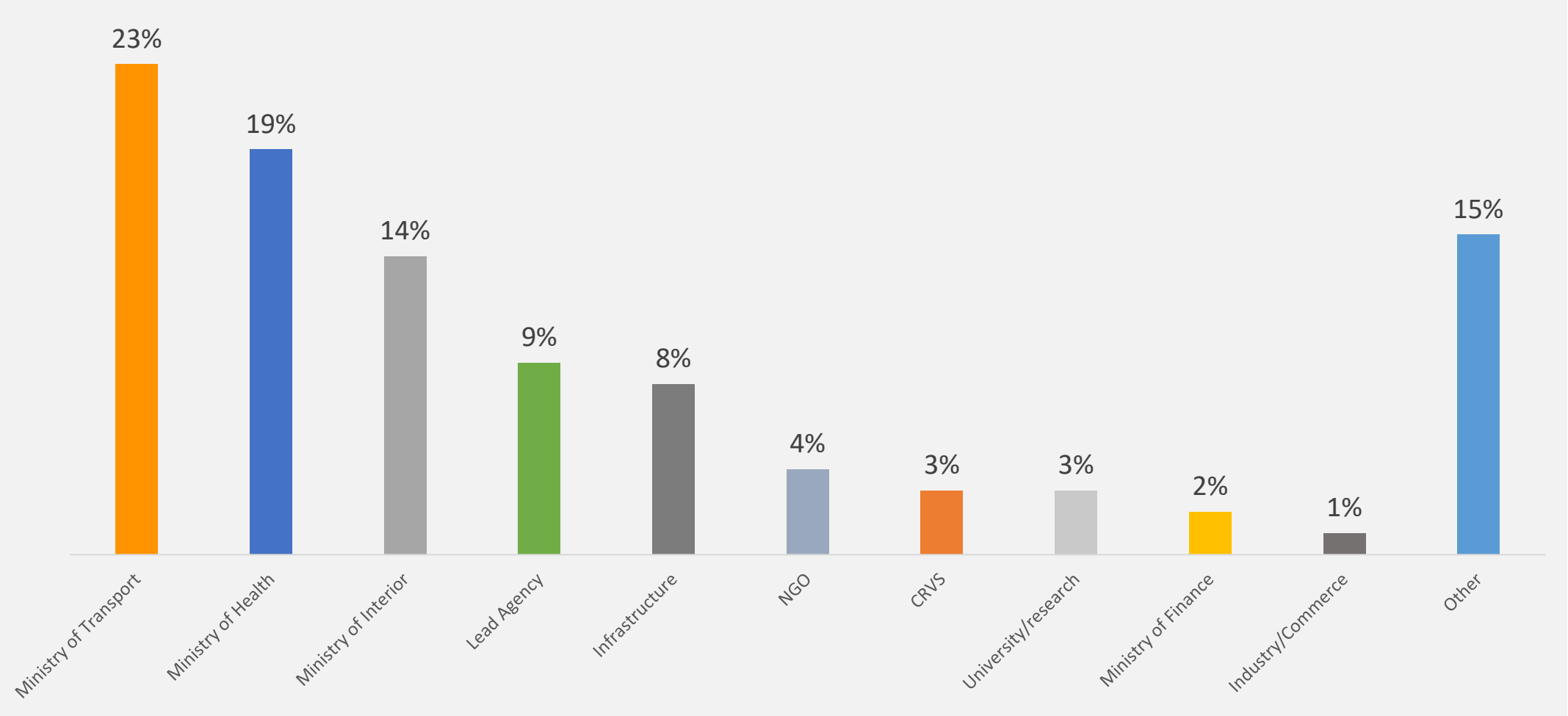


Powered by Bing

45 countries participated

Collaborative and consultative process involving nearly 300 contributors from various government departments and non state actors

Multisectoral collaboration



Globally, Number of deaths unacceptably high

1.19

Million deaths

69%

Deaths aged 18-59 years

12th

Leading cause of deaths for people all ages

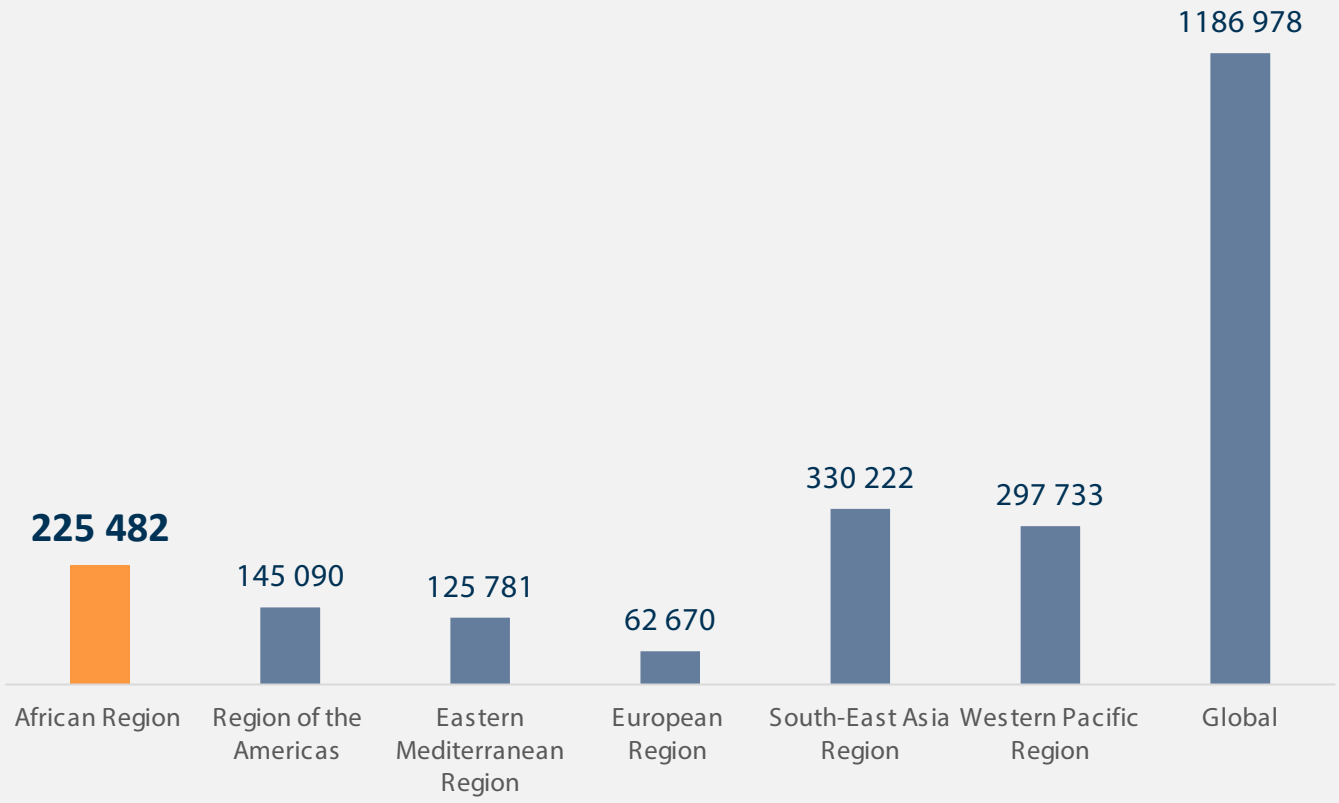
#1

Cause of death for children and young adults aged 5-29 years

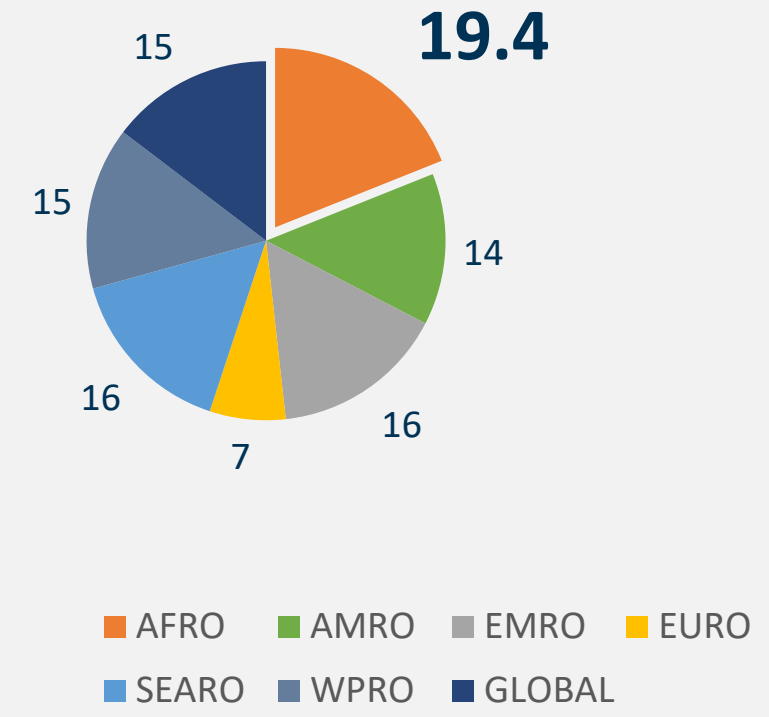
In 2021, an estimated 225 482 people died from road traffic injuries in the WHO African Region

Highest fatality rate of all WHO regions

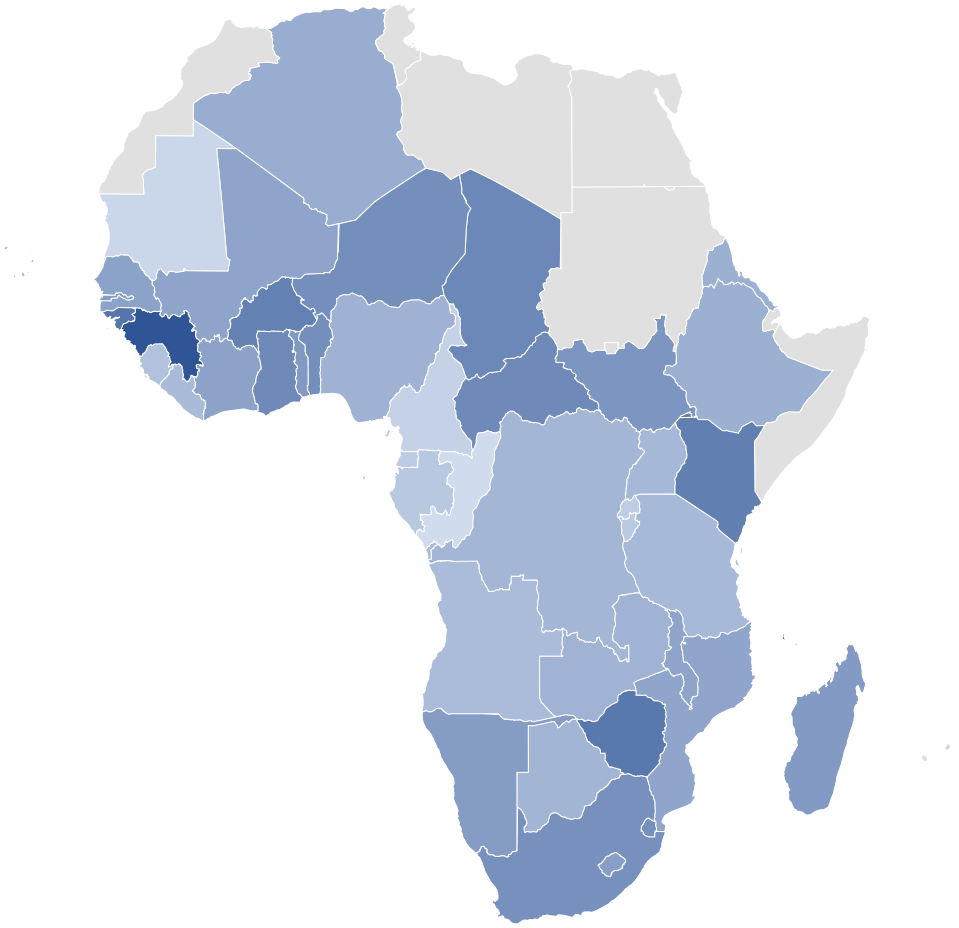
Estimated number of road traffic deaths



Fatality rate

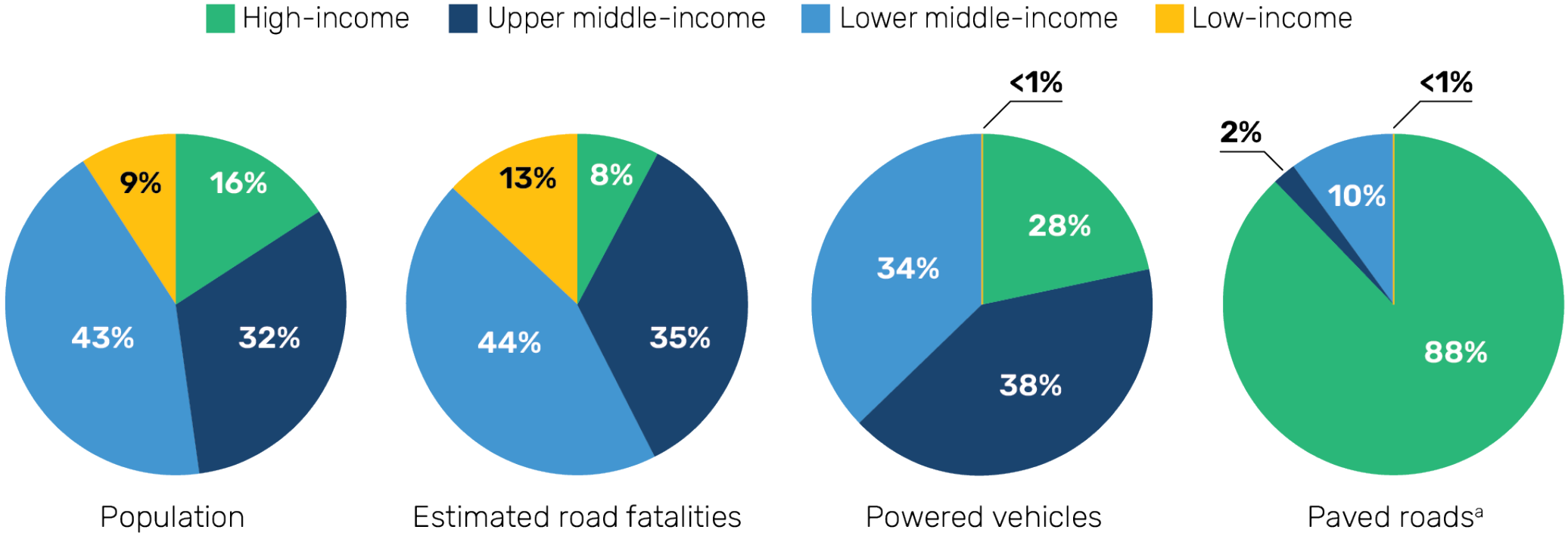


WHO Estimated fatality rate, 2021



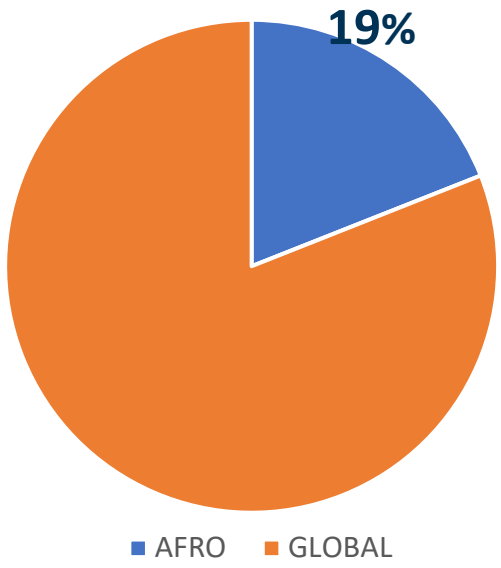
Inequalities persist

3x Rates of death in lower income countries higher than in high-income countries

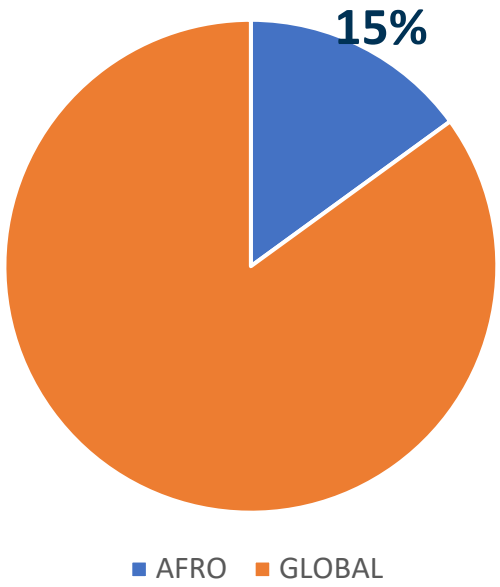


A disproportionate burden on death and injuries on the African population

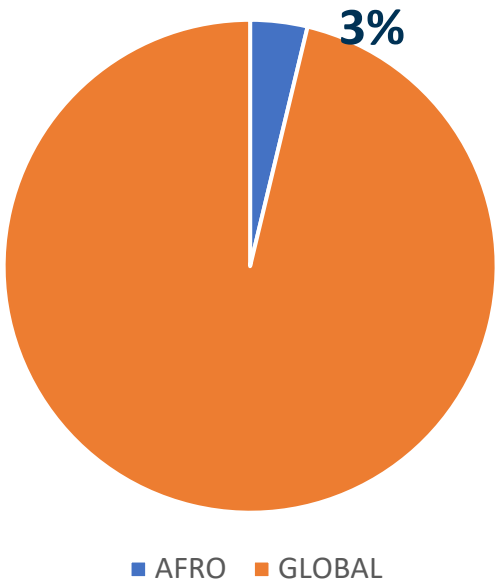
Estimated deaths



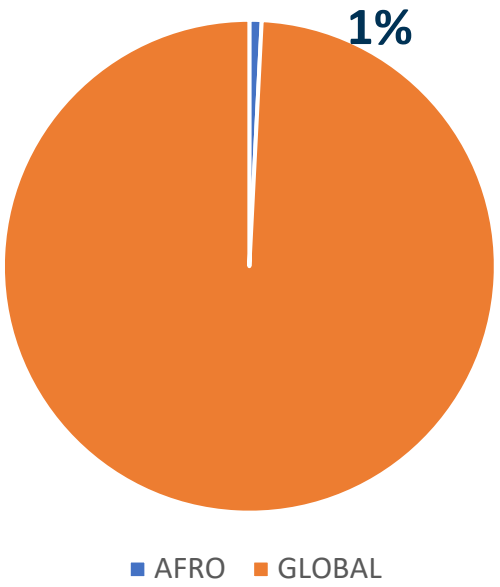
Population



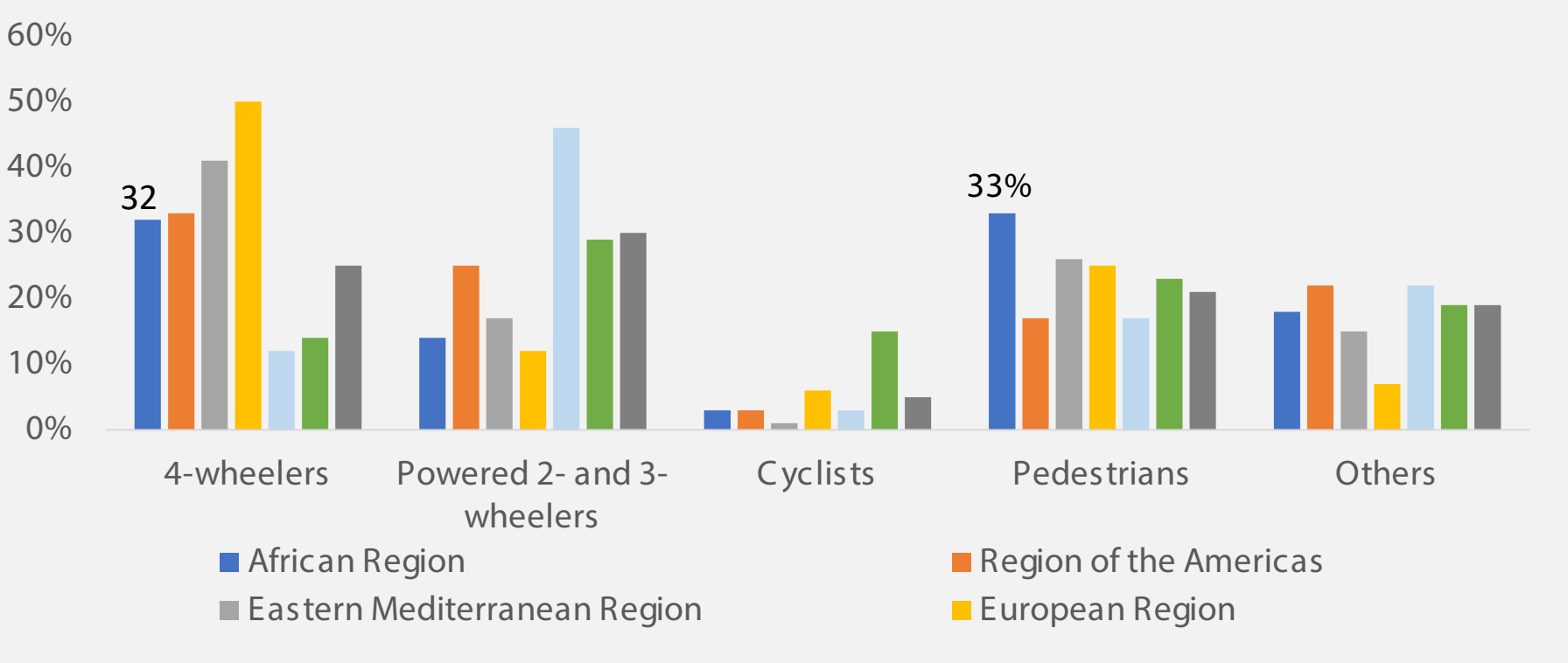
Vehicle fleet

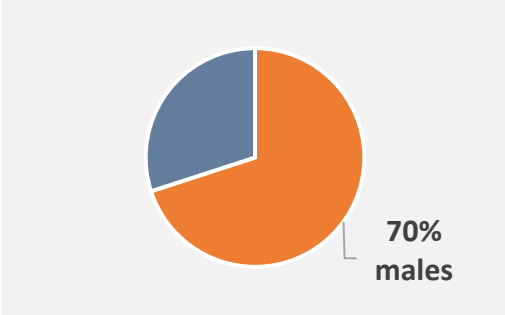


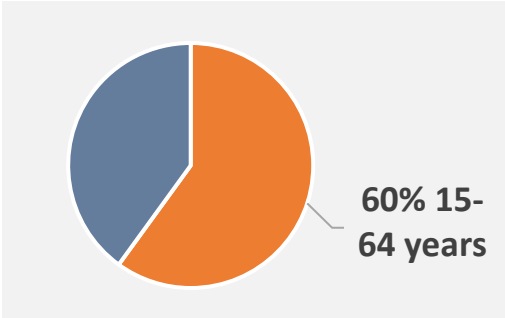
Paved roads



Half of all fatalities are among vulnerable road users

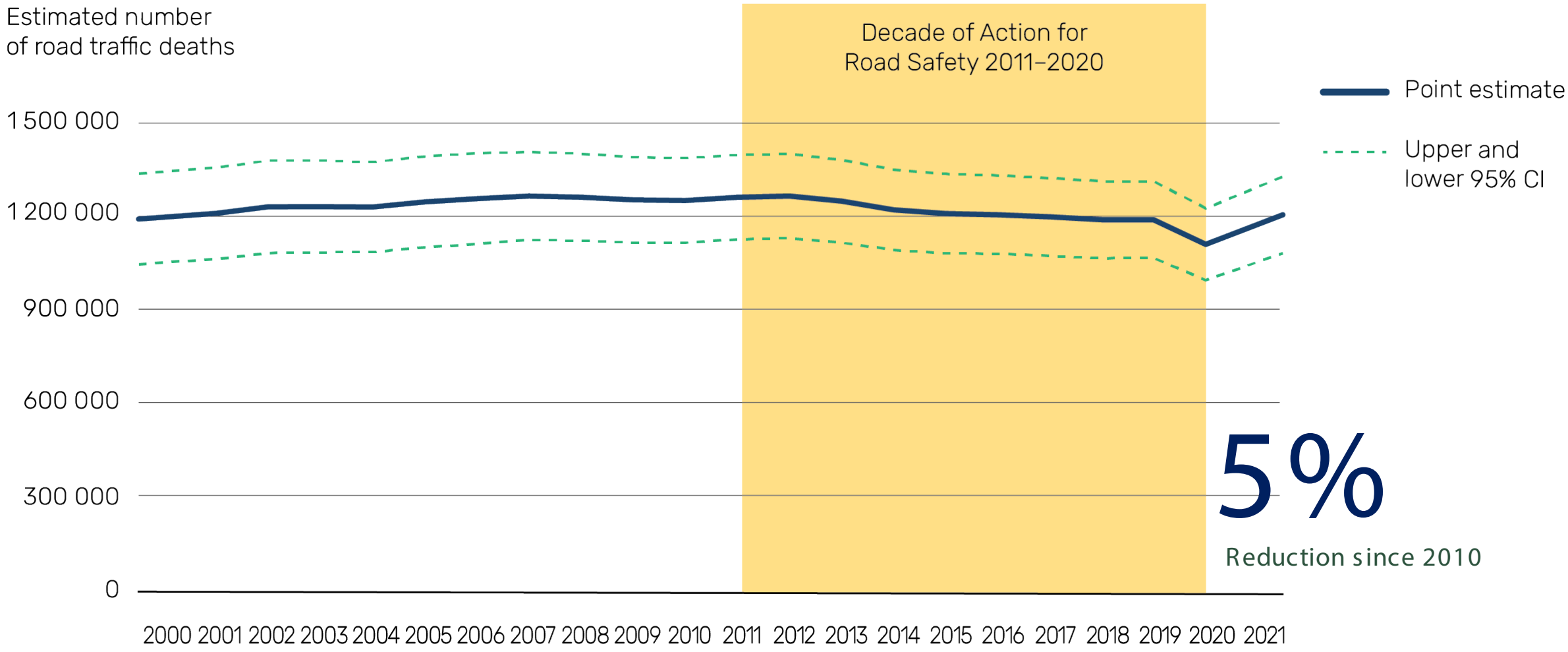




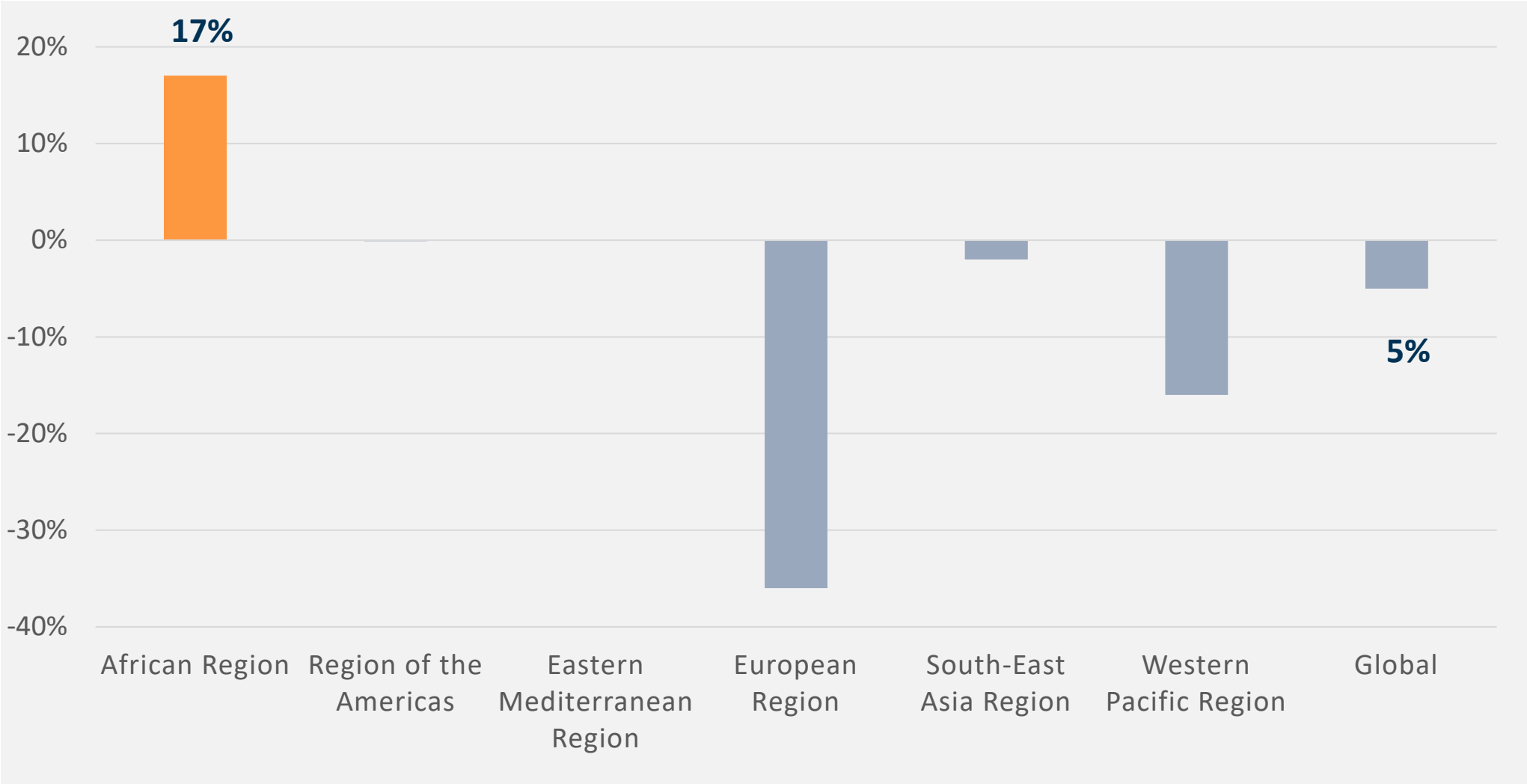


Progress since 2010

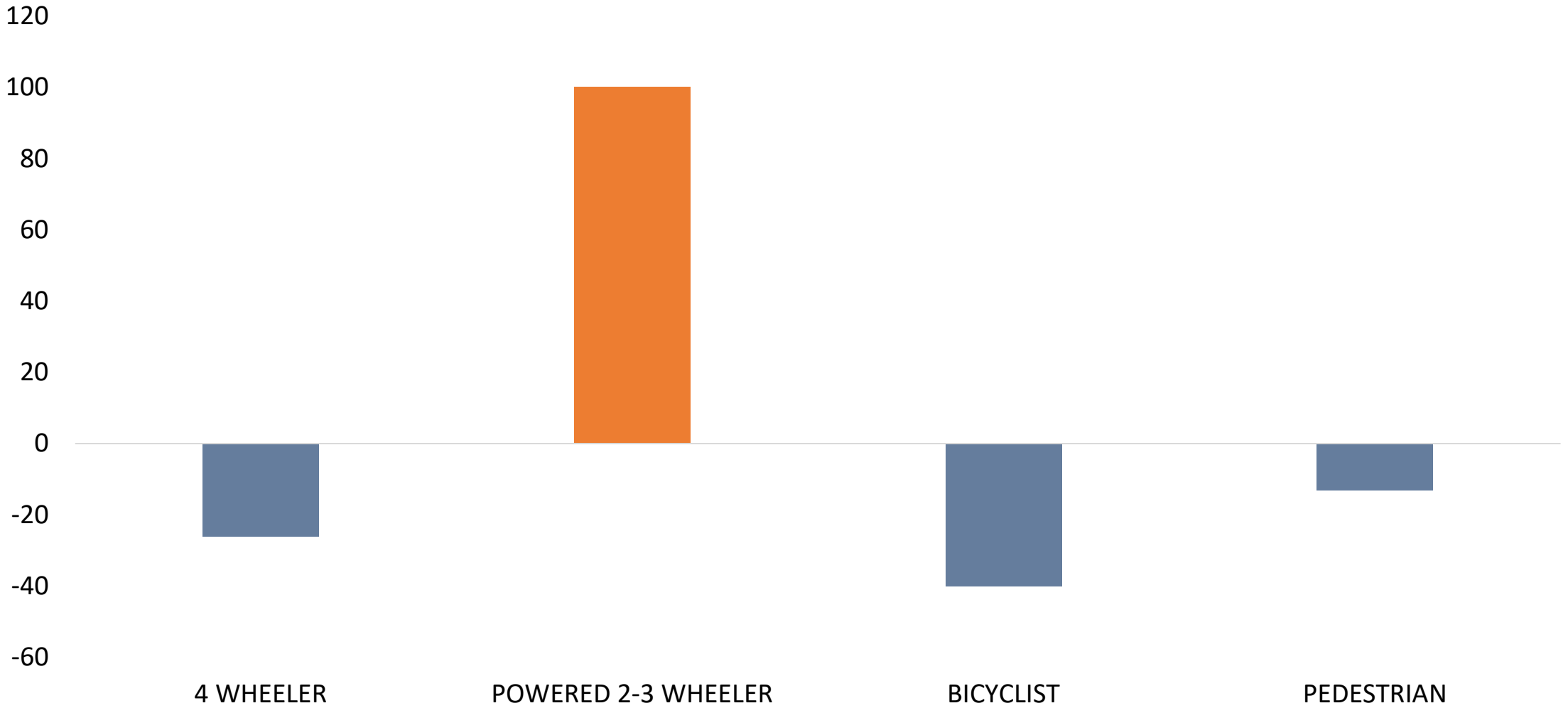
There are signs of progress



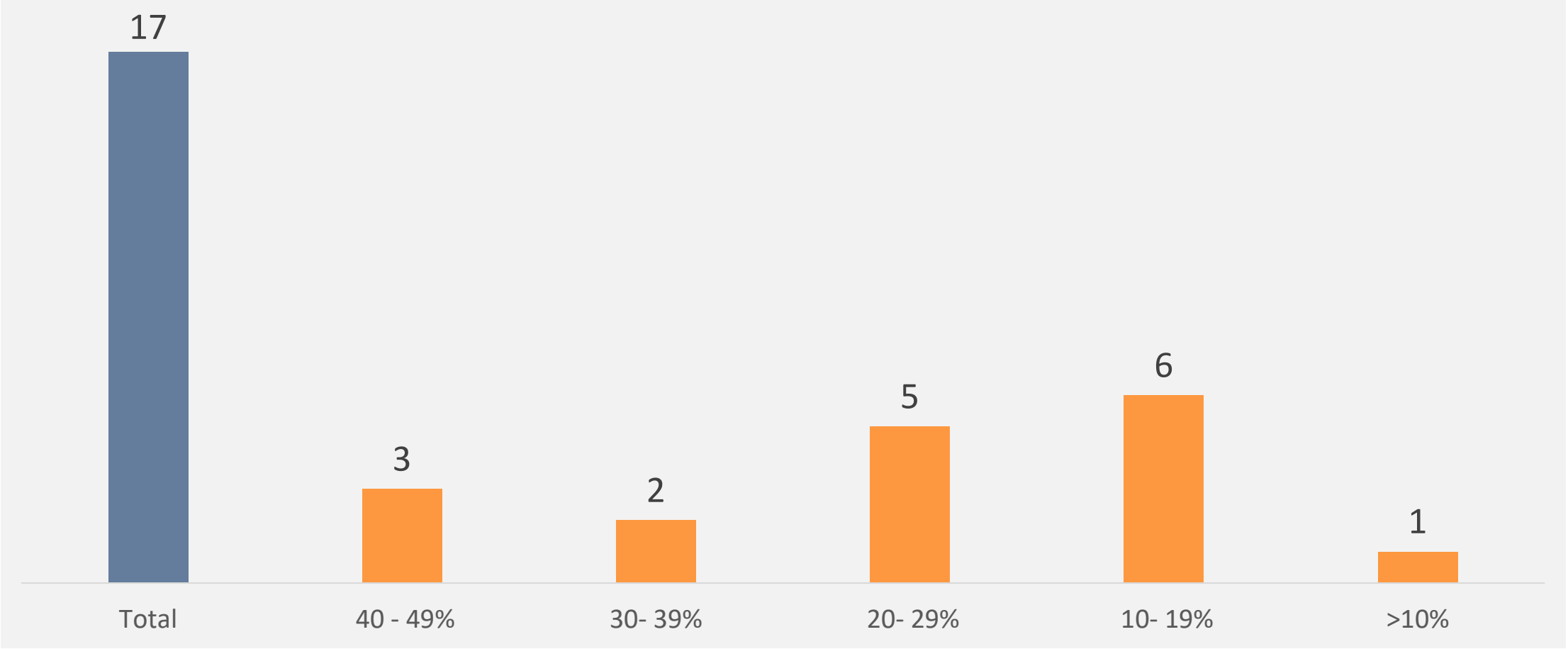
Progress since 2010 – Number of deaths



Progress since 2010 – deaths by road user type



However, in the last 10 years, some countries have made significant progress towards reducing the number of deaths by 50%



Multimodal transport systems

With rapid urbanization and environmental challenges, Africa must rethink mobility and include greener, safer alternatives

Multimodal transport systems are underdeveloped and unsafe

78% of people walk (UNEP)

13 countries have national strategies for walking

5 countries have targets to increase walking

12 countries have national strategies for cycling

3 countries have targets to increase cycling

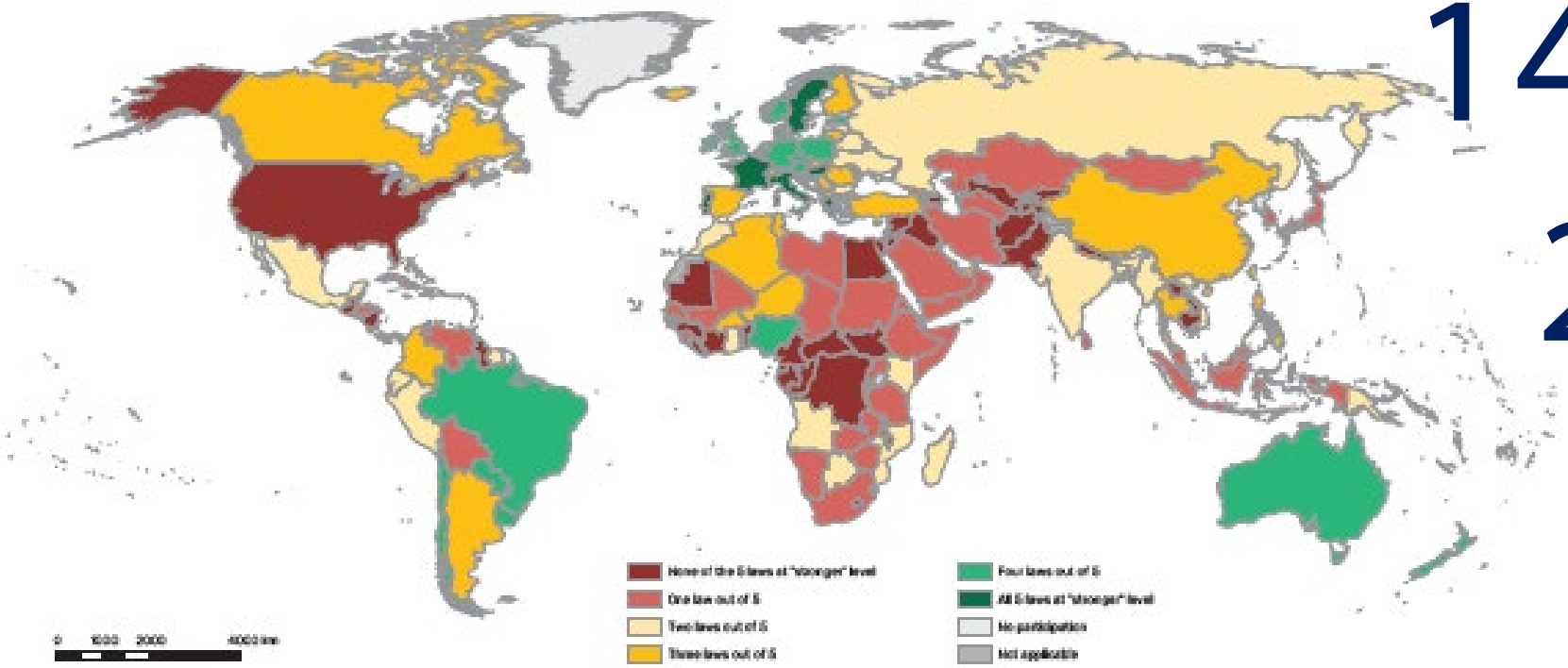
2 countries monitor use of bicycles

24 countries have national strategies to promote public transport

11 countries monitor use of public transport

Policies on user behaviour

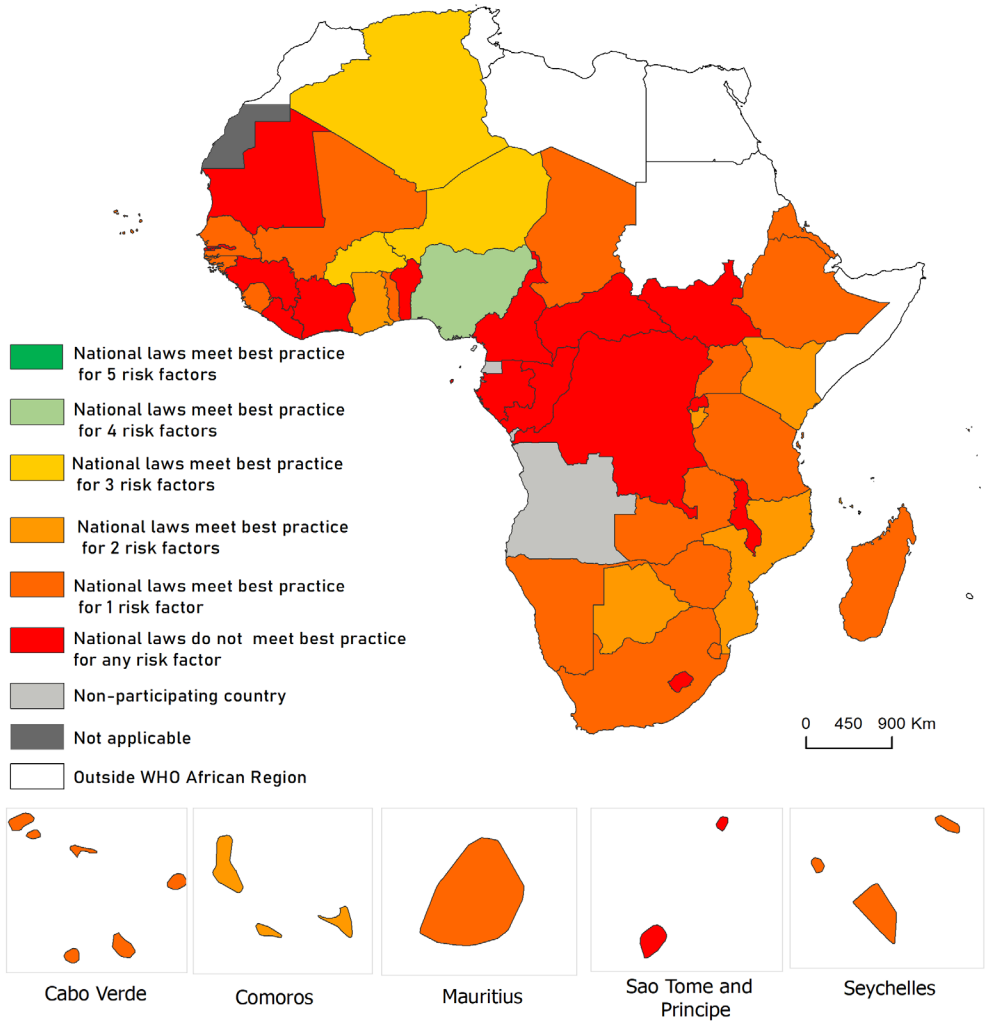
Speed, Drink and Drive, Seat-belt use, Child restraint system use, Helmet use



140 Countries have at least one of these laws at WHO best practice

29 Countries have amended one of their laws to met WHO best-practice

7 Countries have all 5 laws at met WHO best-practice

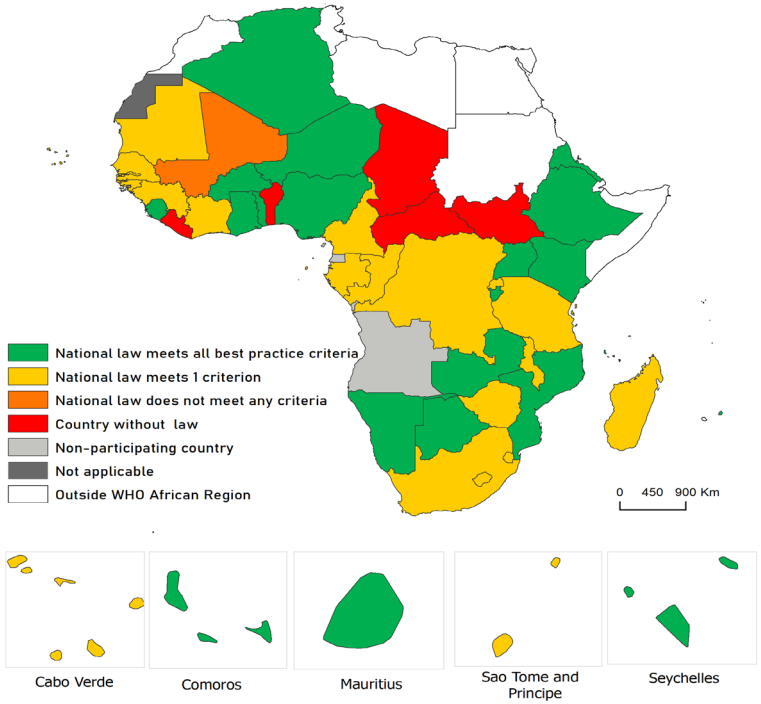


None meet best practices for all of the five risk factors.

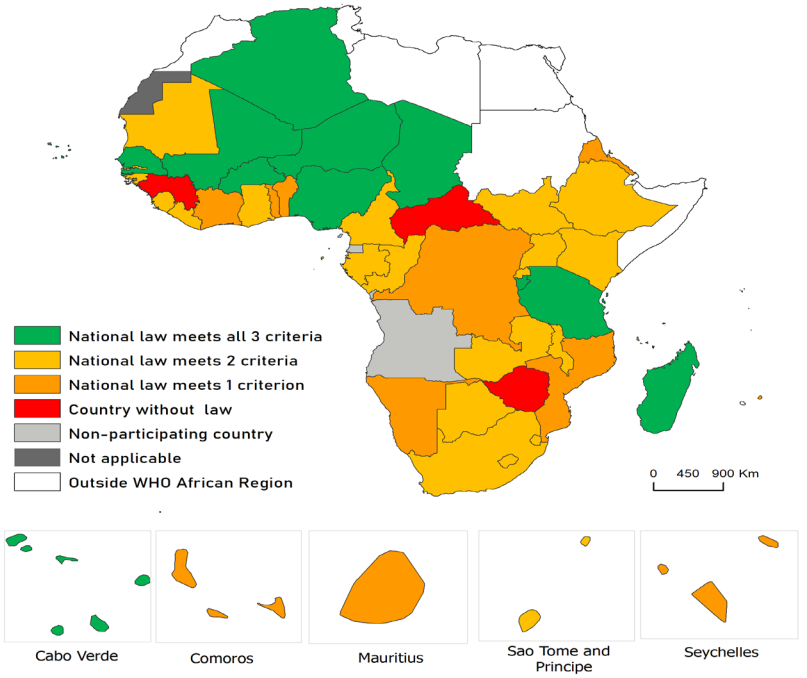
29 countries have laws adhering to best practices for any of the five risk factors.

16 countries do not have laws adhering to best practices for any of the five risk factors.

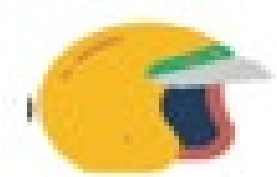
Since last report, 1-3 countries have improved legislation to meet best practice in any of the risk factors

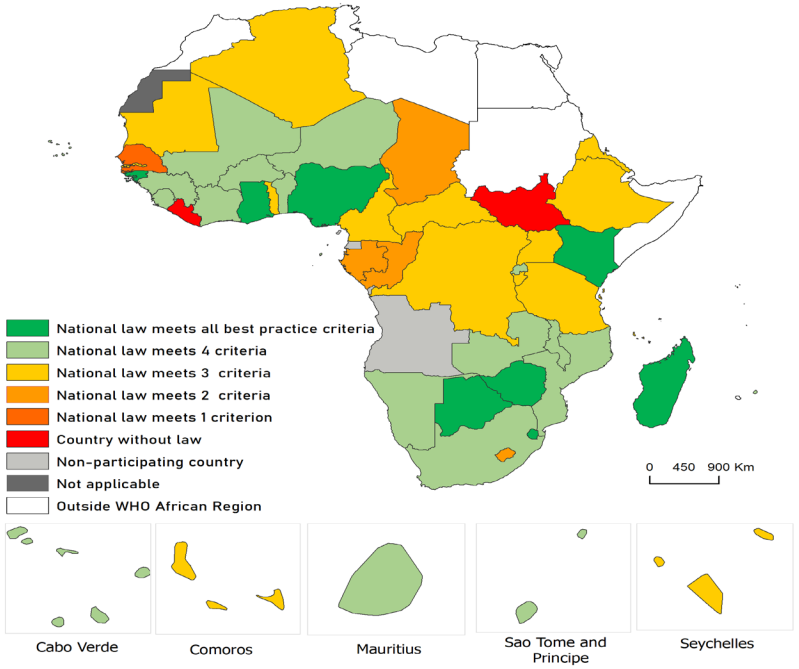


20 countries meet best practice

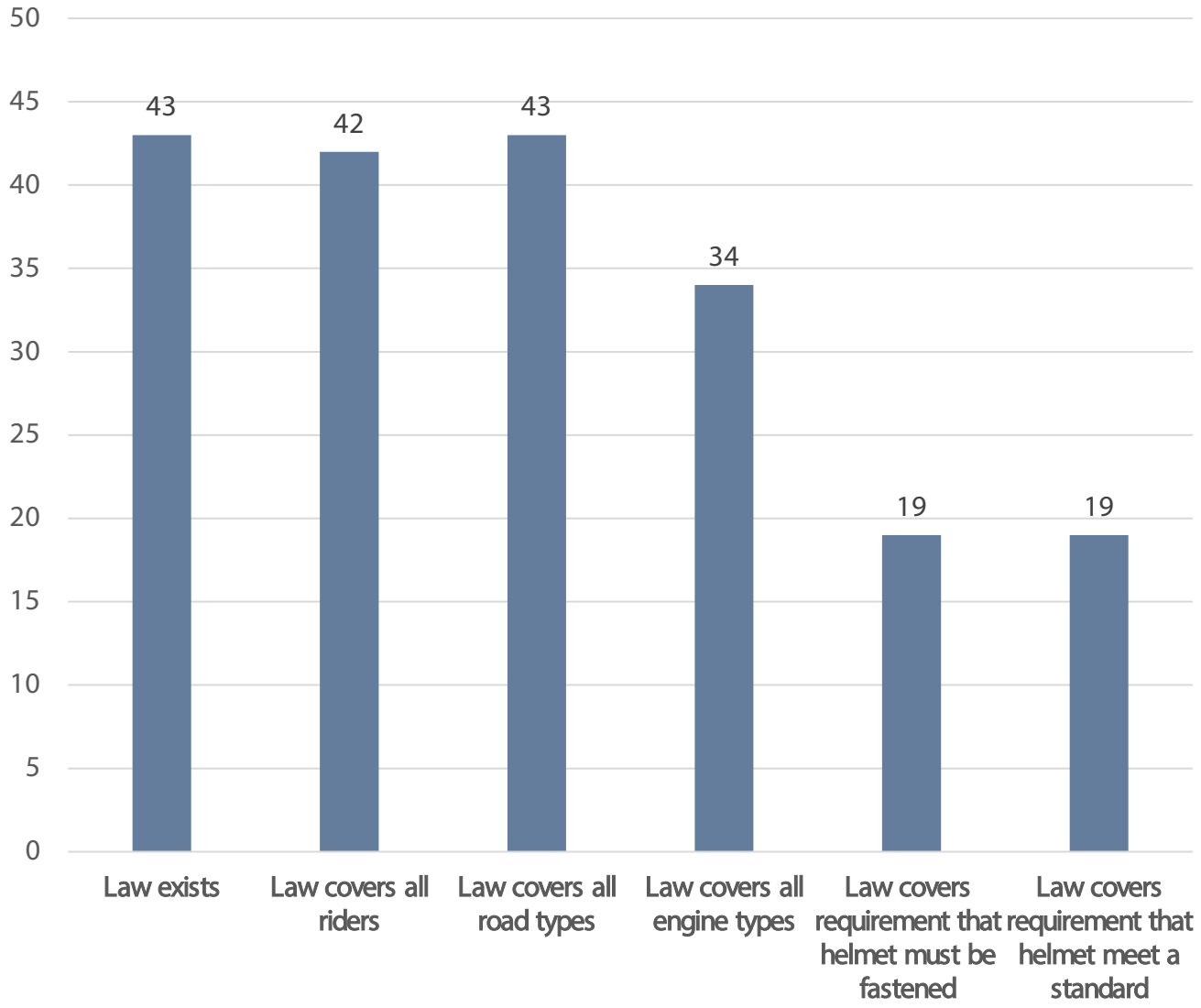


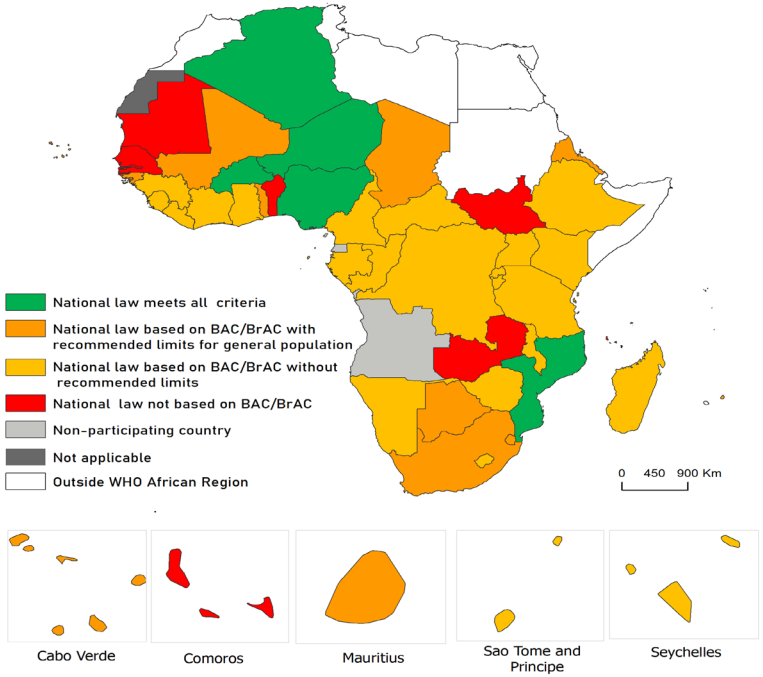
11 countries have laws meeting all 3 criteria for best practice.



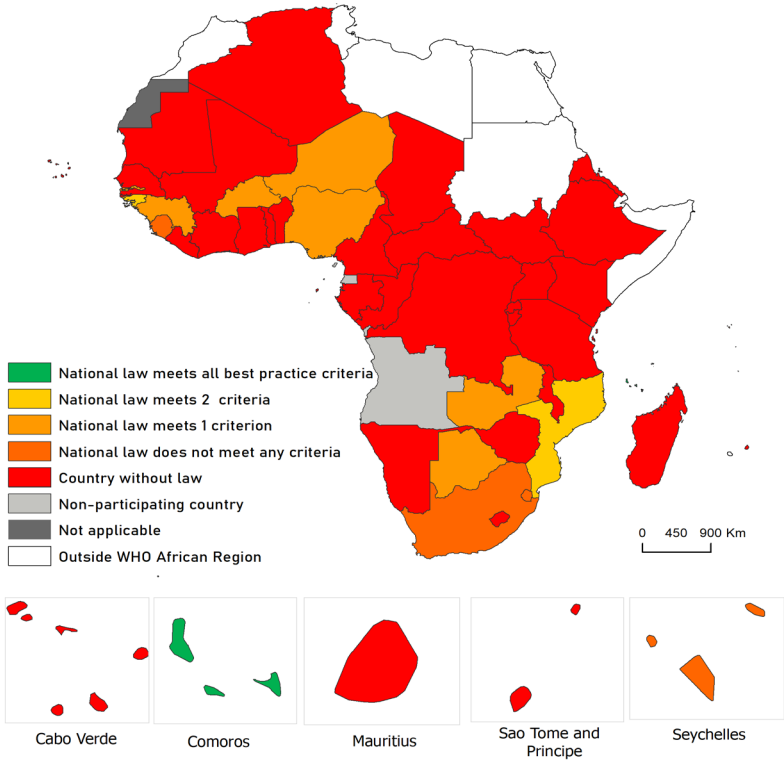


8 countries have laws meeting all criteria for best practice





5 countries have laws meeting all criteria for best practice

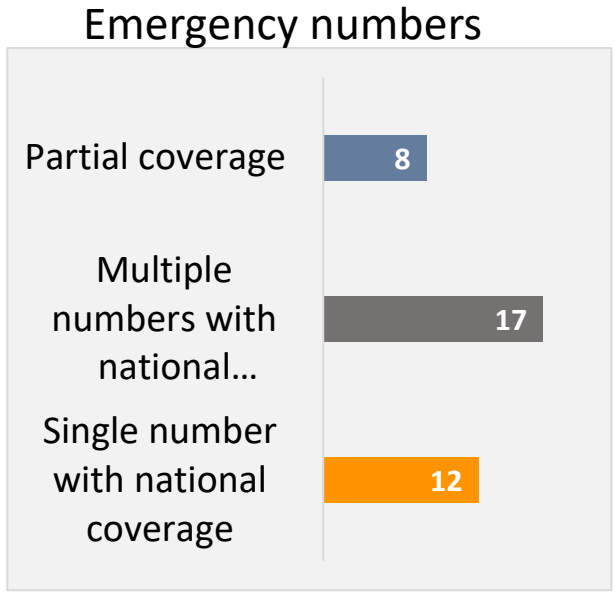


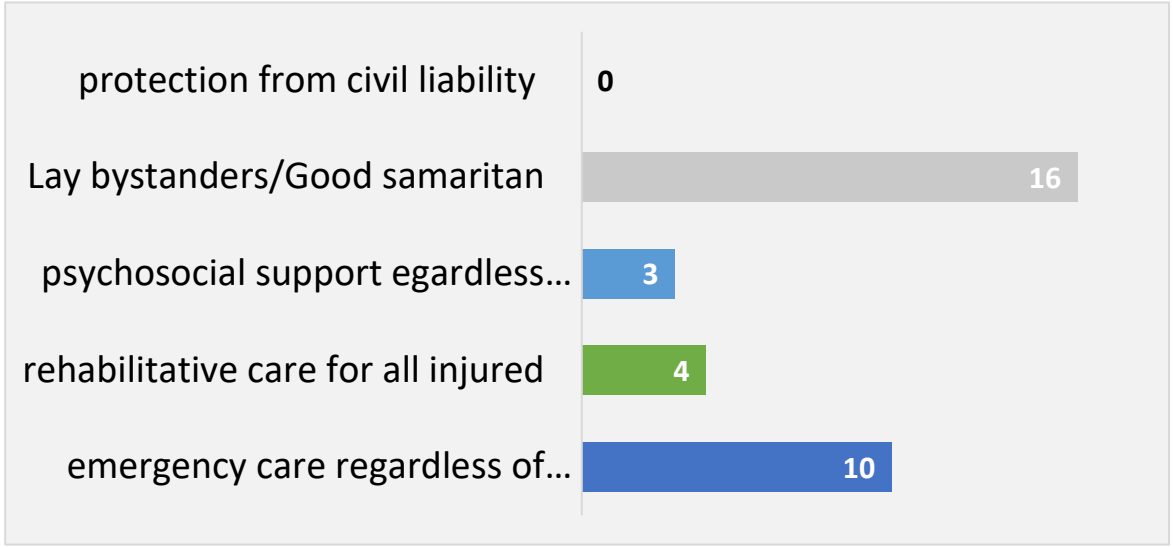
1 country meets best practice

Post crash response is low with inadequate infrastructure and providers

7 countries conduct assessments of prehospital and facility-based emergency care

5 countries have national laws requiring training, licensing or other certification processes for first health responders





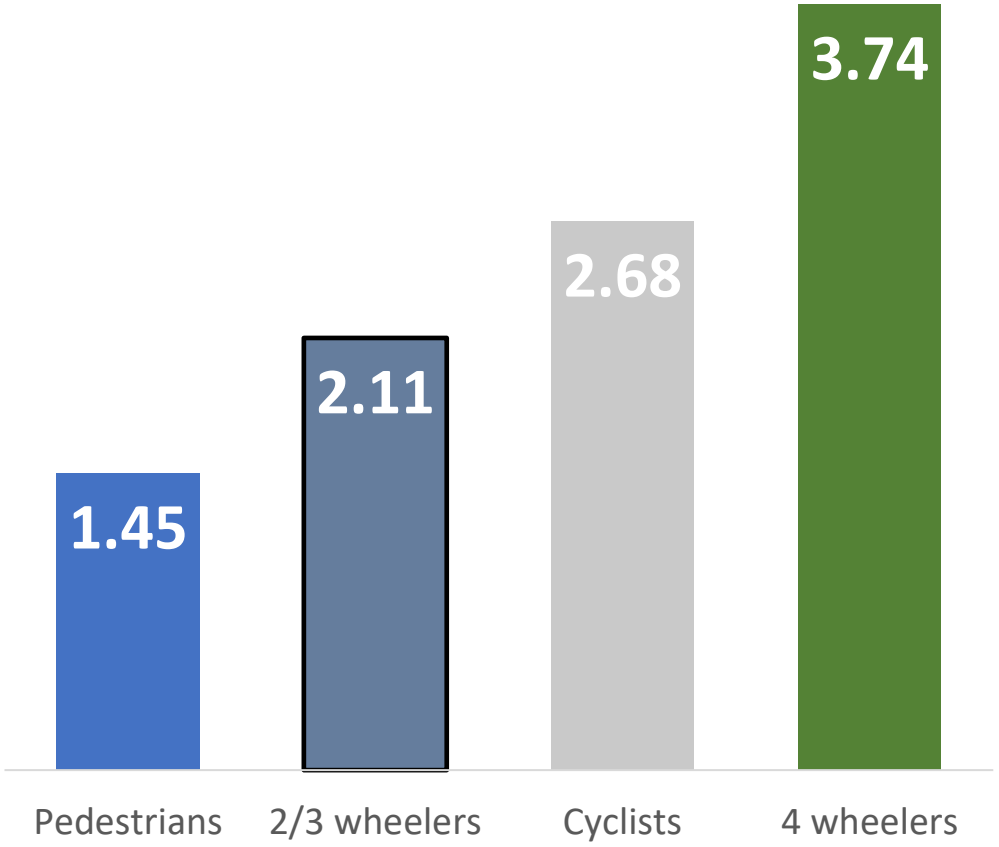
Emergency care facilities unevenly distributed

Minimal to no rural emergency services	Urban emergency services available and adequate	Emergency services available and adequate For the entire population
26 countries	**9** countries	**3** countries

Road infrastructure

666 371 km of paved roads

Roads with 3+ star rating

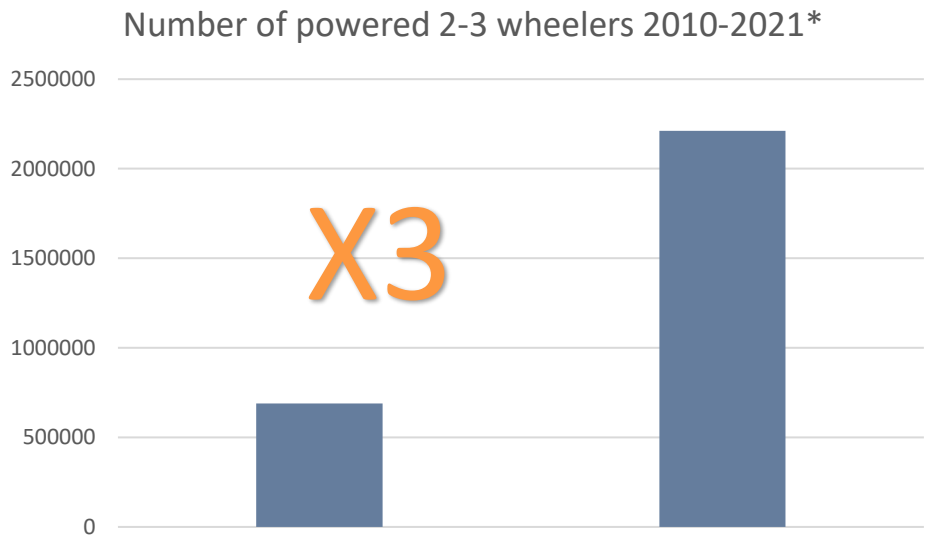


65 616 363

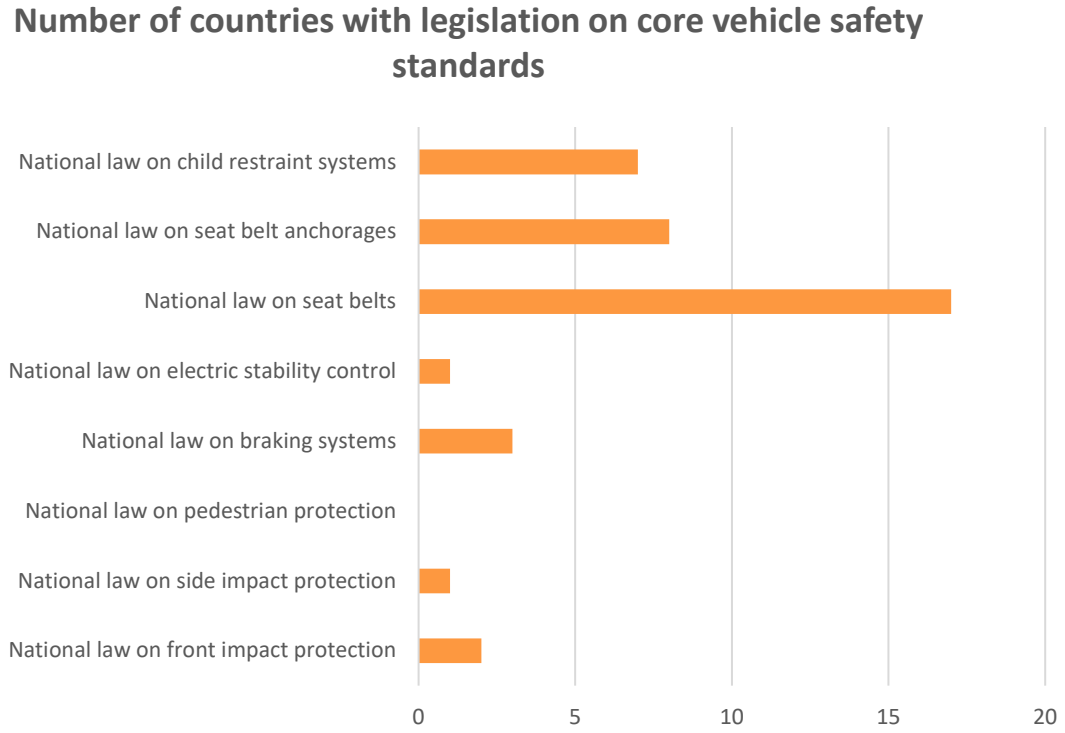
registered vehicles

40% **of** global used vehicle imports (UNEP)

Import restrictions in **39** countries

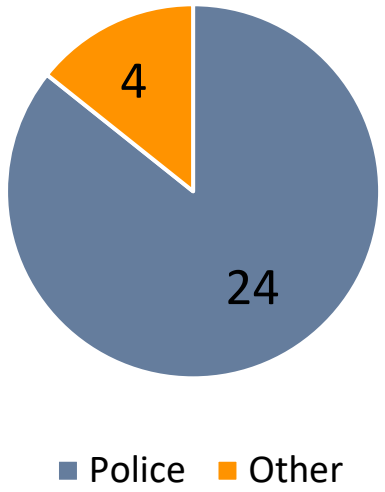


*based on reported data from 9 countries

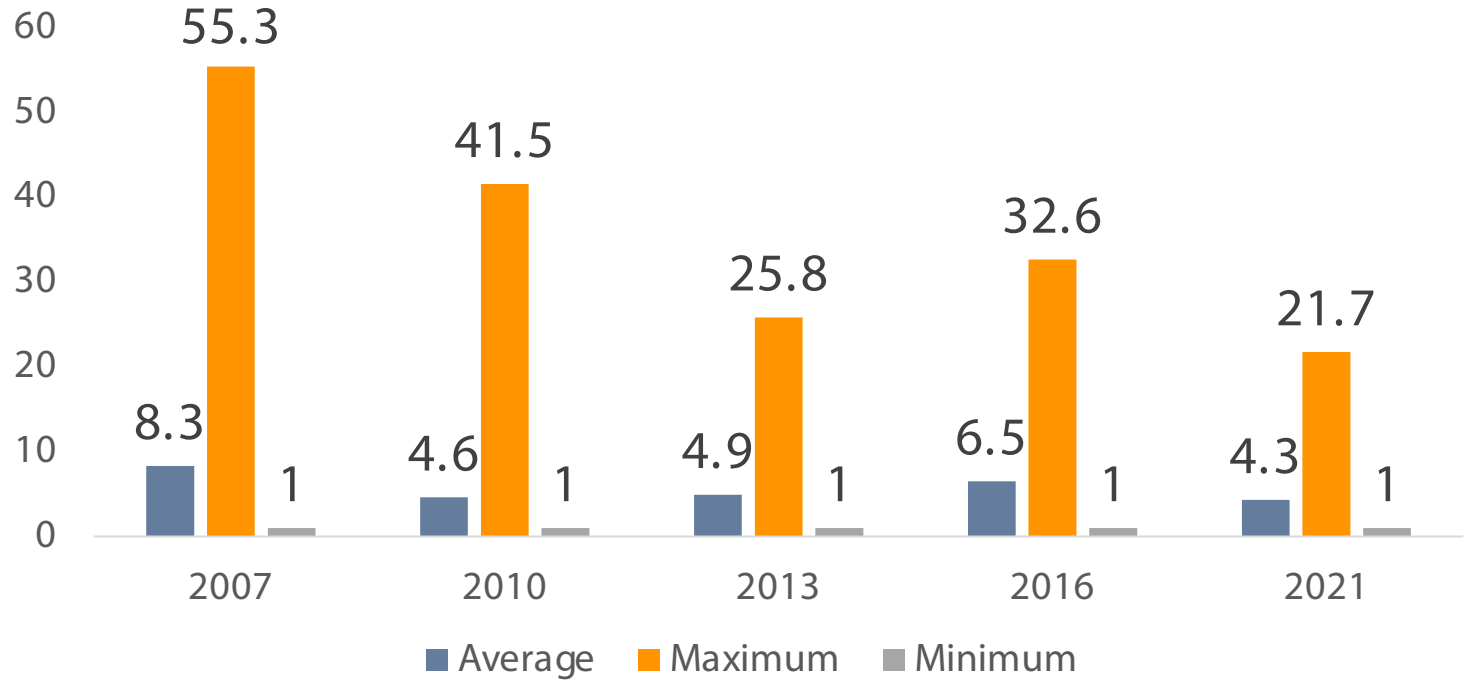


Data management remains a challenge despite improvements

- ✓ Unavailability of data
- ✓ Definition of road traffic deaths more than 4 different definitions
- ✓ Single source of data in most cases



Amplitude of discrepancies between estimated and reported has reduced by half but remains significant



Conclusion

Key recommendations for the African region to meet the SDG 50% reduction

The target is reachable, but More is needed

Legislation on all road safety core features and ensure adequate **enforcement**

Implement the safe systems approach using available guidelines

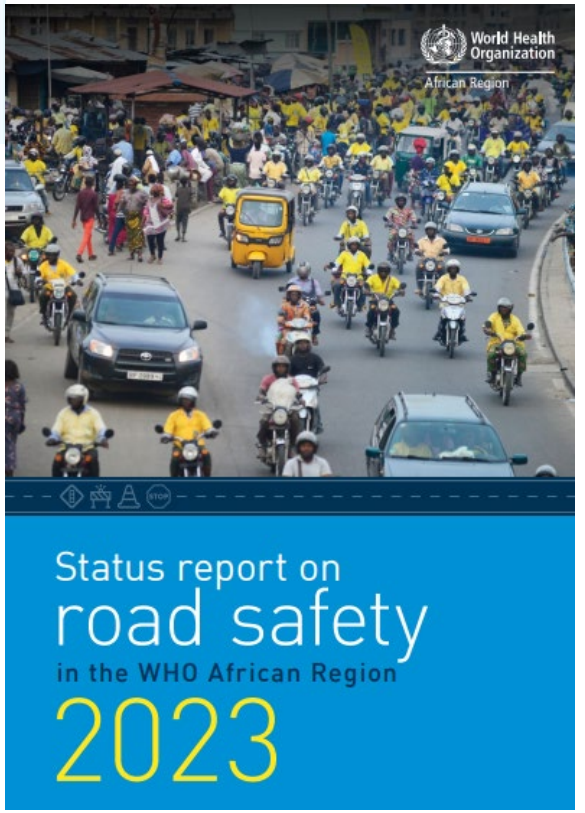
Support data systems for effective and timely decision making

Invest in **greener and safe transport systems**

GSRRS 2023 PRODUCTS

- A one-place stop: https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/global-status-report-on-road-safety-2023.
  - Report EN; FR
  - Summary EN
  - Country and Territory profile report (soon) EN
  - Questionnaire
  - Previous reports
  - Videos and other products used at launch

- For any inquiries: sam@who.int



EXPLORING THE CHALLENGES AND OPPORTUNITIES FOR IMPLEMENTATIONOF THE AFRICAN ROAD SAFETY ACTION PLAN FOR DECADE 2021-2030 IN THE REGION (CASE OF UGANDA)

BY

KATUSHABE WINSTONE, FCILT

COMMISSIONER TRANSPORT REGULATION AND SAFETY/ CHIEF LICENSING OFFICER

MINISTRY OF WORKS AND TRNSPORT , UGANDA

AT

AFRICA ROAD SAFETY SEMINAR: Implementing the Road Safety Plan for the Decade, Nairobi Kenya October 8th – 9th , 2024

GLOBAL PLAN FOR THE DECADE OF ACTION ON ROAD SAFETY 2021 – 2030

- Target to reduce Road Traffic Deaths and Serious Injuries by at least 50% during the period
- Plan calls on partners to implement an integrated Safe System Approach
- Recommended Actions
  - Multimodal transport and land-use planning
  - Safe road infrastructure
  - Vehicle safety
  - Safe road use
  - Post-crash response

Road Safety Management Cross cutting in all these actions

AFRICA ROAD SAFETY ACTION PLAN 2021-2030

- The Global Plan acknowledges increased attention and support to **low- and middle-income countries (LMICs)** where **Africa falls:**
  - LMICs account for more than 90% of all road traffic deaths

- UN Resolution A/RES/74/299 for the Decade of Action adopted by the General Assembly on 31 August 2021 encouraged:
  - Member States to **ensure political commitment** and responsibility at the highest possible level for improving road safety
  - **Develop and/ or implement road safety strategies and plans** with the involvement of all relevant stakeholders, including all sectors and levels of government, as appropriate.

- whereas the Africa Road Safety Action Plan is guided by the Global Plan of Decade of Action, there is still strong emphasis on **Road Safety Management**

GENERAL CHALLENGES FOR IMPLEMENTING THE AFRICA ROAD SAFETY ACTION PLAN

African Road Safety Action Plan recognises the following broad challenges and constraints on the continent:

- Weak Road Safety Management
- Lack of a Strong Lead Agency
- Political commitment and a Champion
- Lack of Sustainable Funding
- Inadequate or Weak Data Management
- Weak Land use planning and Physical planning
- Weak Legislation

UGANDA'S IMPLEMENTATION OF THE GLOBAL AND AFRICA ROAD SAFETY ACTION PLAN

- Development of the National Road Safety Action Plan 2021/22 – 2025/26
- Followed a consultative process by road safety stakeholders; Carried out a situation analysis, developed a strategic direction and detailed actions
- The Plan is for a period of 5 years. To develop a new plan for the next 5 years upto 2030
- Aligned with the Global Plan for the Decade of Action on Road Safety , Africa Road Safety Charter/ Africa Road Action Plan

UGANDA'S ACHIEVEMENTS

- Acceded to the United Nations Instruments of Road Traffic
- Ratified the Africa Road Safety Charter

Demonstrating Uganda's Commitment of to adoption and implementation of international

- Established a National Co-ordinational Mechanism of Road Safety Activities
- Established a strong coalition of Civil Society organisations in Road Safety : currently doing tremendous work on advocacy on Road Safety
- Reviewed and updated our Laws and Regulations on Road traffic and safety
- Adopted a Standard Driver Licensing Card
- Initiated the process of operationalising routine mandatory motor vehicle inspections
- Carried out capacity building training programmes
- There are **quite a number of ongoing interventions** some have been delayed due to funding: automating driver training and testing, operationalising mandatory motor vehicle inspections, improving coordination and M&E of road safety, improving road safety data management, building capacity, etc

CHALLENGES MET IN IMPLEMENTATION OF THE NATIONAL ROAD SAFETY ACTION PLAN

- The Plan has not attracted adequate resources for its implementation
- COVID and Post COVID period slowed down the national and global economies respectively partly affecting implementation of key interventions
- Inadequate enforcement of Physical and land use planning

OPPORTUNITIES

- Support from Development Partners and Philanthropies
- International good will for Road Safety
- Availability of International Best Practices and Standards on Road Safety
- Active and Informed Media
- Stakeholder acceptability
- Increased Availability of Information on Road Safety and Information Sharing
- Availability of many Emerging Technologies
- Existing capacity Building Opportunities
- Active participation of CSOs
- Strong support of the Parliament of Uganda through PAFROS

CONCLUSION

- In order to implement these plans: key factors are political commitments and increased availability of funding resources, mainstreaming road safety in projects and other programmes.

- Ministry of Works and Transport as a Lead Agency will continue performing her roles of lobbying for adequate funding for road safety, carrying out her role of coordination, monitoring and evaluation, working with regional and international partners to improve the road safety situation

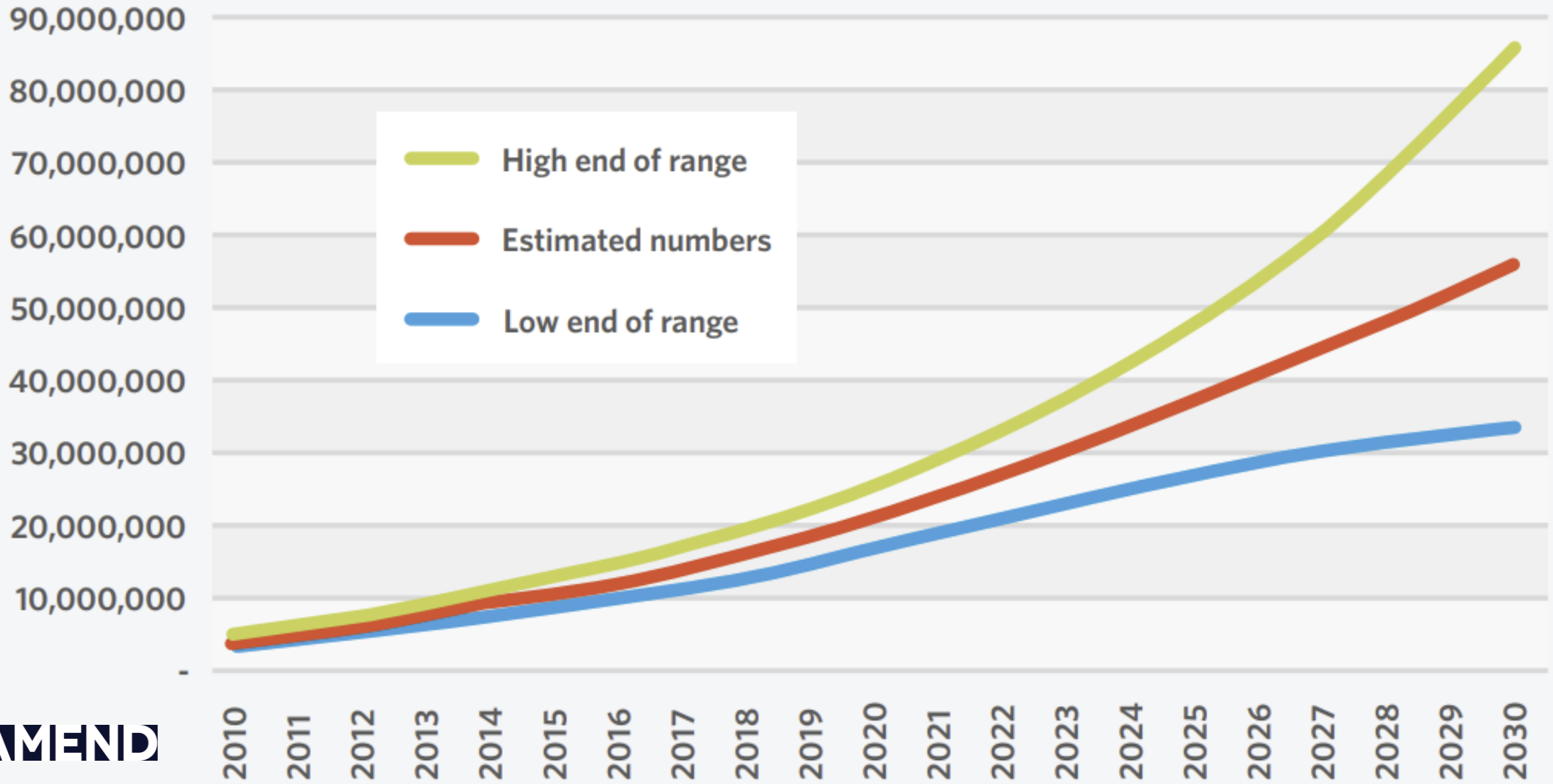
THANK YOU

Powered Two-Wheelers and Helmet Safety

Aggie Krasnolucka
FIA Foundation


COVO
STUDIO, 1&2 BEDROOM
UPTO 4 YEAR PLAN
STARTING FROM
KES 3.5M
SAIF
0728 000 002
WWW.SAIFPROPERTIES.COM
NGONG ROAD
Say YES, & GO
YEGO
NIVEA
EAST LAND HOTE

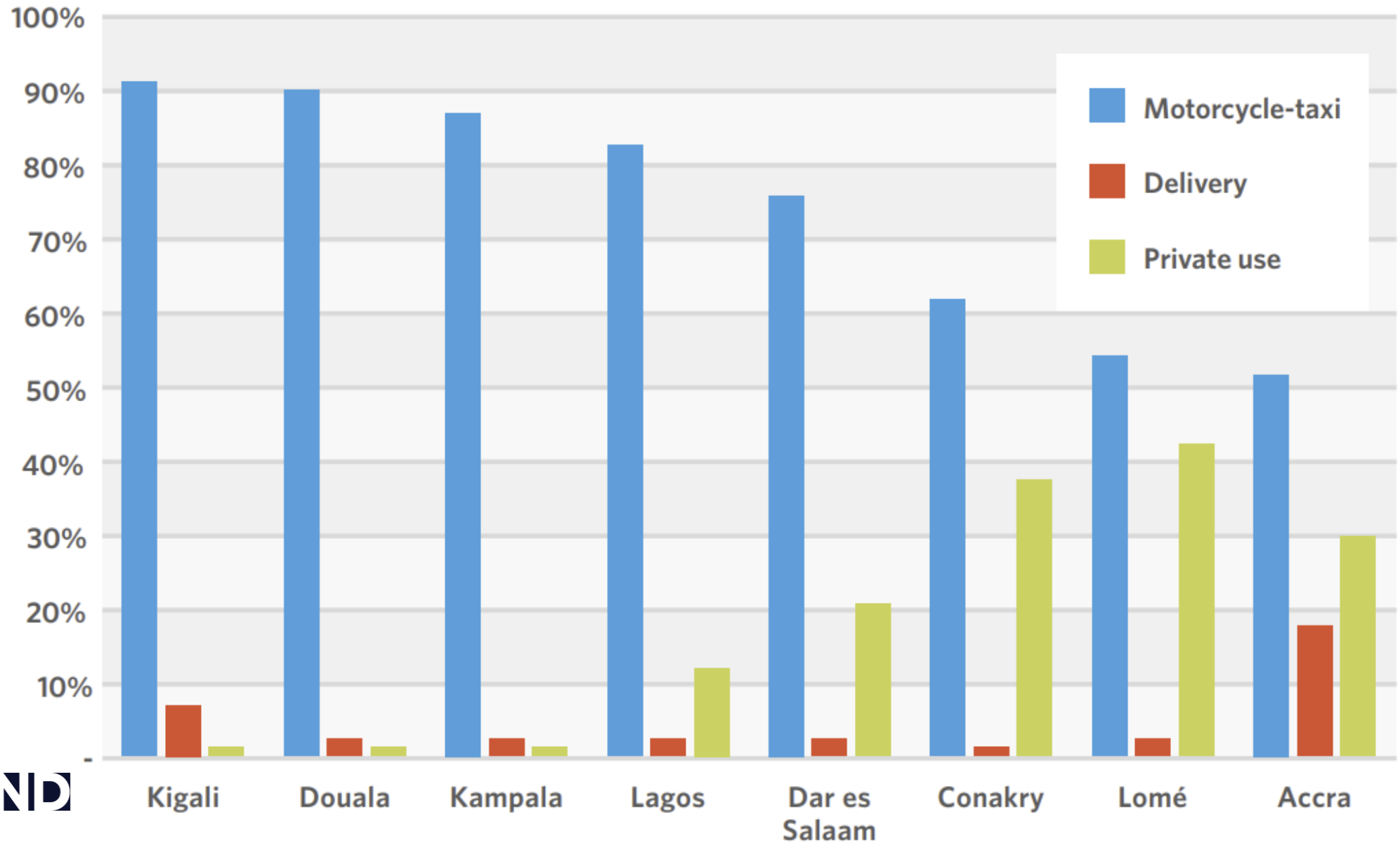
Estimated total number of registered motorcycles (2- and 3-wheelers) in Africa, 2010 to 2030



AMEND


Bridge
SKYGO
KMDT 979V

Types of use of motorcycles in surveyed cities



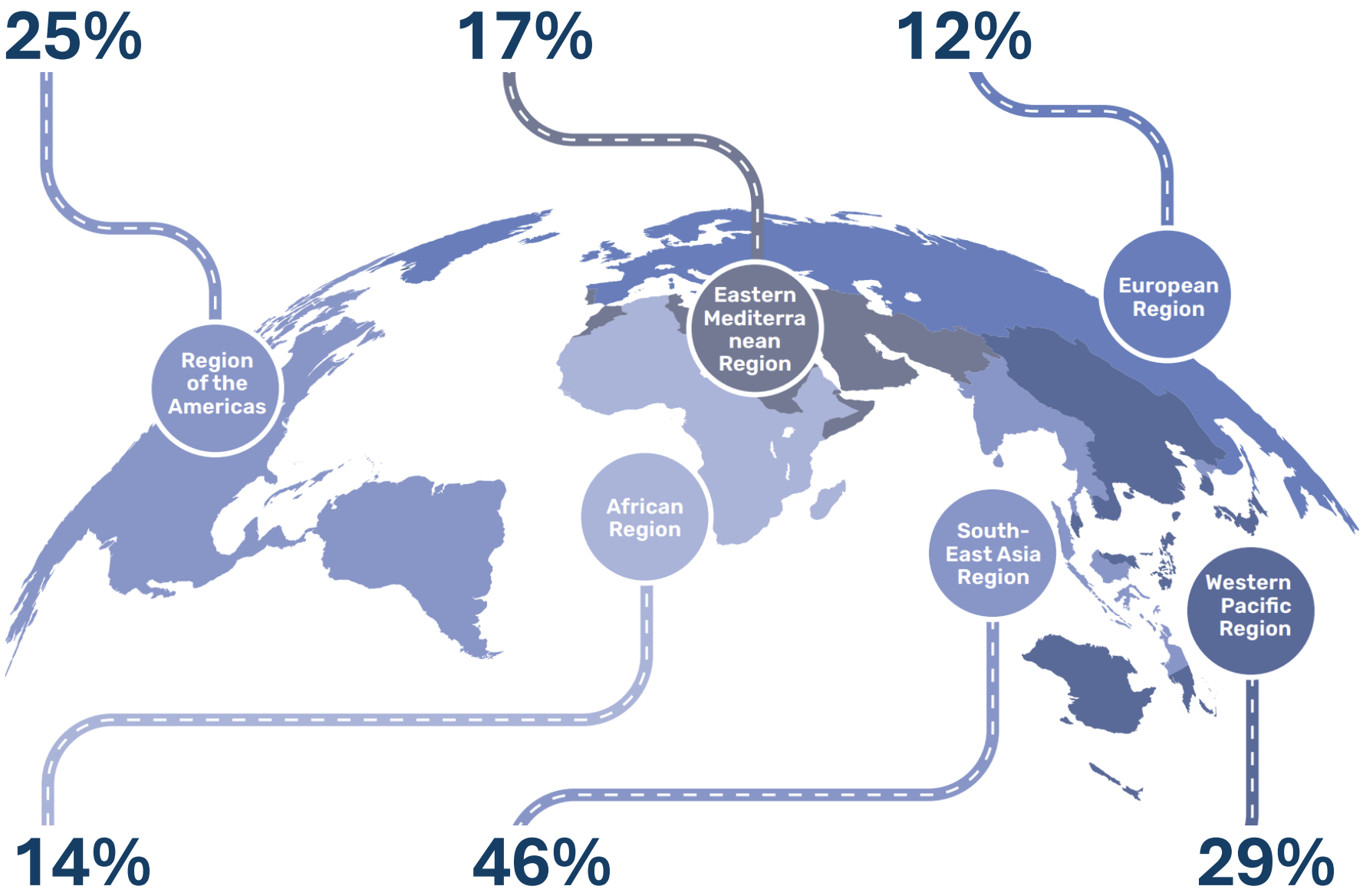
AMEND


Bolt

GLOBAL

30%

Powered 2/3 wheelers



WHO Global Status Report 2023: Powered 2-wheeler fatalities as proportion of global/regional burden

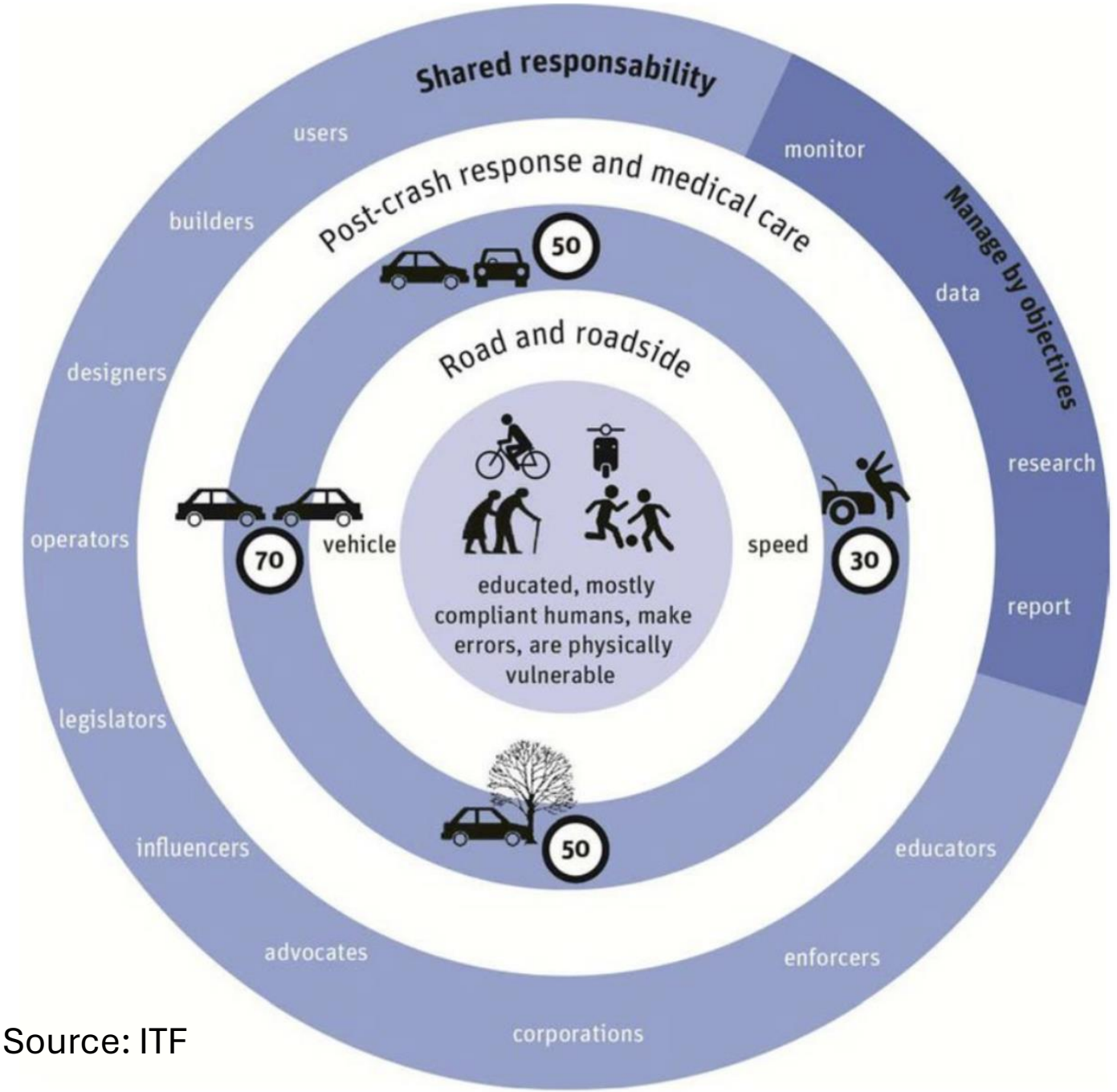
https://www.telegraph.co.uk/global-health/climate-and-people/togo-accidents/

Bike-ageddon: the country with the worst motorcycle death rate in the world

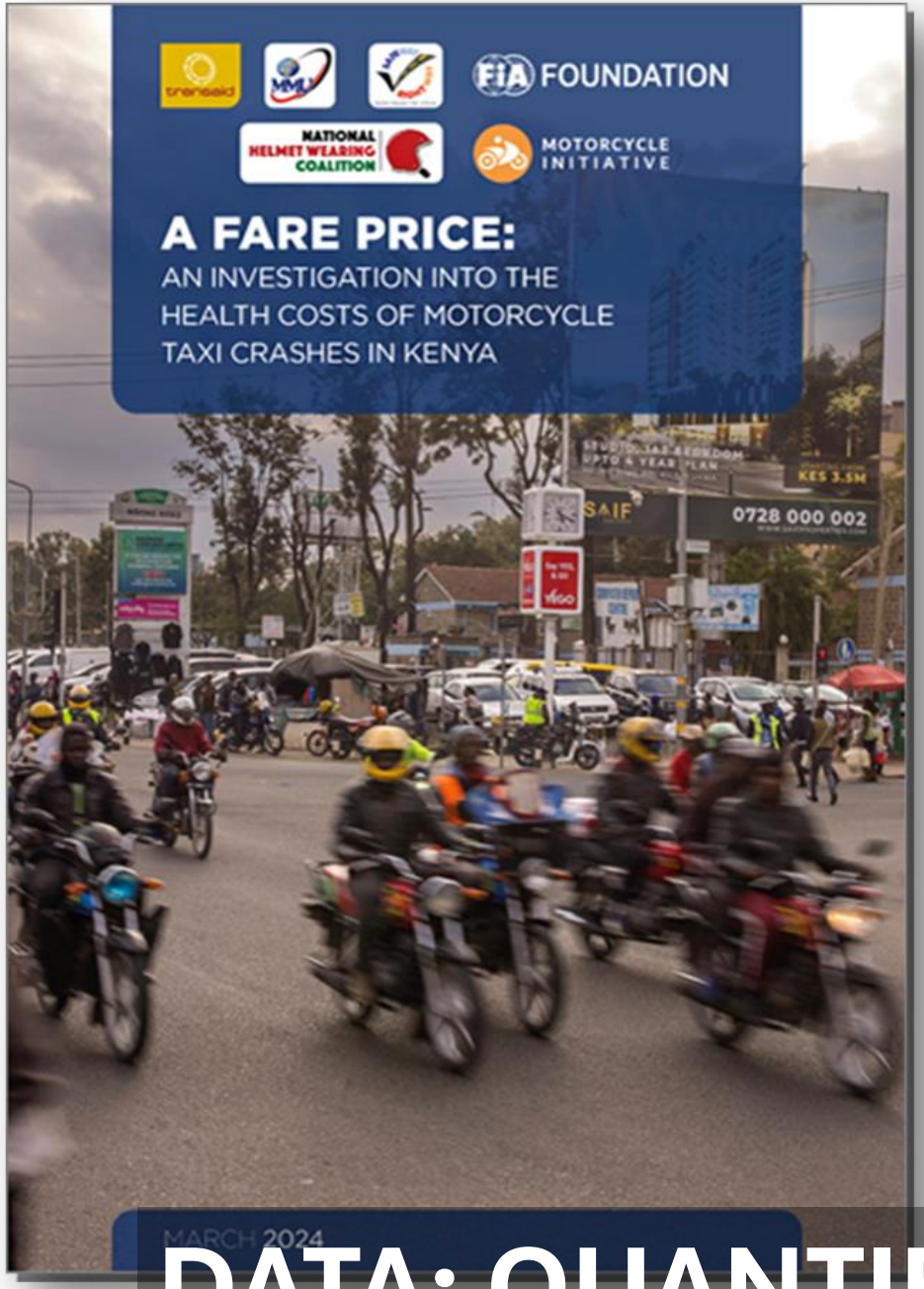
Every motorcycle journey on the streets of Lomé is a roll of the dice | CREDIT: Simon Townsley

The motorbike boom reflects increasing prosperity and freedom – but it has come at a terrible human cost

The Telegraph



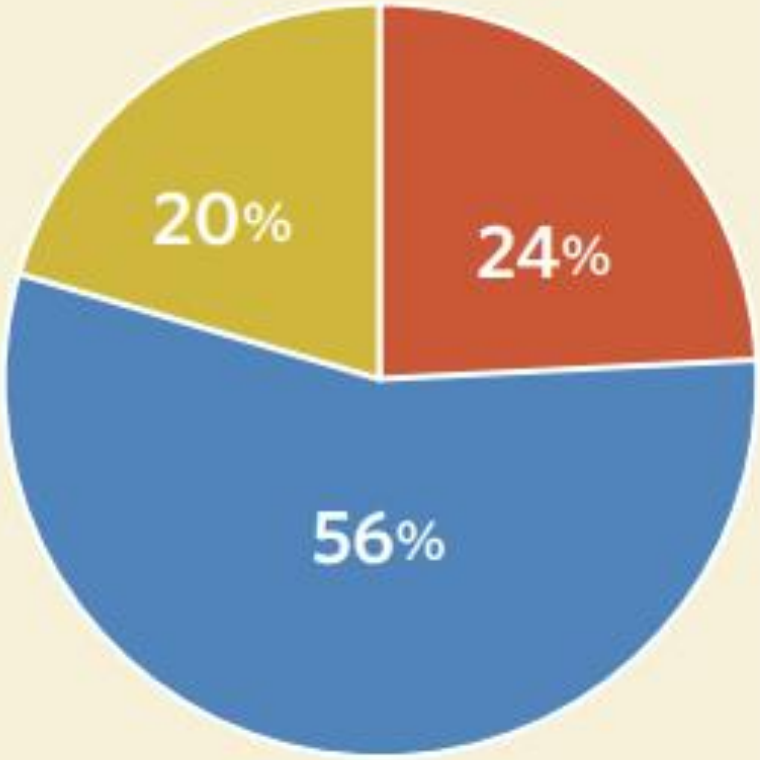
Source: ITF



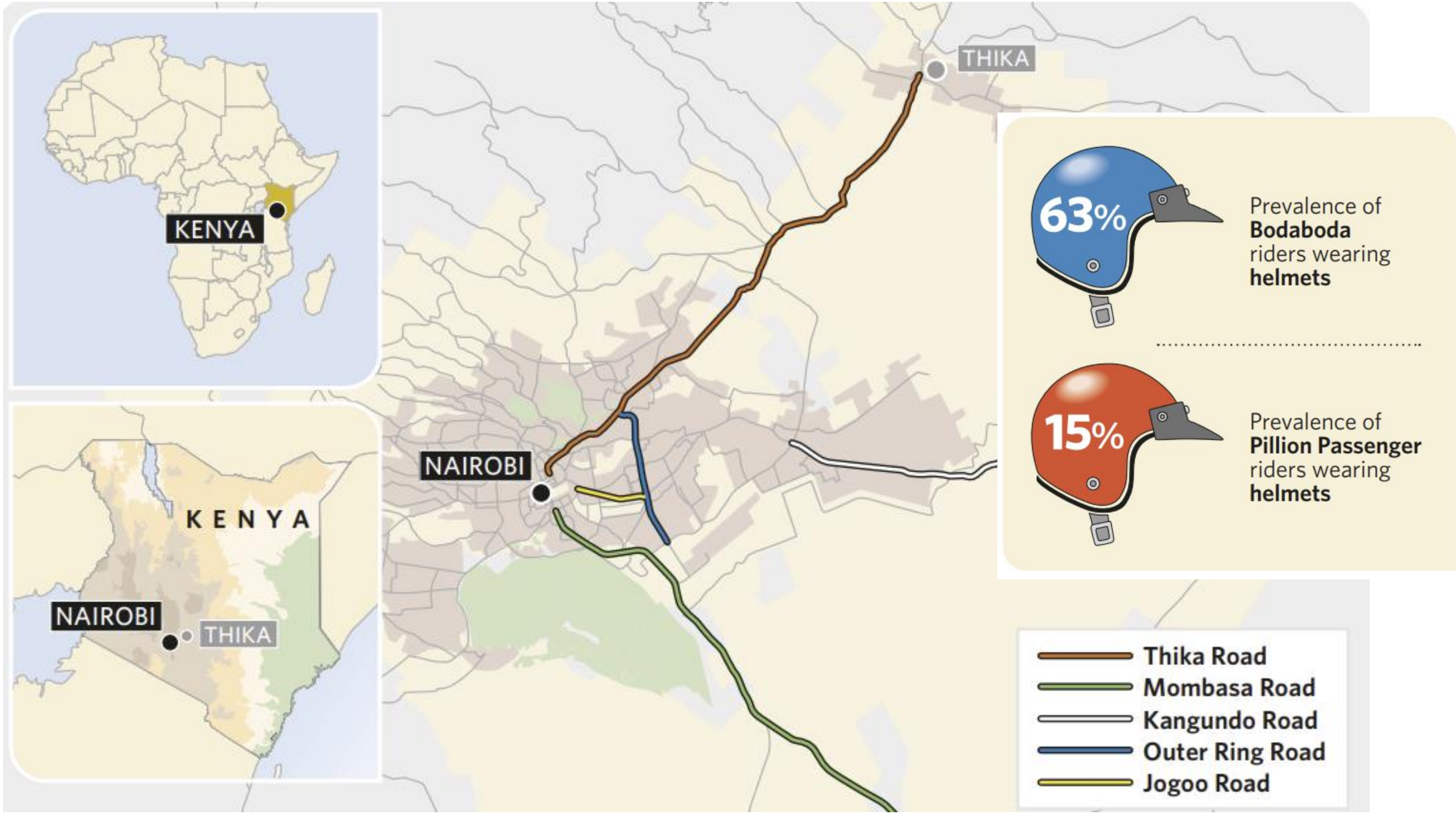
May 2022 to October 2023

9,996
people directly affected by motorcycle crashes

- Serious injuries: **5,581**
- Fatalities: **2,384**
- Slight injuries: **2,031**



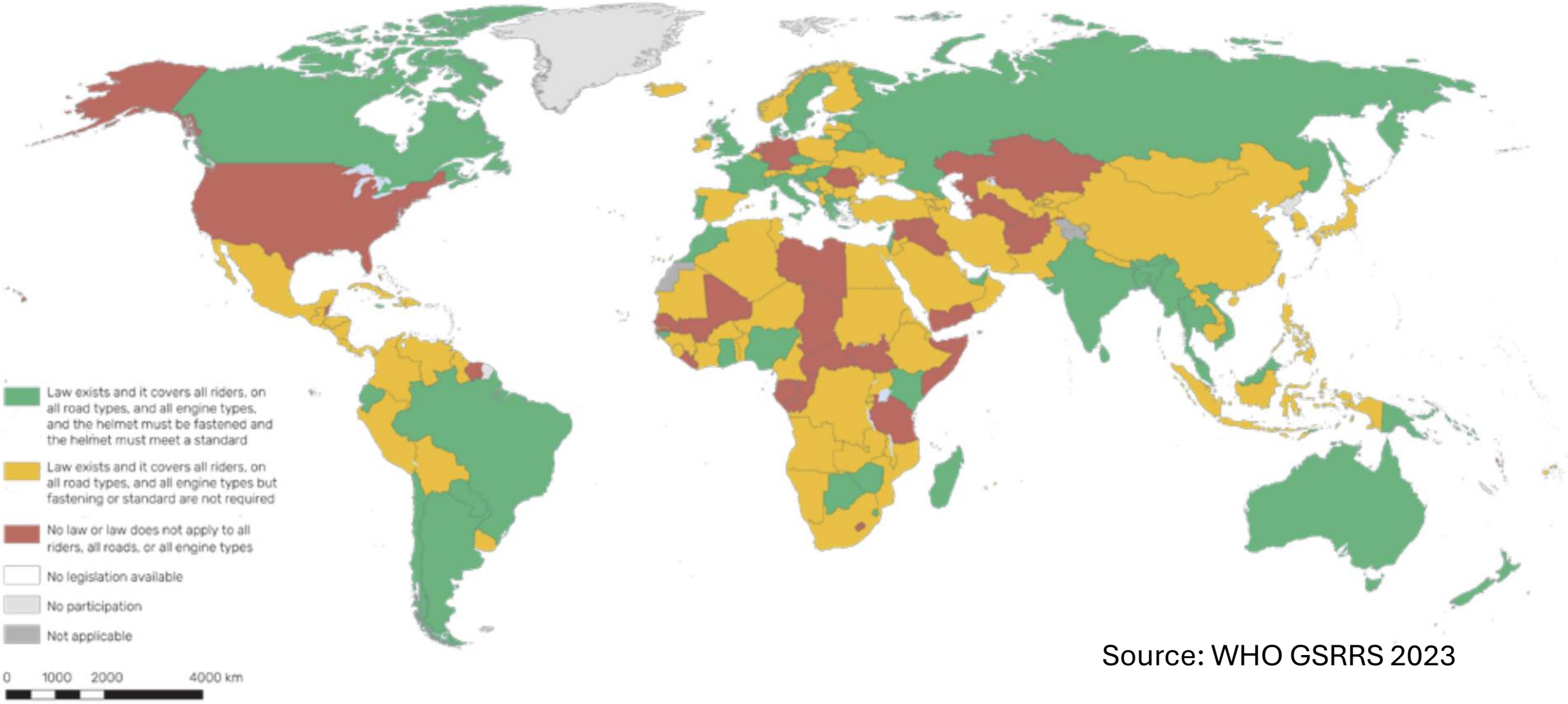
DATA: QUANTIFY THE ISSUE


KENYA
NAIROBI
THIKA
63%
Prevalence of **Bodaboda** riders wearing **helmets**
15%
Prevalence of **Pillion Passenger** riders wearing **helmets**
Thika Road
Mombasa Road
Kangundo Road
Outer Ring Road
Jogoo Road

Hospital Stay (Days)	Number of Patients	Percent
1 day	208	27.8%
2 – 5	98	13.1%
6 – 10	112	15.0%
11 – 15	61	8.1%
16 – 20	63	8.4%
21 – 25	50	6.7%
26 – 30	26	3.5%
31 – 60	89	11.9%
61 – 90	22	2.9%
90+	20	2.7%
Total	**749**	**100.0%**

HELMET STANDARDS AND LAWS

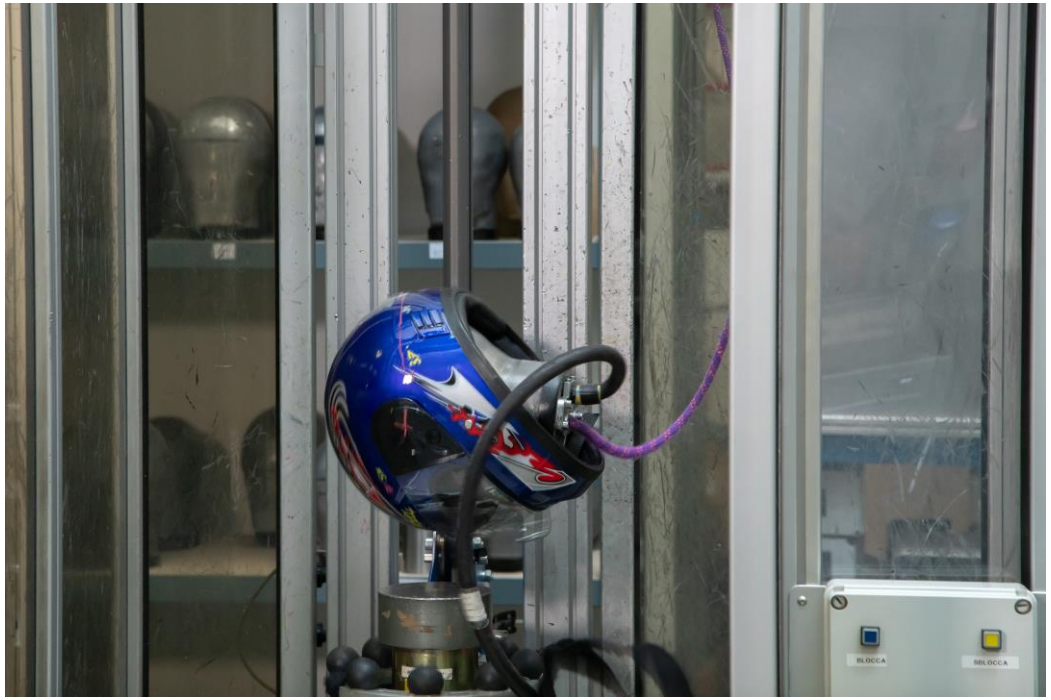
Status of motorcycle helmet laws in countries, 2022



Source: WHO GSRRS 2023


NET
CU. CAP.
CUSTOMS
INSPECTOR


REPUBLIC OF KENYA
USALAMA BARABARANI




AFFORDABLE QUALITY

PRIVATE SECTOR ROLE


HONDA
160
TITAN


SPONSORED BY
airtel
Allianz
MODI

ADVISE AND ENFORCE


PROTECT
CHILDREN
TOO


COALITIONS FOR CHANGE

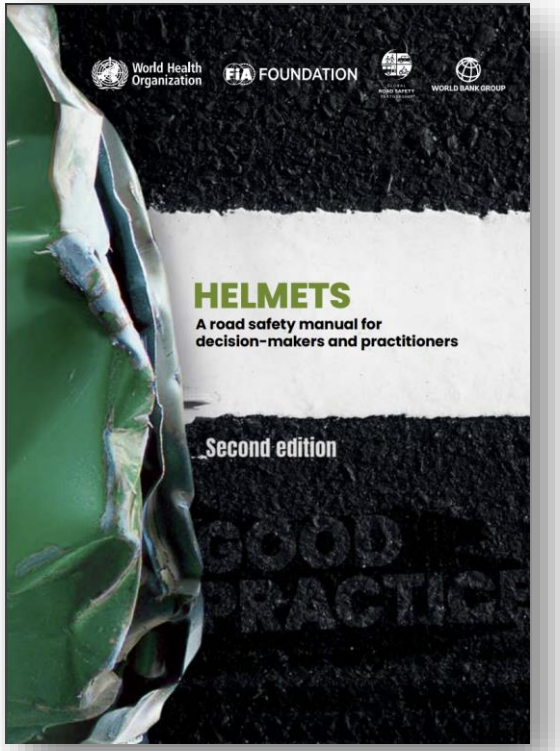
MEXICO

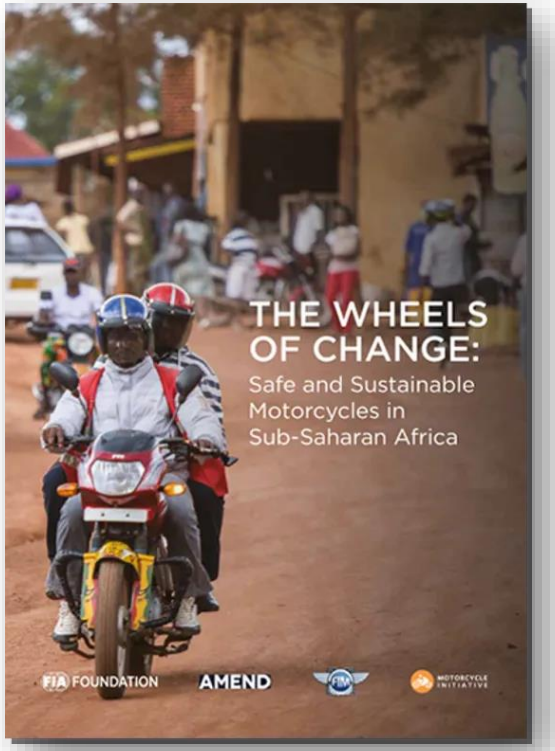

NATIONAL
MET WEARING
ITION
ugural Meeting
FIA FOUNDATION
Mr Marlon Fletcher

JAMAICA


RWANDA

KENYA





FIA FOUNDATION

fiafoundation.org

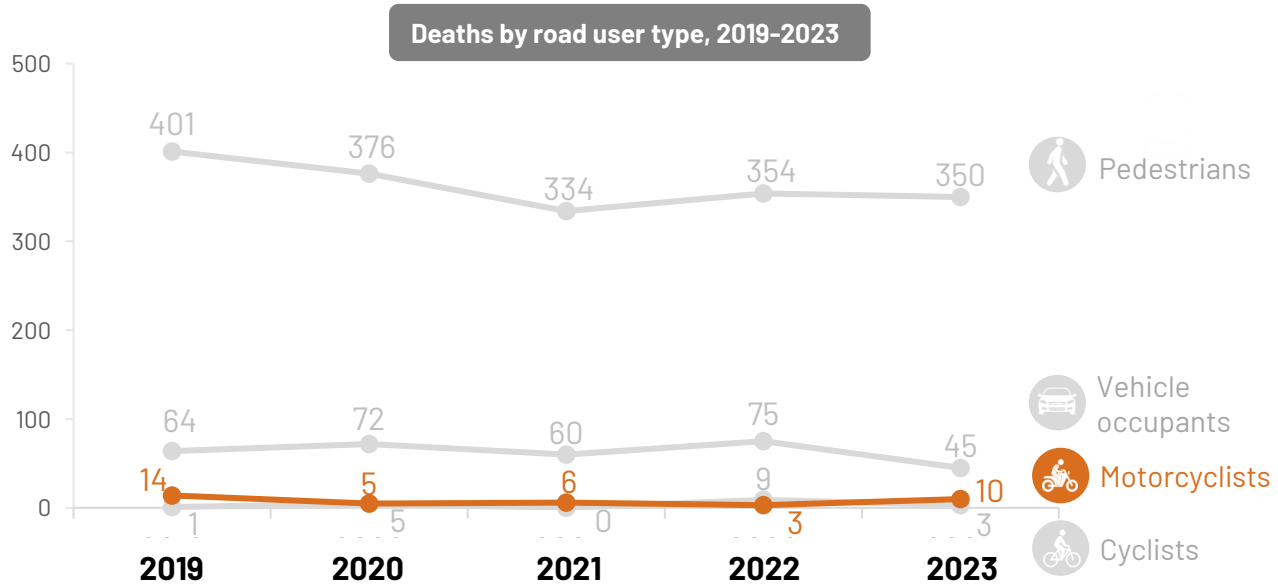
GRSP Africa Road Safety Seminar

Motorcycle safety: what are the data telling us?

ADDIS ABABA

Trend in motorcyclist deaths

- **Consistent trend** of motorcycle deaths in the last five years
- **3%** of **deaths** in 2023 were among motorcyclists



Addis Ababa

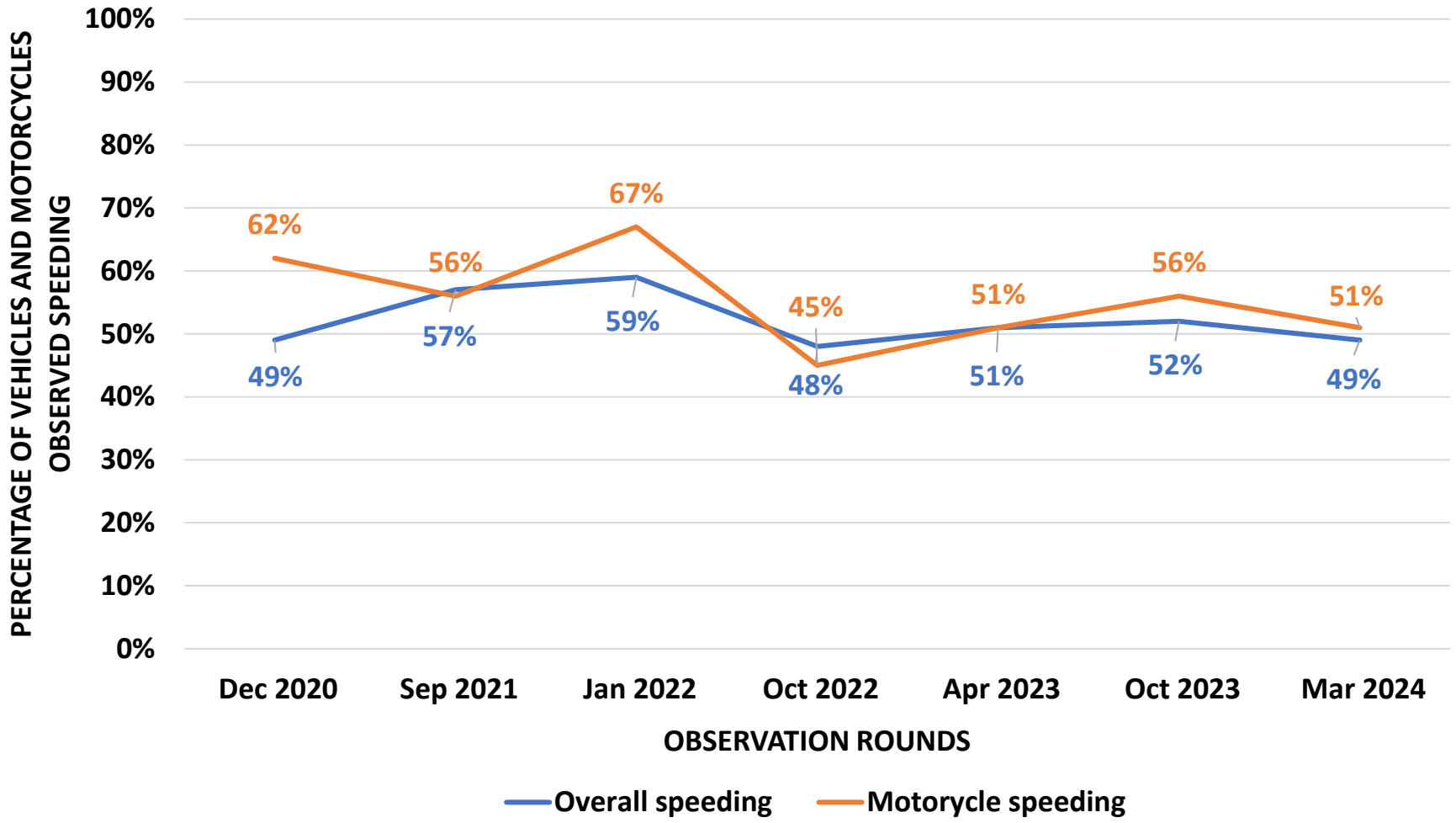
Who-hit-whom matrix, 2021-2023

	Colliding vehicle				
Victim	Light vehicles	Bus	High goods vehicle	Motorcycle	Single vehicle crash
Pedestrians	249	123	275	**15**	0
Vehicle occupants	13	31	31	0	0
Motorcyclists	**0**	**0**	**0**	**0**	**18**

- **Motorcycle** deaths were from **single-vehicle crashes**

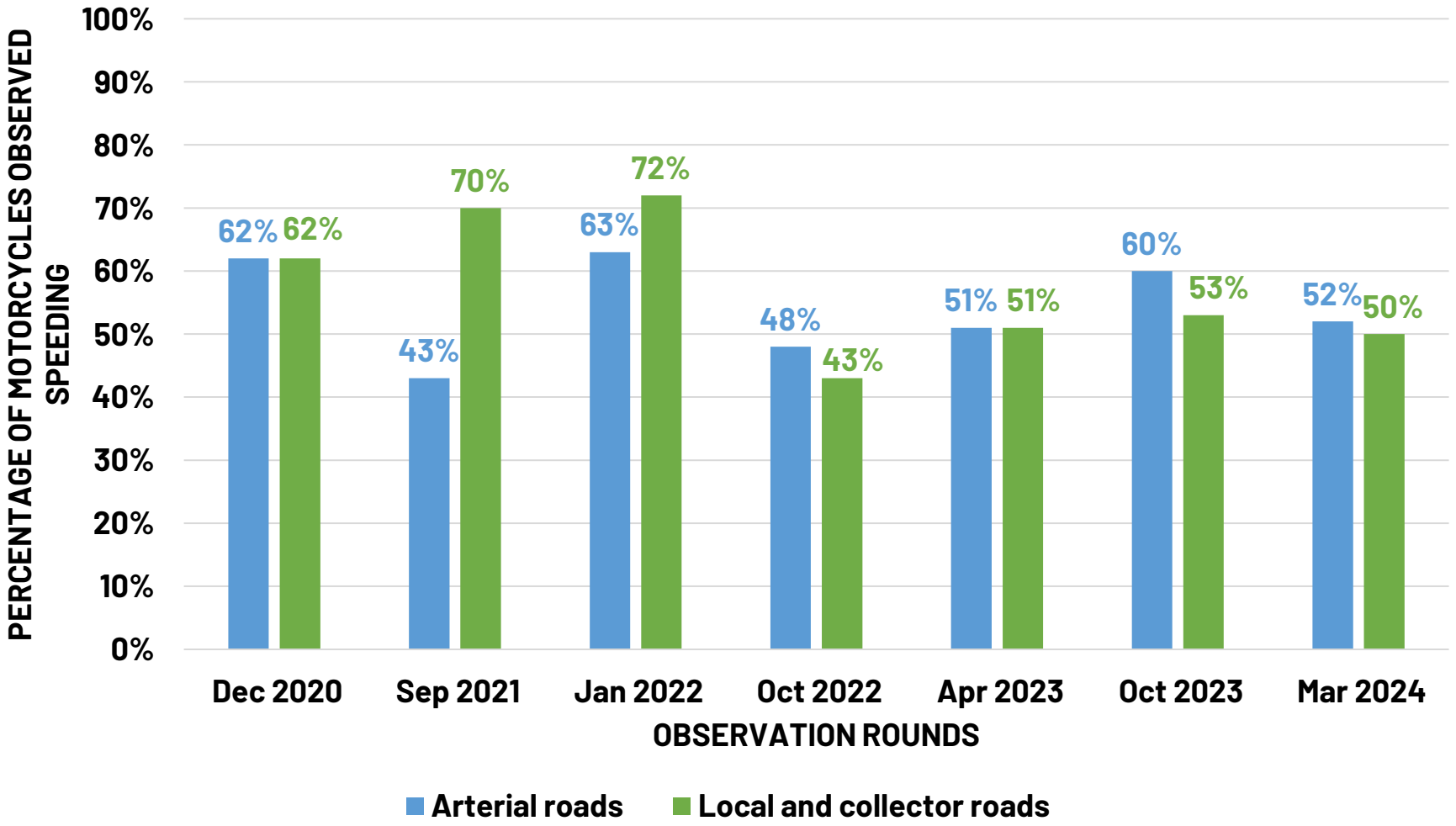
Trends in speeding

Motorcycle speeding followed the same trend as overall speeding in Addis Ababa. It has been increasing in Addis Ababa, with a recent decrease to 51%, highlighting the need for focused enforcement efforts



Motorcycle speeding by road type

In recent rounds, **motorcycle speeding** on arterial roads was more common compared with local and collector roads in Addis Ababa



Key messages: Addis Ababa

- Consistently low trend in motorcycle deaths, although most of the **motorcycle deaths** were **single-vehicle crashes**

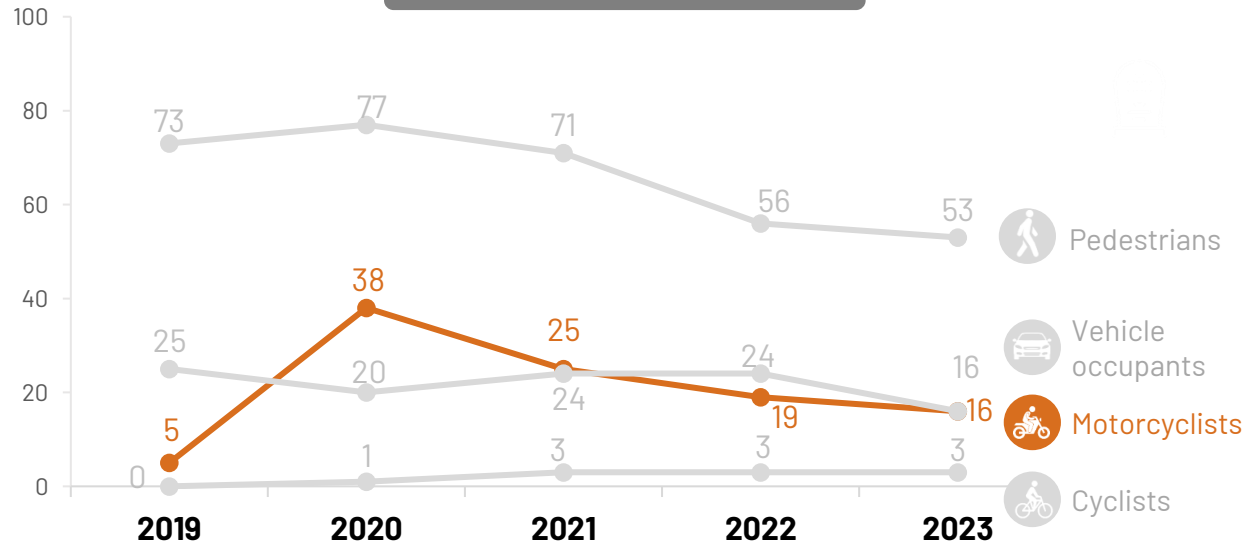
- Risk-risk locations are on **arterial roads**, where motorcycle speeding also tends to take place

ACCRA

Trend in motorcyclist deaths

- **Variable trend** in motorcycle deaths in the last five years
- **58% decrease** in motorcyclist deaths since 2020

Deaths by road user type, 2019-2023



Accra

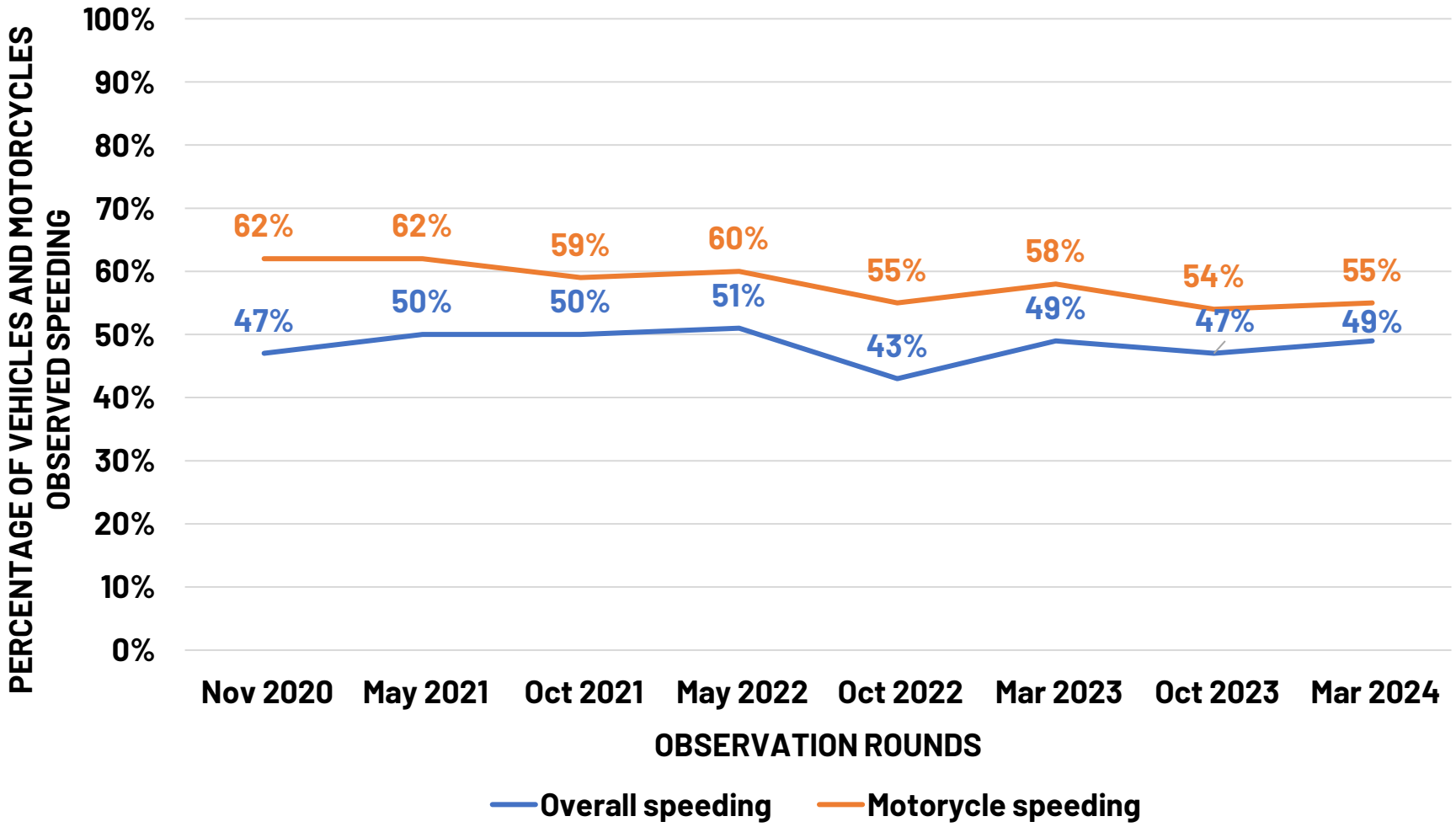
Who-hit-whom matrix, 2021-2023

	Colliding vehicle				
Victim	Car & pickup	Bus & minibus	High goods vehicle	Motor cycle	Single vehicle crash
Pedestrians	159	66	27	**52**	0
Vehicle occupants	32	7	21	5	37
Motorcyclists	**33**	**13**	**17**	**4**	**32**

- **One-third** (31%) of motorcycle deaths were from **single-vehicle crashes**
- **16%** of **pedestrian** deaths were caused by **motorcyclists**

Trends in speeding

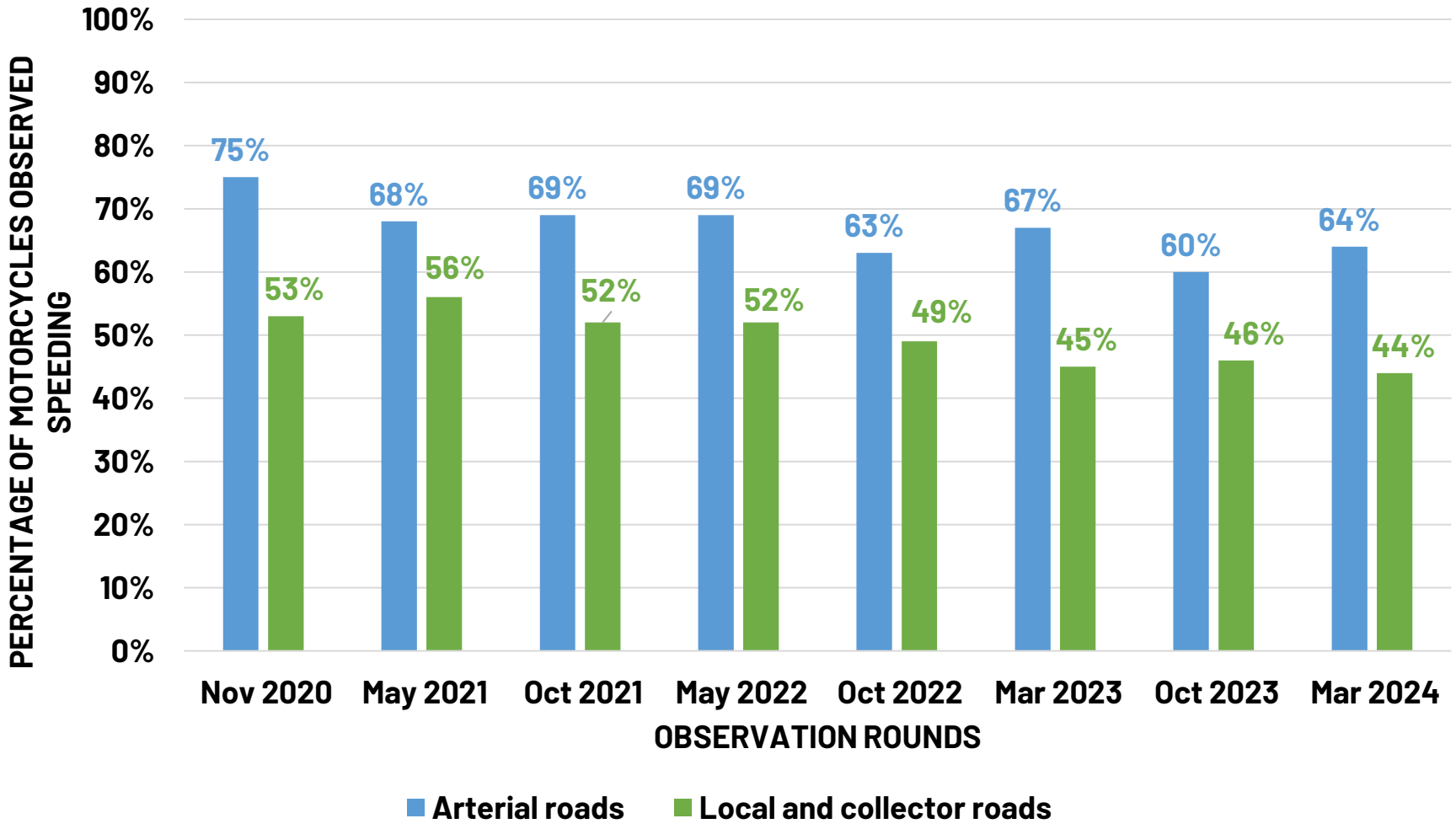
In 2023, speeding decreased in Accra showing the effectiveness of the continued enforcement and mass-media campaigns



Motorcycle speeding by road type

Bloomberg Philanthropies | Initiative for Global Road Safety

Focus speed enforcement efforts are recommended on arterial roads in Accra



Key messages: Accra

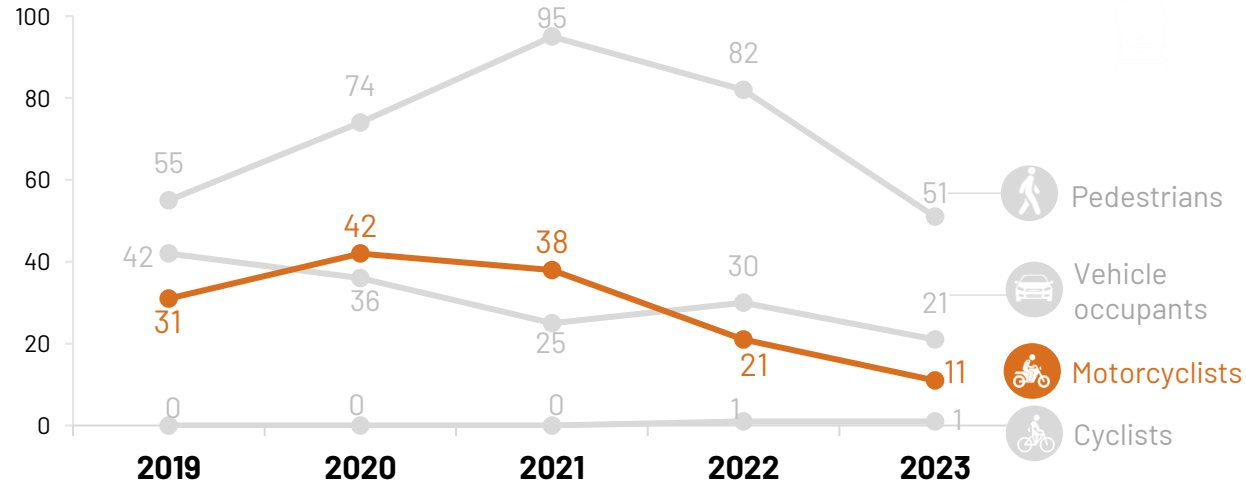
- **1 in 5 deaths** among motorcyclists in 2023
- Motorcycle speeding remains an issue, with prevalence ranging between **54% and 62%,** putting **other vulnerable road users at risk.**
- Risk-risk locations are on **arterial roads**, where motorcycle speeding also tends to take place

KUMASI

Trend in motorcyclist deaths

- **Motorcyclist** deaths **decreased by 48%** in 2023 from the previous year

Deaths by road user type, 2019-2023



Kumasi

Who-hit-whom matrix, 2020-2022

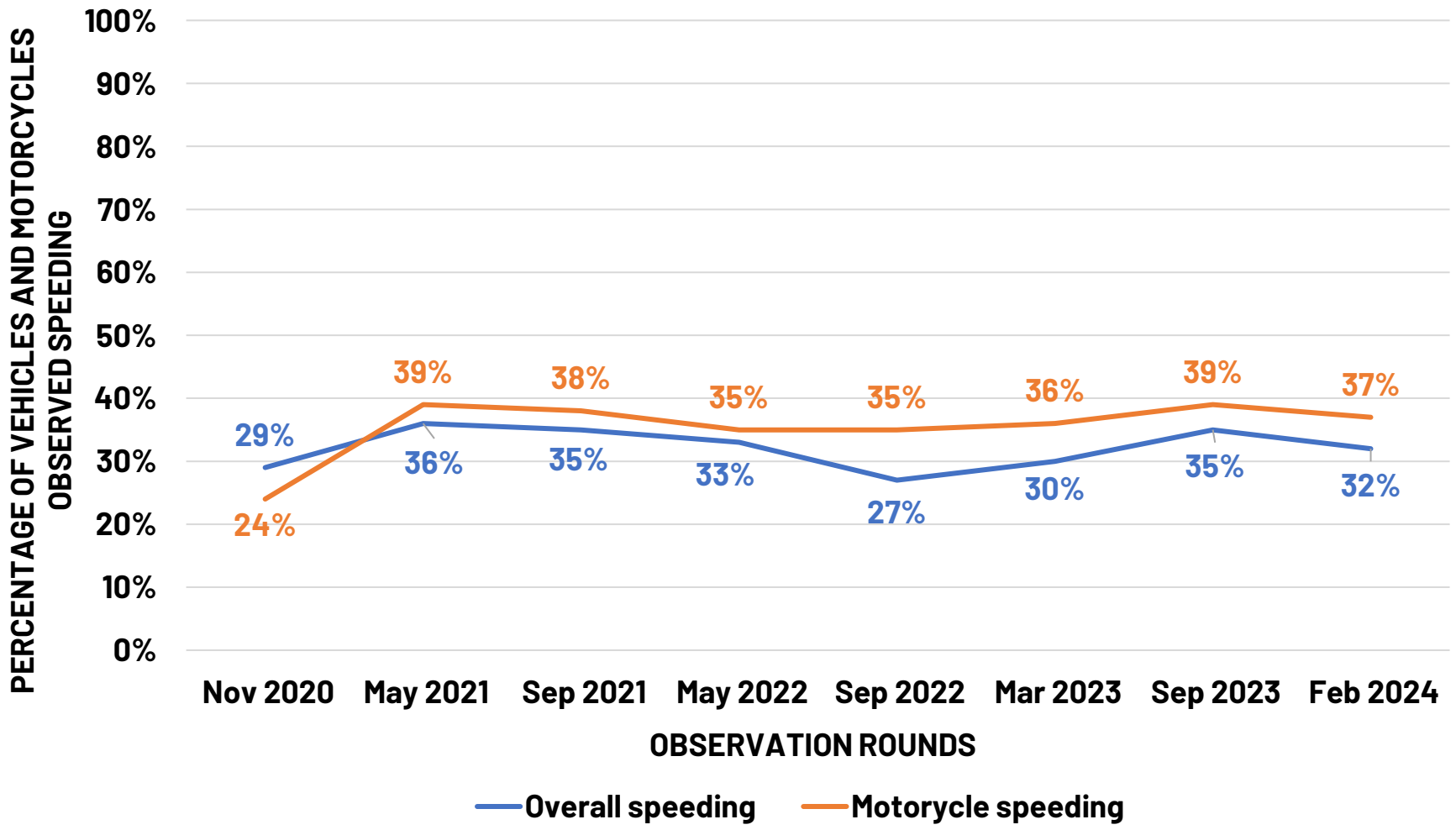
	Colliding vehicle				
Victim	Car & pickup	Bus & minibus	High goods vehicle	Motorcycle	Single vehicle
Pedestrians	111	62	37	**18**	0
Vehicle occupants	24	30	18	1	24
Motorcyclists	**21**	**16**	**19**	**21**	**11**

- **23%** of **motorcyclist** deaths were from **cars and pickups** and
- Another **23%** of **deaths** were from crashes with **other motorcycles**

Trends in speeding

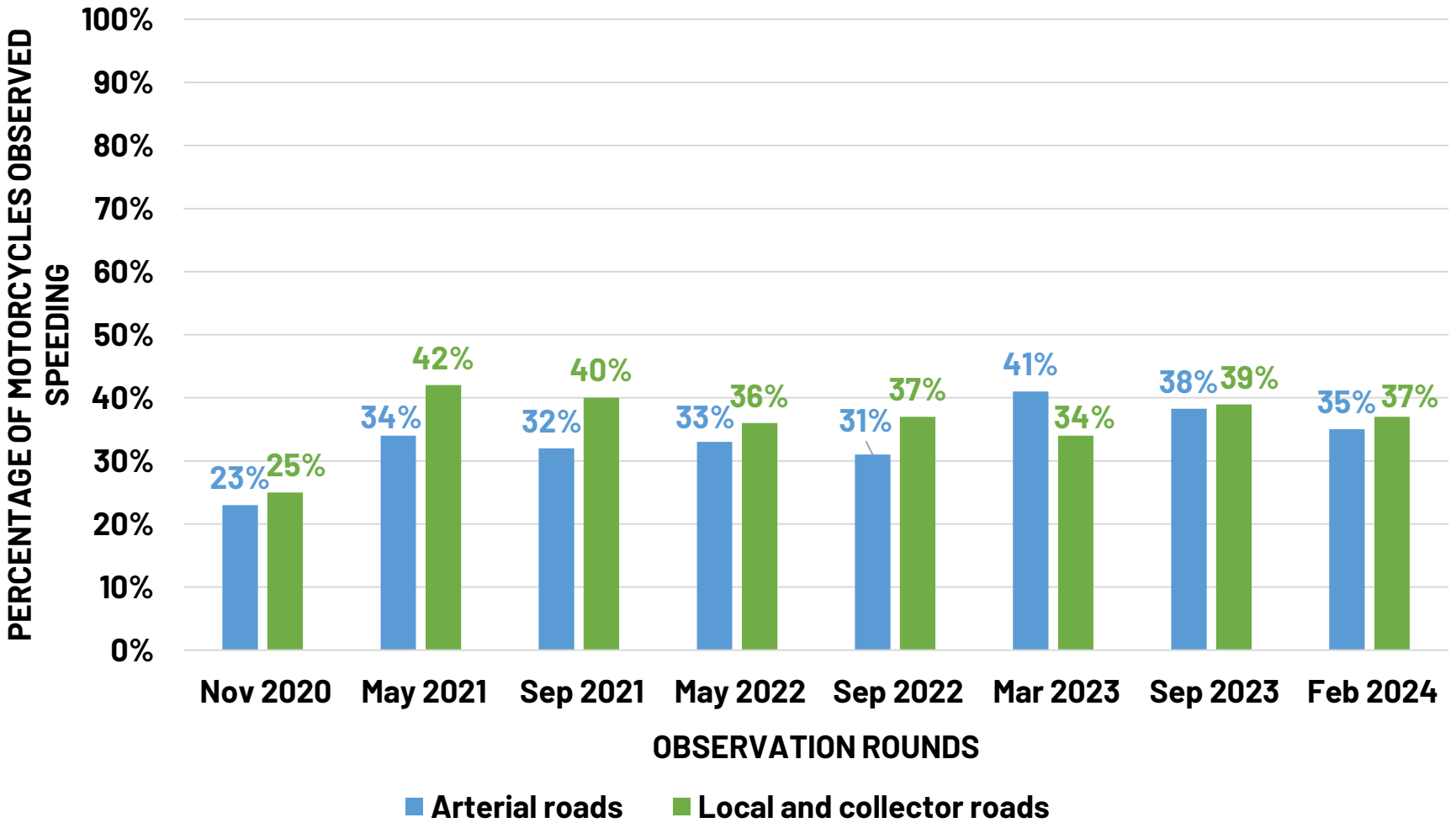
Bloomberg Philanthropies | Initiative for Global Road Safety

After a steady drop in 2022, motorcycle speeding has recently increased to 37% in Kumasi



Motorcycle speeding by road type

Like overall speeding, motorcycle speeding was consistently higher on local and collector roads in Kumasi



Key messages: Kumasi

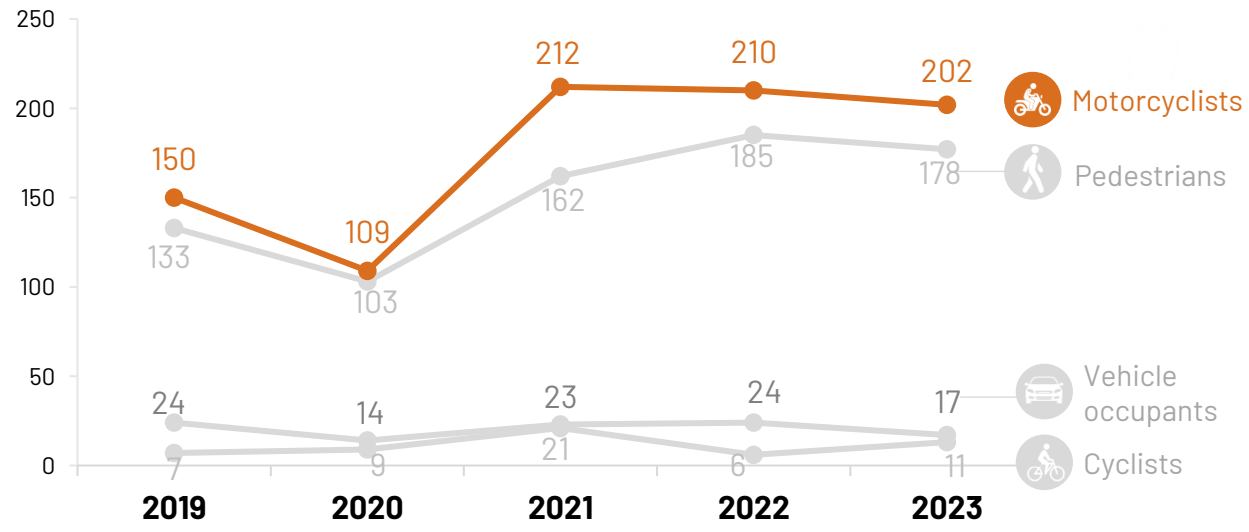
- **1 in 4 motorcycle deaths** are caused by other motorcycles
- After a steady drop in 2022, speeding has recently **increased to 37%** in Kumasi
- Motorcycle speeding tends to be higher on **local and collector roads**

KAMPALA

Trend in motorcyclist deaths

- **Motorcyclists** accounted for **50%** of the deaths in **2023**
- **85% increase** in motorcycle deaths since 2020

Deaths by road user type, 2019-2023



Kampala

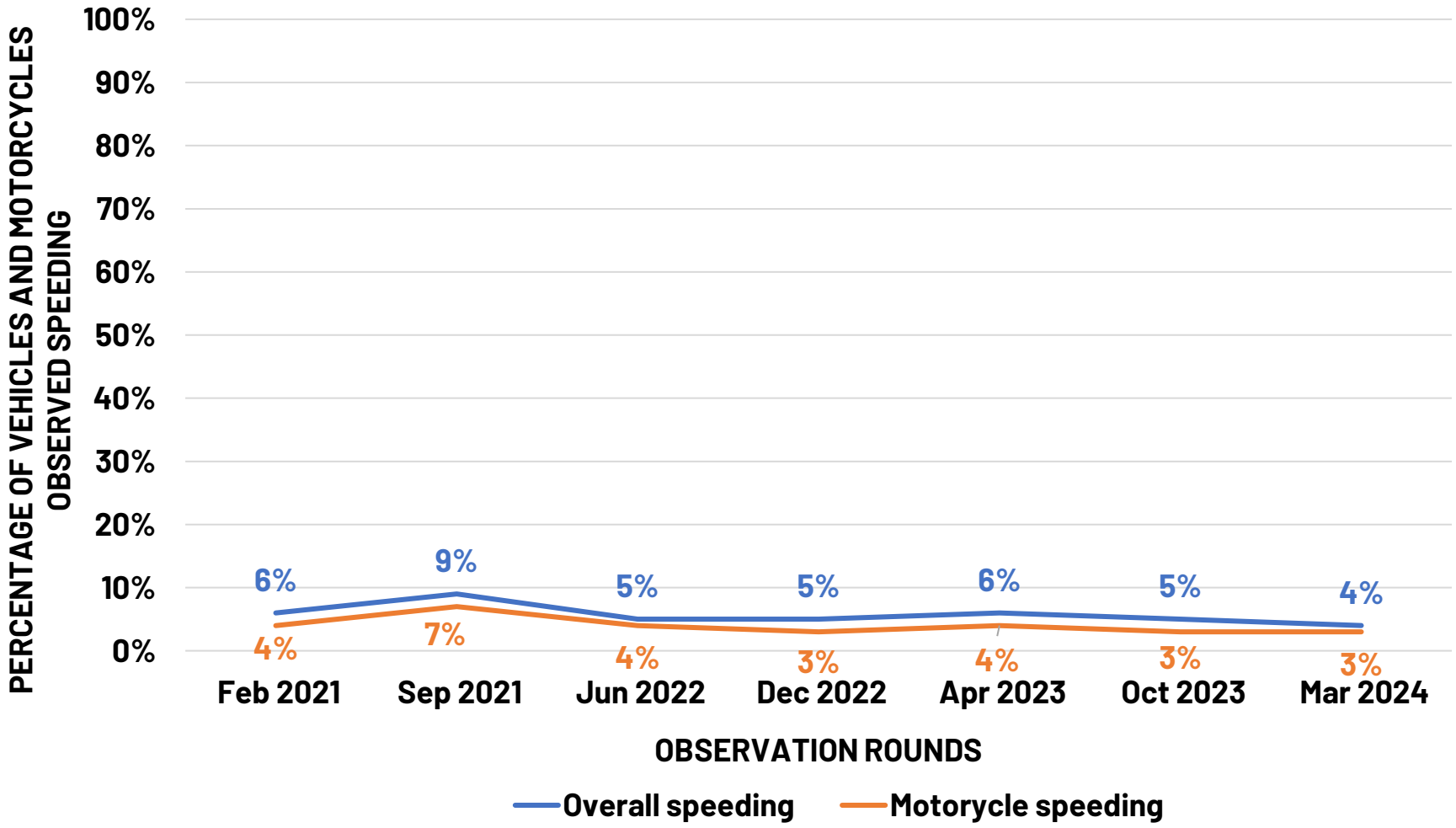
Who-hit-whom matrix, 2023

	Colliding vehicle				
Victim	Car & pickup	Bus & minibus	Goods Vehicle	Motor cycle	Single vehicle
Motorcyclists	**33**	**22**	**22**	**95**	**15**
Pedestrians	70	20	26	**19**	0
Vehicle occupants	5	4	4	0	4

- **47%** of **motorcyclist** deaths were from collisions with **other motorcycles**
- **11%** of **pedestrian** deaths were caused by **motorcyclists**

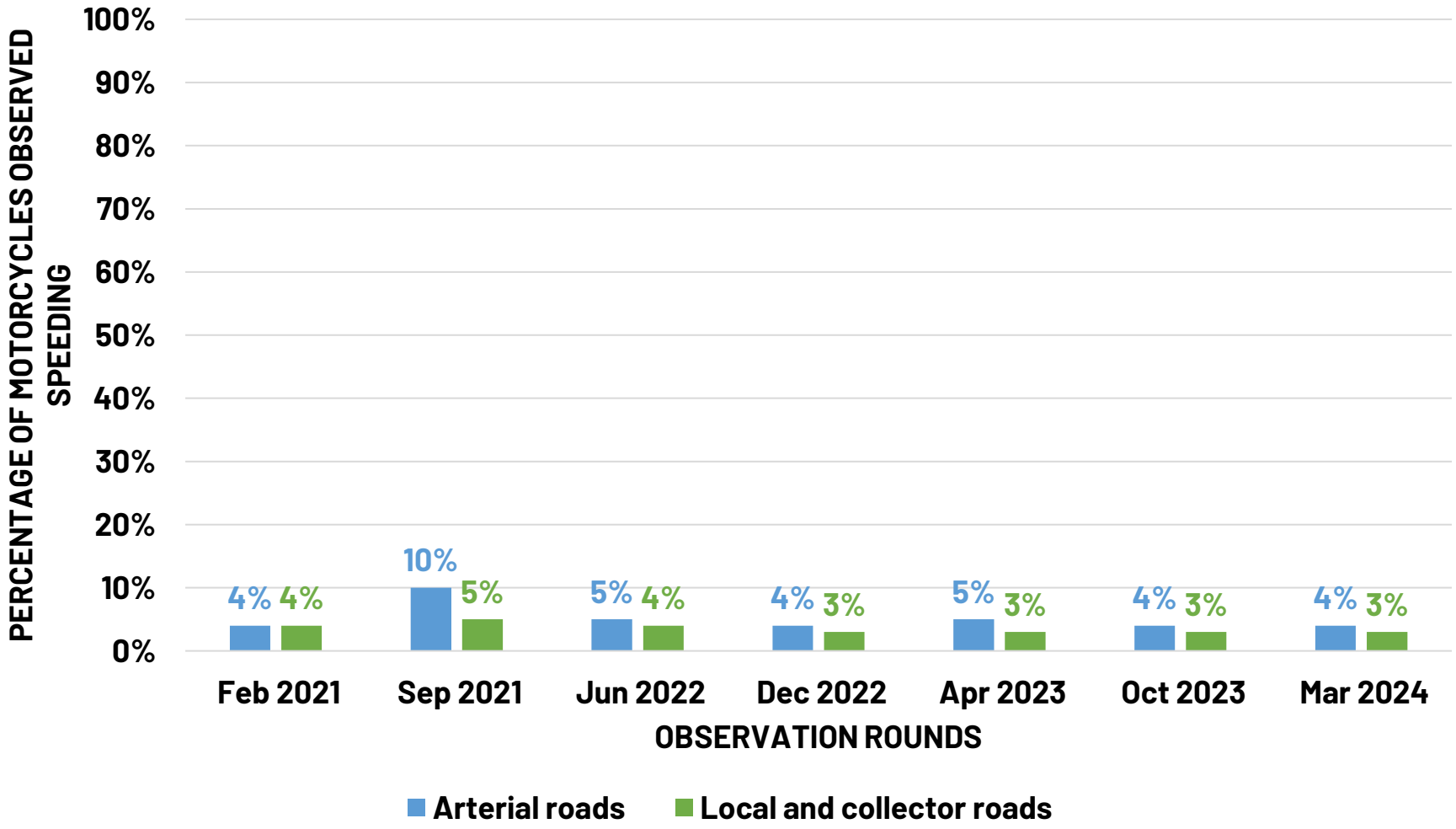
Trends in speeding

Despite the low prevalence of motorcycle speeding, the mean speed of speeding motorcycles remains very high in Kampala



Motorcycle speeding by road type

Like overall speeding, motorcycle speeding was consistently higher on the arterial roads in Kampala



Key messages: Kampala

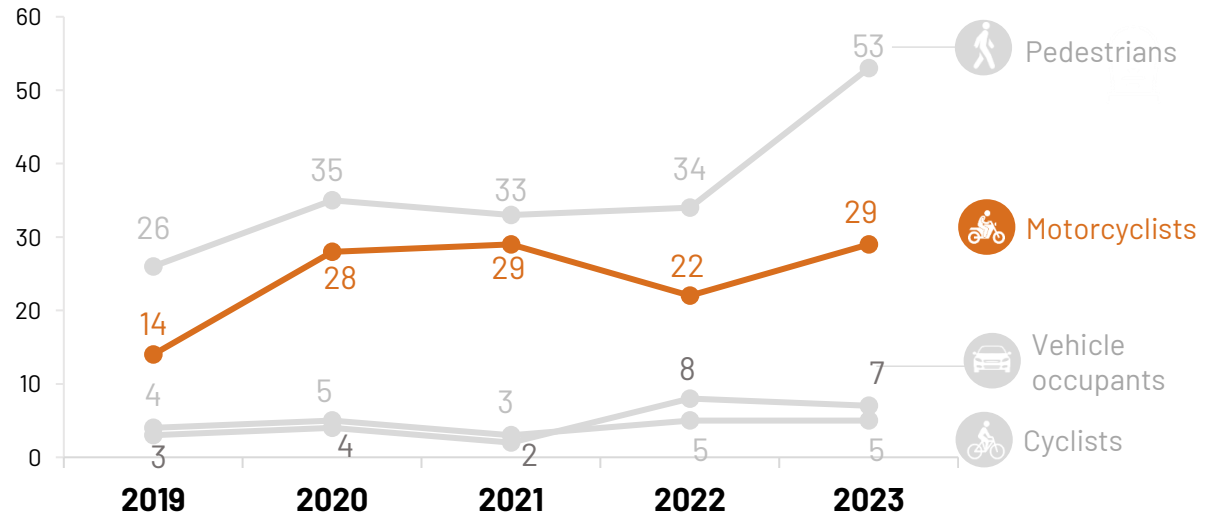
- Motorcycle deaths account for the **highest proportion of deaths**
- **5 out of 10 motorcycle deaths** are caused by other motorcycles
- Motorcycle speed prevalence has remained steady. However, the **mean speed of speeding motorcycles remains very high** in Kampala

Mombasa

Trend in motorcyclist deaths

- **Variable trend** in motorcycle deaths in the last five years
- **32% increase** in motorcycle deaths in 2023 compared to the previous year

Deaths by road user type, 2019-2023



Mombasa

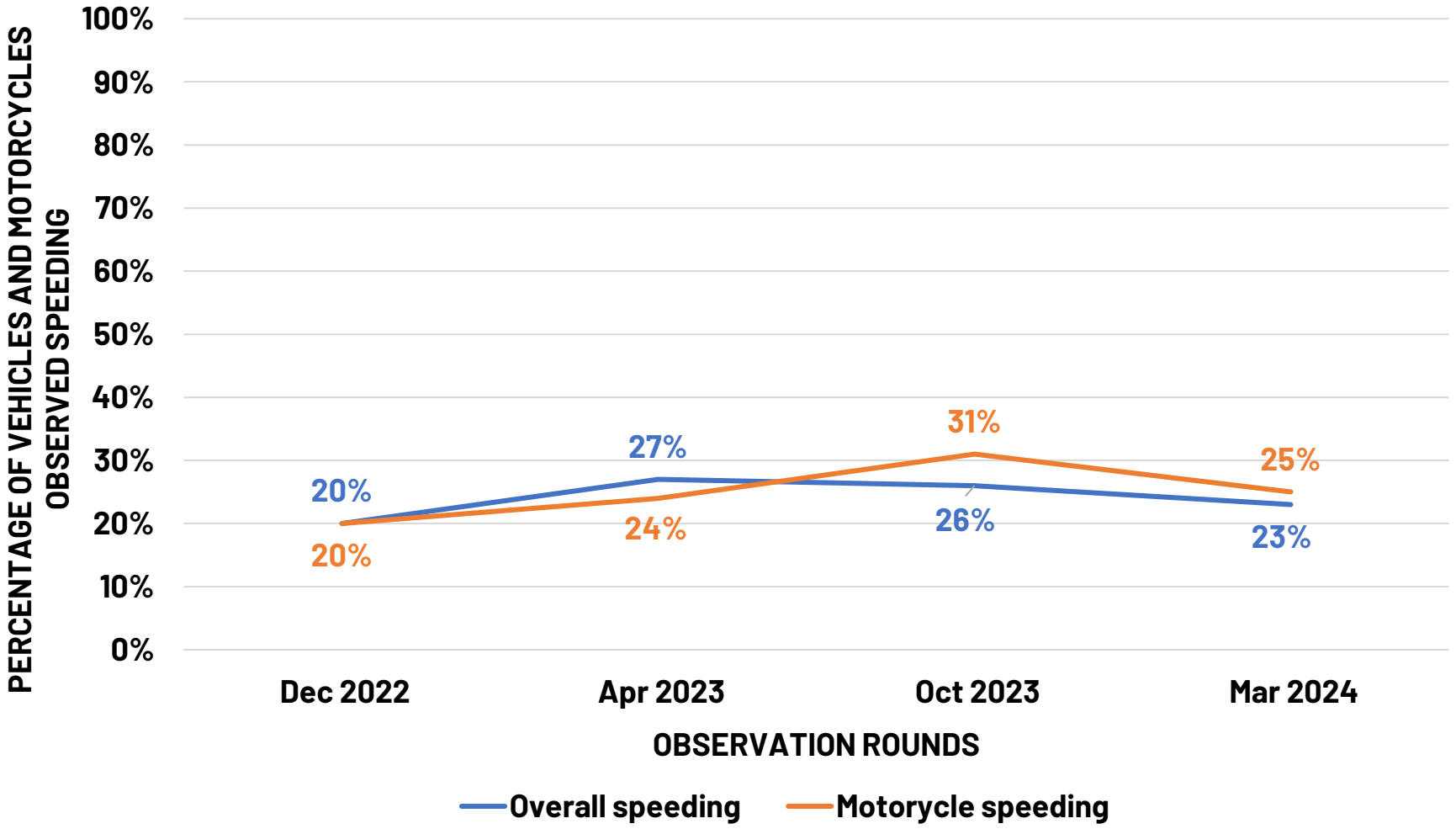
Who-hit-whom matrix,2021- 2023

	Colliding vehicle				
Victim	Car & pickup	Bus & minibus	High goods vehicle	Motor-cycle	Single vehicle crash
Pedestrians	55	23	39	28	0
Motorcyclists	**40**	**14**	**28**	**13**	**24**
Vehicle occupants	0	3	3	1	10

- **33%** of **motorcyclist** deaths were from collisions with **cars and pickups**
- **20%** of **motorcyclist** deaths were caused by **single-vehicle crashes**

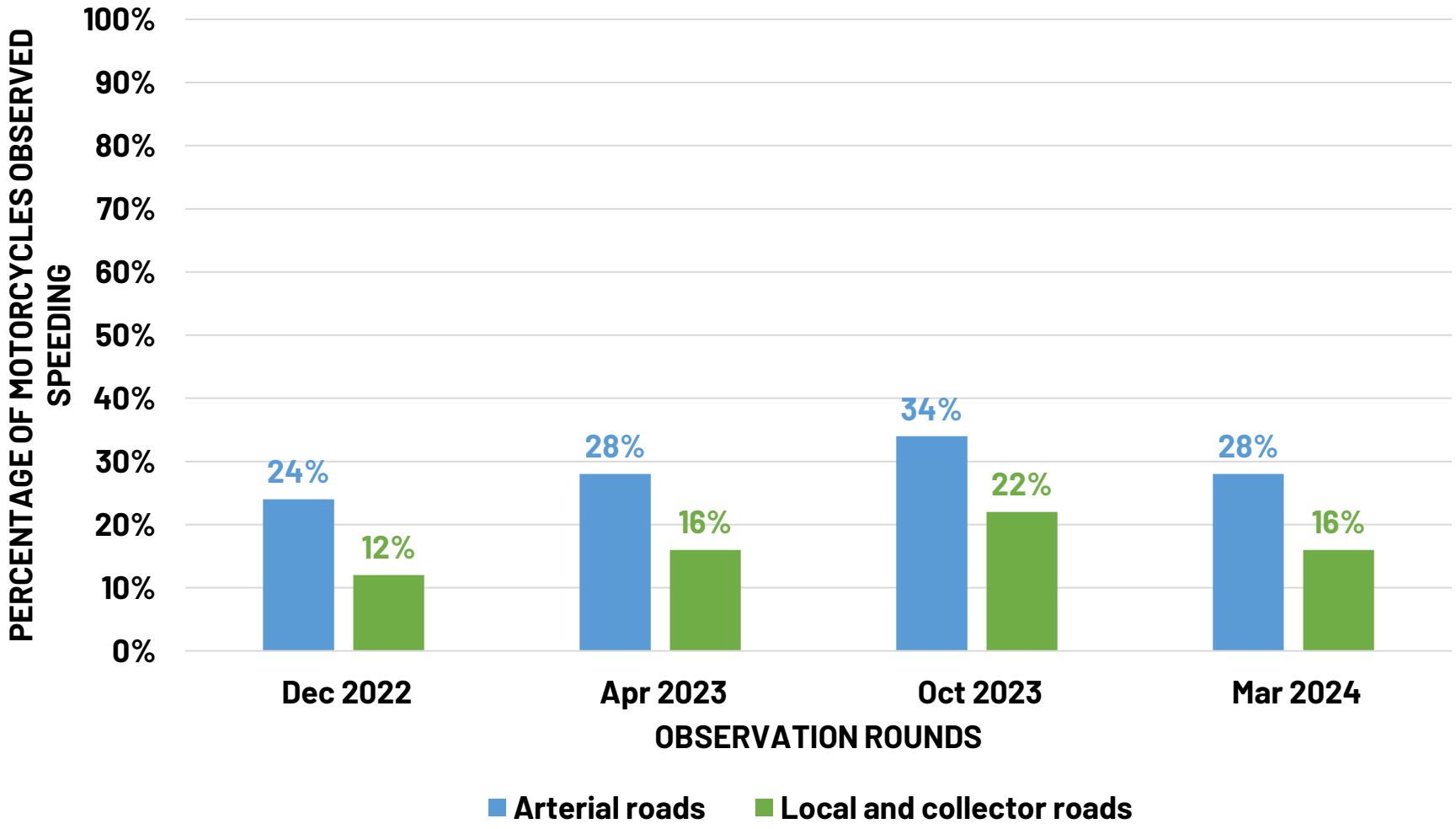
Trends in speeding

Motorcycle speeding remains high at or above 20% in Mombasa and higher than the overall speeding in the last two rounds



Motorcycle speeding by road type

Motorcycle speeding on arterial roads was consistently higher compared with local and collector roads in Mombasa



Key messages: Mombasa

- **1 in 5** motorcycle deaths were due to **single-vehicle crashes**
- **1 in 3** motorcycle deaths are caused by collision with **light vehicles,** the most common type of speeding vehicles
- Motorcycle speeding is **consistently high**, mostly happening on **arterial roads**

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THANK YOU

Vital Strategies

Johns Hopkins Bloomberg School of Public Health | International Injury Research Unit

Africa Road Safety Seminar

Kenya

2024-10-08

THE PROCESS OF ADOPTING / IMPLEMENTING PTW STANDARDS IN GHANA

ING. KINGSLEY YEBOAH DOMENA

GHANA STANDARDS AUTHORITY

WHAT IS A STANDARD

document, established by **consensus** and approved by recognized body, that provides, for common and repeated us rules, guidelines or characteristics for activities or their resul aimed at the achievement of the optimum degree of order in given context

(ISO/IECGuide2: 2004,Standardization and related activities—General vocabulary.)

-Standards detail **the minimum requirements that must be m**

-Developed based on **science, technology and experience**

-Must be **acceptable and fit for purpose**

BENEFITS



- Consumer Protection (quality, health and safety)
- Facilitates Trade (harmonization)
- Environmental protection
- Sustainable development

CLASSFICATION OF STANDARDS

- Based on three dimensions according to ISO

TECHNICAL – The type of standard could be

✓Specifications
✓Test Methods
✓Guide
✓Code of Practice
✓Vocabulary or Terminology
✓Classification
✓Management System

CLASSFICATION OF STANDARDS

DEVELOPMENT PROCESS

Principles and Body developing the standard

- ✓Consumer Standards
- ✓Company/Industry Standards
- ✓Association Standards
- ✓Organizational (NGO and IGO)
- **✓National Standards**
- ✓Regional Standards
- ✓International Standards

CLASSFICATION OF STANDARDS

- **LEGAL STATUS**

Voluntary

Mandatory (technical regulations)

THE GHANA STANDARDS AUTHORTY

National Statutory Body responsible for th development and promulgation of National Standard (formulation , publication)

Mandated by an ACT of parliament Ghana Standard Authority ACT,2022 (**ACT 1078)**

Facilitate trade and ensure consumer protection throug standardization metrology and conformity assessment

Standards Development Process

NATIONAL STANDARDS DEVELOPMENT (STAGES BASED ON GS 1012)

PROPOSAL STAGE

- **Proposal could come from:**
- Stakeholders, regulator, manufacturer, associations, consume or consumer group, others.

- **Proposal can be**
- new standard, revision of a standard, new part of a standar etc.

PREPARATORY STAGE

- Preparation of Working draft **(Working Draft Standard)**

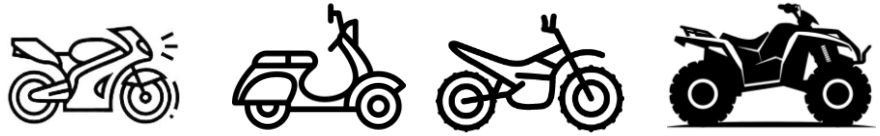
- Working draft prepared by a Working Group (WG)

GHANA STANDARDS AUTHORITY

COMMITTEE STAGE

- WDS reviewed by the Technical Committee
- Technical Committee is made up of experts from **differen stakeholder groups**. (academia, research, regulator, consumer conformity assessment bodies etc.)
- Reach **CONSENSUS** (general agreement, characterized by the absence o sustained opposition to substantial issues by any important part of th concerned interests and by a process that involves seeking to take in account the views of all parties concerned and to reconcile any conflictin arguments)
- Committee **DRAFT STANDARD**
- TC Chairman And Tc Secretary To Steer The Meeting
- Duration is not fixed

PTW STANDARD



DEFINITION – (must be properly defined for easy implementation)

CATEGORY L VEHICLES - Motor vehicles with two, three or four wheels

- **Category L1** – two-wheeler, engine not exceeding 50 cm3, max speed not exceeding 50 km/h – (powered cy Two-wheel moped)
- **Category L2** - three-wheeled vehicle, engine not exceeding 50 cm3 maximum design speed not exceeding km/h. (Three-wheel moped)
- **Category L3** - two-wheeled vehicle, engine exceeding 50 cm3 maximum design speed exceeding 50 km/h. (t wheel motorcycles)
- **Category L4** – three-wheel vehicle motorcycle with a sidecar, engine exceeding 50 cm3, maximum design sp exceeding 50 km/h
- **Category L5** - three wheels symmetrically arranged in relation to the longitudinal median plane, eng exceeding 50 cm3, maximum design speed exceeding 50 km/h
- **Category L6** - four wheels vehicle whose unladen mass is not more than 350 kg, not including the mass of batteries in case of electric vehicles, maximum design speed is not more than 45 km/h, engine does not exc 50 cm3
- **Category L7** - four wheels vehicle , other than that classified for the category L6, whose unladen mass is more than 400 kg (550 kg for vehicles intended for carrying goods), not including the mass of batteries in case of electric vehicles and whose maximum continuous rated power does not exceed 15 kW

- L1



- L2


- L3



- L4


- L5

- L6

- L7

PTW STANDARD

- CRITICAL COMPONENTS TO CONSIDER
- CONSIDERATION MUST BE BASED ON QUALITY, HEALTH, SAFETY AND ENVIRONMENTAL PROTECTION
- SOME CRITICAL COMPONENTS OF PTWS

❖ Lights
❖ Audible warning devices
❖ Speedometers
❖ Glazing (windscreen)
❖ Noise emissions
❖ Vehicle emissions system
❖ EMC interferences
❖ Brakes and braking equipment
❖ Tyres
❖ Mirrors
❖ Electric Drive system (high voltage components)
❖ Etc.

PTW STANDARD

- WHAT STANDARDS SHOULD BE DEVELOPED OR ADOPTEI TO ADDRESS CRITICAL COMPONENTS

-Rule for adoption–

Consider INTERNATIONAL STANDARDS **first**

- REGIONAL STANDARDS
- NATIONAL STANDARDS
- INDUSTRY STANDARDS
- If none exists/meets your needs – DEVELOP YOURS!!!!

❖UNECE

❖FMVSS

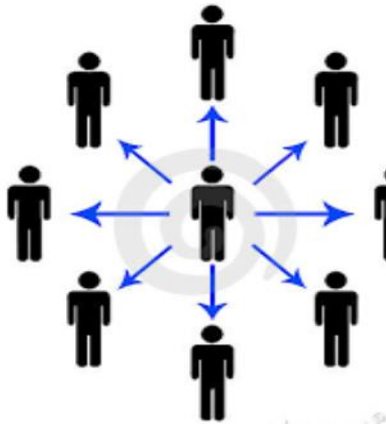
❖GB/T

❖ISO

❖IEC

PUBLIC ENQIURY/REVIEW STAGE

- Committee Draft is **circulated for Public review**
- SEEK COMMENTS FROM STAKEHOLDERS (LOCAL AND INTERNATIONAL)
- INTERNATIONALLY THROUGH WTO **(World Trade Organization)**
- **Receive and Compile all Comments (Technical or editorial)**
- CONSOLIDATE BRING BACK TO TC



APPROVAL STAGE

- Technical Committee check COMMENTS RECEIVED AND CONSIDER
- FINALIZE THE STANDARD (FDGS)
- Send for Editing, Publication and notification in the national gazette

PUBLISHING AND GAZETTE

- Edit Standard into GSA House style
- Publish And Gazette Standard
- Standard could be recommended to be made MANDATORY based on health and safety concerns.

AVAILABLE TC

- GSA/TC 05 – TECHNICAL COMMITTEE FOR AUTOMOBILE STANDARDS

IMPLEMENTATION PROJECT APPROACH

STANDARDS DEVELOPMENT (BASED ON GS 1012)

Recommended Timelines

- Accelerated standards development track – 6 months to publication
- Default standards development track – 12 months to publication
- Enlarged standards development track – 24 months to publication

IMPLEMENTATION PROJECT APPROACH

No.	Project stage	Accelerated standards development track (6 months to publication)	Default standards development track (12months to publication)	Extended standar development tra (24 months to publication)
1	Proposal stage	2 weeks	4 weeks	8 weeks
2	Preparatory stage	4 weeks	8 weeks	16 weeks
3	Committee stage	8 weeks	16 weeks	32 weeks
4	Enquiry stage	4 weeks	8 weeks	16 weeks
5	Approval stage	4 weeks	8 weeks	16 weeks
6	Publication stage	2 weeks	4 weeks	8 weeks

IMPLEMENTATION – CONFORMITY ASSESSMENT

- Scope Of Standard (proposed 2 Parts – Brand New, Second hand)
- Homologation
- Third Party Testing Laboratories
- Third Party Inspection Bodies
- Point Of Entry Measures
- Destination Inspection
- Building Capacity in-country for Testing And Manufacturing

IMPLEMENTATION-PROJECT APPROACH

WHAT THAT CAN AFFECT THE PROJECT

- ✓Funds
- ✓Stakeholder identification and participation
- ✓Not following best standardization practices (ISO GSP)
- ✓Public and external influences (resistance)
- ✓Lack of clear enforcement framework and procedures (wh
  does what and how will it be done)

END

- WHAT IS DIFFERENCE BETWEEN A SCOOTER AND A MOPED

THANK YOU

GHANA STANDARDS AUTHORITY

Europäische Fahrlehrer-Assoziation e.V.
Fédération Européenne Des Auto-Écoles
European Driving Schools Association
Driver Training For Life

Impact of training of PTW riding instructors and experience of training boda-boda riders

Manuel Picardi, Ph.D
EFA – General Secretary

Nairobi 2024, October 8°

Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

Who is EFA

23 National Driving Schools Associations

12 Affiliate Members

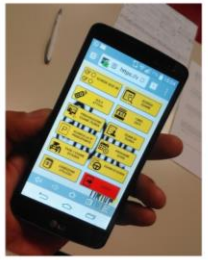
7 Road Safety Partners

Standardization of **Education** and **Examination** of **Future Drivers**

Standardization of **Education** and **Examination** of **Driving Instructors**

Minimum Standards for Driving Schools





Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

Impact of training of PTW novice drivers

The **EU scenario** for the Novice Drivers training sector is **fragmented**

The 19 countries analysed have very different systems from each other

In the countries where it is allowed to ride a moto even with the category B driving licence without a specific training, the number of accidents is increased

Country	Does the Category "B" Driving Licence allow you to ride motorbike of category A1 (125cc) in your country?	If yes, a minimum requirement of training, experience or timing are required to be able to ride motos 125cc? (i.e. n° of hours of theoretical and/or practical training, 6 months, etc..).
Austria	Yes	6 practical lessons cat A (1 unit = 50 min), 5 years ownership of cat B licence
Croatia	No	
Czech Rep	Yes	Every licence holder is allowed to drive the A1 with an automatic gearbox
Denmark	No	
Estonia	No	
Finland	No	
France	Yes	7 hours; 2 years of experience
Germany	No	B 196, age minimum 25 years, 4x90min thoretical training, minimum 5x90min practical training, exclusive only in driving schools
Greece	Yes	The driver should be at least 27 years old and holder of a B category licence for 6 years minimum. Five practical lessons at a driving school are required.
Italy	Yes	It's automatic. When you get driving license you can drive immediately all motorcycle tipo 125cc.
Lituania	No	A 6-hour practical training course at a driving school is required. The restriction code B 100 is added to the driver's license
Moldova	No	
Netherlands	No	
Norway	No	
Portugal	Yes	Drivers with category B, that also have 25 years old or category AM can ride category A1. No education or exam needed
Romania	Yes	Minimum age 24 years; 2 years experience with category B driving licence; 10 hours of practical training in a professional school
Spain	Yes	3 years of experience with B license
Sweden	No	
Ucraina	No	

EFA - 17, Rue de la Jonchaie, 1040 Bruxelles (BE) - info@efa-eu.eu - www.efa-eu.com

Nairobi 2024, October 8°

*Dr. Manuel Picardi – **EFA** General Secretary*

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

EFA proposes **New Training Modules** for **novice drivers**

	EU DRIVING LICENCE Categories A and B	
	TO BE DONE AT THE DRIVING SCHOOL	**TO BE DONE AT THE DRIVING SCHOOL**
	(Certified / Not tested)	***(To be tested by administrations)***
THEORY	Causes and consequences of traffic crashes*	Rules and regulations
	Risk/hazard perception	Traffic signals
	Norms and conduct: legal and personal responsibility*	Driver's documentation and insurance
	Vulnerable groups of road users	Risk/hazard perception test
	Risk factors: speeding, alcohol & drugs, and distractions*	Main risk factors
	Passive and active safety: ABS, seatbelt, helmet, child restraint systems, etc.	Ecological and economic driving: Vehicle and environment
	Post Collision care	Car maintenance and basic vehicle technology
PRACTICAL	Basic maneuvers in closed circuits	Parking and vehicle maneuvering (stopped and moving)
	Urban areas and e-mobility	Urban roads
	Rural/regional roads	Rural/regional roads
	Highways/motorways	Highways/motorways
	Adverse weather conditions	Safe use of ADAS
	Night driving	Mechanical components and vehicle safety
	Ecological and economic driving	
	Safe use of ADAS	

It is necessary to introduce training that separates **knowledge from skills**

Topics relating to **road safety** must necessarily be carried out in **driving school**

Training oriented **more on understanding**, not just to pass an exam

Nairobi 2024, October 8°

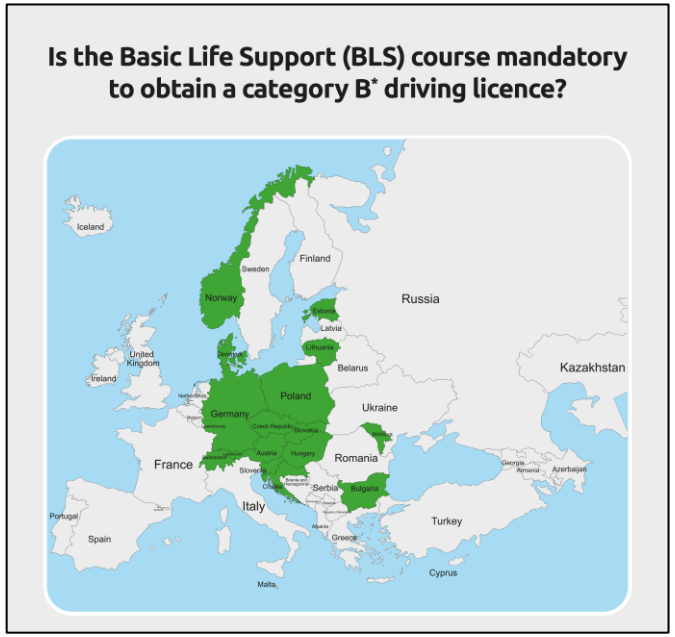
*Dr. Manuel Picardi – **EFA** General Secretary*

Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

EFA proposes **New Training Modules** for **novice drivers**

EFA

BLS project intends to introduce initial and periodic training courses for driving instructors to carry out lessons on Cardiopulmonary Resuscitation during theory courses



16a. Instructors

~~*1. Member States shall establish, without prejudice to the options already existing in their national systems for the rest of the driving learning period, a minimum amount of hours of driving instruction, both theoretical and practical, by a professional instructor prior to the respective tests.*~~

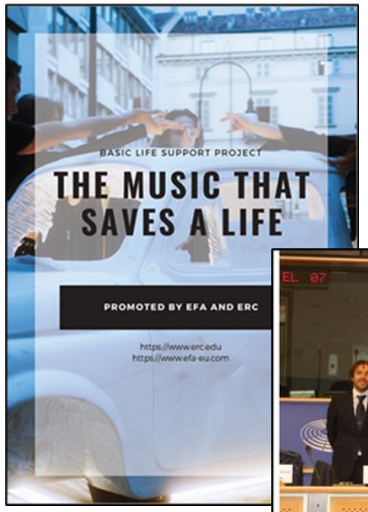
~~*This professional driving instruction shall incorporate the basics of first aid on the road, including CPR, as well as adequate notions of eco-driving and safe interaction with vulnerable users.*~~

Member States may alternatively establish the option of omitting the first aid instruction part, provided a certified first aid practical training, which shall include CPR, has been completed.

……

Recital

~~*(18b) Driving instructors should be required to fulfil strict minimum education and competency requirements and in particular to demonstrate appropriate communication skills. They should be required to complete initial training, including hazard perception training, and to attend periodic training to update their knowledge and skills.*~~ ***Training by a qualified instructor who can certify, among others, notions of first aid, including CPR~~, ~~and eco-driving remains a logical approach in terms of road safety, as well as energy saving and emissions avoidance. Such instruction is crucial in order to ensure that candidates pay due attention to, and interact safely with vulnerable road***



Currently there are quite 15M new drivers per year and this would mean having millions of people enabled to intervene in the event of cardiac arrest every year, not just on the road

Nairobi 2024, October 8°

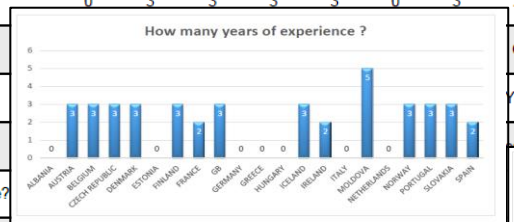
*Dr. Manuel Picardi – **EFA** General Secretary*

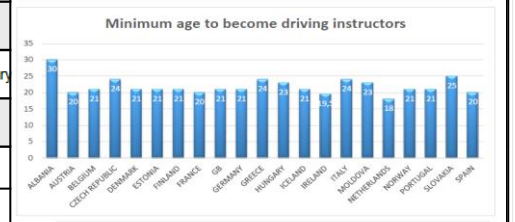
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

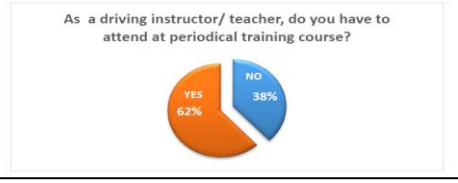
Impact of training of PTW riding instructors

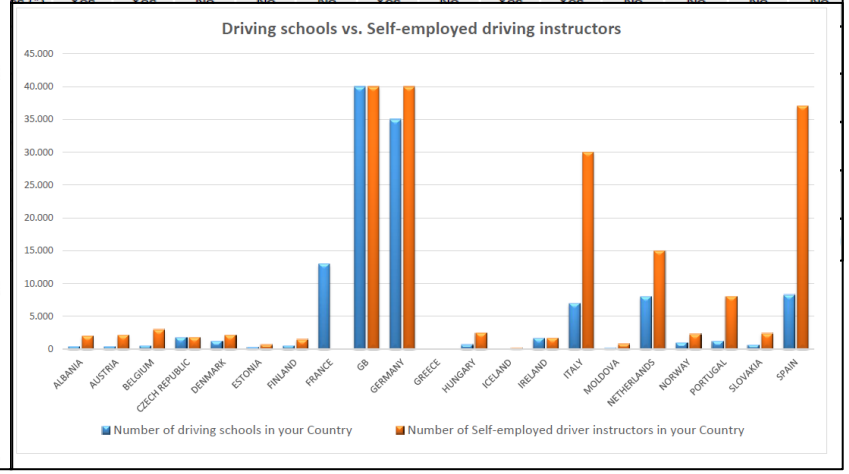
The EU **scenario** for the Driving Instructors training sector is **fragmented**

DRIVING TEACHERS/INSTRUCTORS	ALBANIA	AUSTRIA	BELGIUM	CZECH REPUBLIC	DENMARK	ESTONIA	FINLAND	FRANCE	GB	GERMANY	GREECE	HUNGARY	ICELAND	IRELAND	ITALY	MOLDOVA	NETHERLANDS	NORWAY	PORTUGAL	SLOVAKIA	SPAIN
Minimum age to become driving instructors	30	20	21	24	21	21	21	20	21	21	24	23	21	19,5	24	23	18	21	21	25	20
Is a secondary school diploma requested to become instructor?	Yes	No	No	Yes	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes
How many years of experience ?	0	3	3	3	3	0	3	2	3	0	0	0	3	2	0	5	0	3	3	3	2
Is the Instructors training voluntary (V) or compulsory (C) ?									C	V	C	C	C	C	V	C	C	V	C	C	C
Do you have to pass any exam?									Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is it allowed to use a simulator for driving instructors initial training?																					
As a driving instructor/ teacher, do you have to attend at periodical training course?																					
Do you have to pass any exam to confirm the maintenaince of your skills?																					
if the answer to the question 9 is "No", do you think an updating course is necessary																					
Number of driving schools in your Country																					
Number of Self-employed driver instructors in your Country																					









SIMUSAFE
SIMULATION OF BEHAVIOURAL ASPECTS FOR SAFER TRANSPORT

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 723386

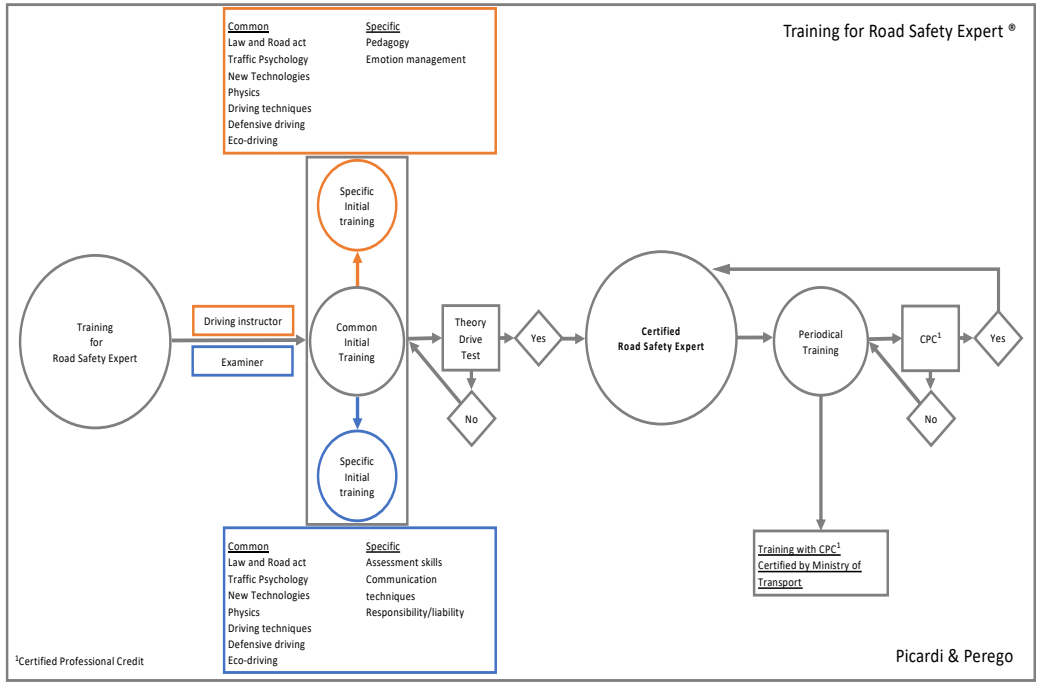
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

Impact of training of PTW riding instructors

Driving Instructors and Examiners: Common minimum requirements (Cat. A and B)

- The role of Road Safety Expert: Examiners and Driving Instructors should have the same basic training curriculum. They will make a specialization for the role they will play

- EU minimum standards for further periodic training for Driving Instructors



Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

Impact of training of PTW riding instructors

EFA

Countries that have introduced initial and periodic training of driving instructors have improved their **road safety ratings**, both in Europe and in non-European countries

EU minimum standards for further periodic training for Driving Instructors recommended by EFA are based on the **EU best practices**

EFA has received **several requests of training sessions** for driving instructors from extra EU countries (Abu Dhabi, Qatar, Nepal, Saudi Arabia, India, Nigeria, South Africa, etc…)

Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

The experience of training boda-boda riders

EFA

The level of communication of the teachers seemed effective
The level of preparation of the teachers in the classroom seems adequate
The level of involvement of the participants in the theoretical lessons seemed high

Nairobi 2024, October 8°

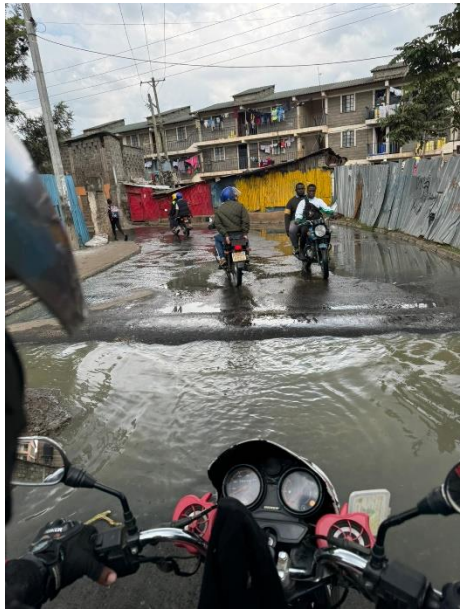
*Dr. Manuel Picardi – **EFA** General Secretary*

Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

The experience of training boda-boda riders

EFA

Unfortunately, we were not able to evaluate the level of practical training, also because most of the students learn to drive when they are young, long before they get their license
To learn more about the traffic situations in Nairobi we took boda-bodas for a couple of hours
As soon as possible we would like to observe how the driving tests are carried out



Nairobi 2024, October 8°

*Dr. Manuel Picardi – **EFA** General Secretary*

Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

The experience of training boda-boda riders

EFA

Some recommandations:

- Establish a **Centre of Excellence** where driving instructors, theory teachers and examiners can be trained
- Introduction of a system of **initial and periodic training** for driving instructors, theory teachers and examiners
- Introduce **mandatory practical training** for novice riders based on hazard perception and observation
- Start **awareness courses on road safety** (right use of helmets and visibility of passengers) from childhood

Fit Drive
This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432

Watch our videos at www.efa-eu.com

EFA

Thank you for your attention

Manuel Picardi, Ph.D
EFA – General Secretary
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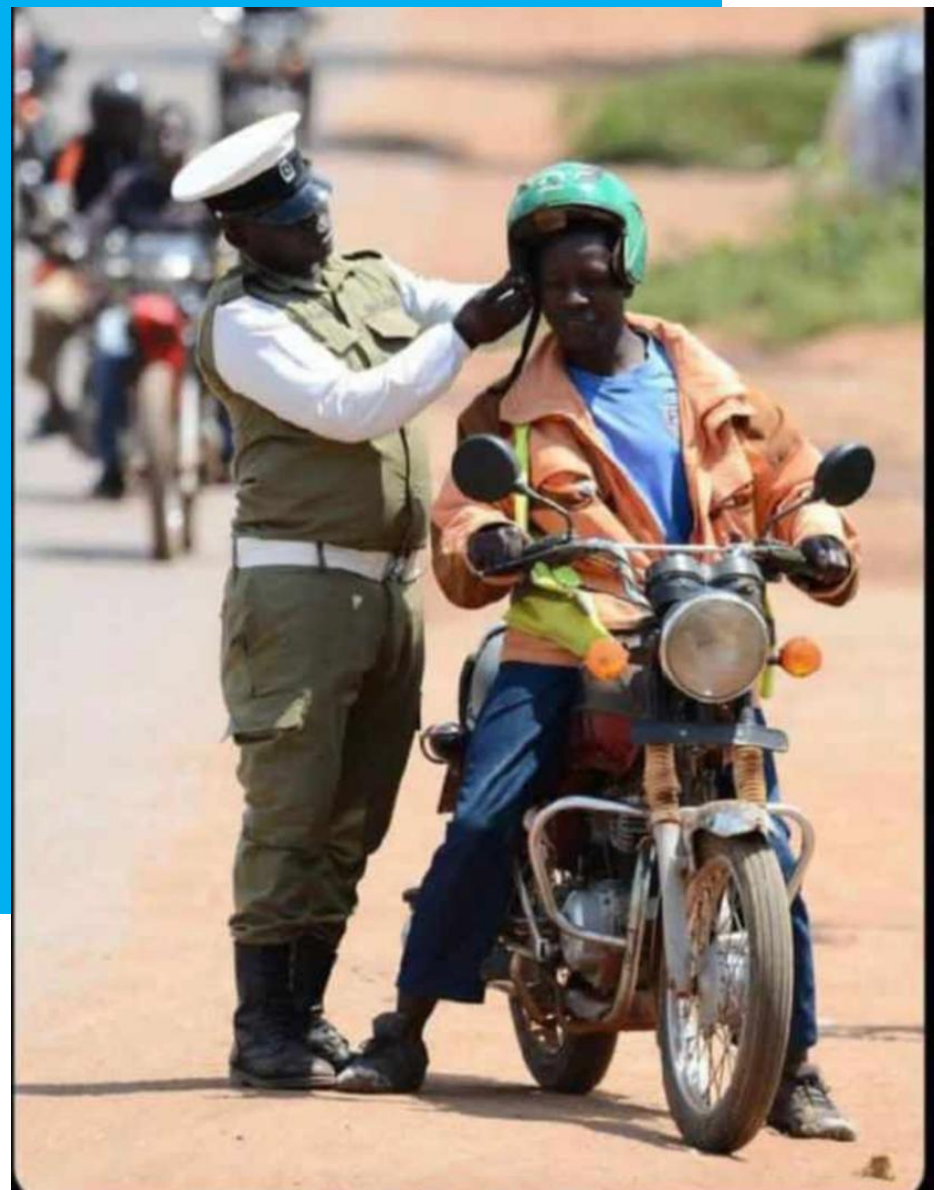
Engaging Boda Boda Riders in Kampala

Susan Assy Tumuhairwe

Safe Way Right Way

October 2024



KEY FACTS

- In 2023, 13386 motorcycle related crashes were reported;2489 were fatal, 9668 were serious (Uganda Police records)
- Motorcycles accounted for 36% of all crashes
- Motorcycles riders and their passengers accounted for 45% of the total number of fatalities
- Over 350,000 Boda Bodas in the Kampala metropolitan
- Approximately 600 traffic police deployed in the the region

KEY FACTS

- Motorcycle ownership/acquisition (loans, lease)
- Majority of the riders are youth
- Belong to saccos (saving schemes), Associations
- Some have started health insurance schemes
- They have transformed business operations (online businesses)
- Convenient, affordable and flexible
- Uganda has a country specific helmet standard (US 774)
- Ownership of helmets is at 91.5% but those who wear the helmets all the time are less than 50%

Helmet Usage

Reasons for not wearing a helmet

- Its not necessar
- Its inconveni
- Its uncom
- Medi
- It
-
-
- A
- Unn perienced riders
- Only a eds or on long rides

Enforcement

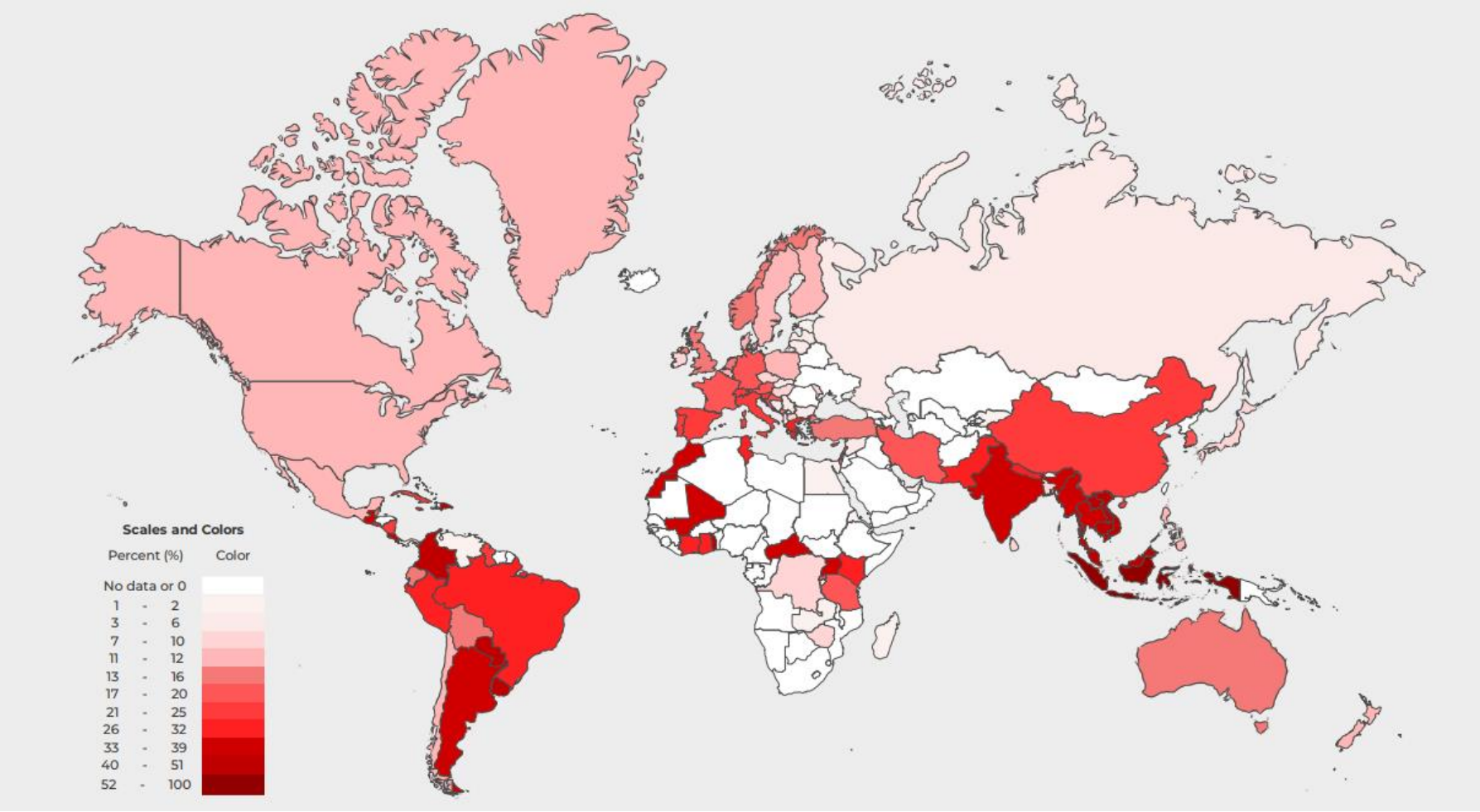
- ✓ Policy/ regulation eg 2 helmets at purchase
- ✓ Bureau of standards
- ✓ Consumer Protection Association
- ✓ Testing facilities
- ✓ Traffic police

Sustainability

- ✓ Education and awareness
- ✓ Self regulation
- ✓ Empowering Associations
- ✓ Subsidies (Vaccine approach)

THE GRSP FACTSHEET ON CHILD PASSENGER SAFETY

PTW play a significant role in urban mobility, particularly in LMIC & PTW users account for 21% of global road traffic death



Source: World Health Organization, 2023

THE CONTEXT

- Child passenger safety is part of the broader PTW safety discussion, spurred by exponential growth in PTW numbers & increased risks of injury & death
- GRSP factsheet sets out a pragmatic risk mitigation / harm reduction approach & was informed by the review of available international literature & produced by GRSP in collaboration with a recognised international subject matter experts

GLOBAL ROAD SAFETY PARTNERSHIP | Hosted by IFRC

Safety of Passengers on Powered Two Wheelers

Risks associated with child passengers

Whenever possible, **children should not be transported on PTWs** because of the increased risk of this mode of transport compared to other modes. However, in many countries, PTWs are the primary mode of transport for families, which represents significant safety challenges. Therefore, consideration must be given to **mitigating risks and minimising harm as much as possible if children are PTW passengers**.

If a country allows children to ride as passengers on a PTW, a minimum age at which children can ride should be set by law, and standards set for protective child helmets. Therefore, it is necessary to:

- Establish age limits for children transported. Each country determines age of ridership (driver and passenger), hence issues related to "child passengers" should be considered based on the country's definition of "child/children" with respect to PTWs.
- Establish or develop a standard for protective helmets for children (children as defined by country).
- Establish and carry out a certification regime to ensure existing commercially available motorcycle helmets are meeting the helmet standard.
- Once the helmet standard for children is in place, ensure industry compliance. through product certification and market surveillance.
- Monitor compliance and safety effectiveness.
- Conduct in-country scientific research to identify and address country-specific issues.

- Children are not 'little adults'. They have unique physiological properties that make them different to adults. This is the reason why child restraint systems were developed for child passenger safety in cars; because adult-sized safety belts are not appropriate for a child. Children have larger heads, proportionately; more fragile skulls, especially when very young; and are at great risk of injury as PTW passengers. Young children do not have the neck strength of adults; consequently, they will fatigue more quickly when wearing a heavy helmet (Vincent et al., 2006).
- Crash test analysis of rider and child pillion passenger kinematics (Carmai et al., 2019) shows that **no matter where the child is located on the motorcycle, the outcome is not good**. Through multi-body simulations, the authors demonstrated that when the front wheel of a motorcycle impacts a car, there was a high risk that skull, lower extremity, brain, and neck injuries were more pronounced. A high risk of brain injury was also noted for the child due to contact with both the motorcycle and the other vehicle. Available evidence indicates that it **is safer to seat the child pillion passenger behind the driver rather than in front of the driver** (Fan et al., 2019; Tosi et al., 2021).
- Children **have great difficulty paying attention and sitting still on a two-wheeler**. As a single track vehicle, a two-wheeled vehicle is very susceptible to shifts in weight and leans from side to side in order to properly manoeuvre and negotiate a turn. Having children as passengers who do not understand this issue or who do not properly shift their weight can make the PTW unstable and increase crash risk.

Other issues specific to child passenger safety on PTWs

1. Appropriate helmets for children are necessary
   - Studies of injury outcomes of child motorcycle passengers by helmet status have found less head injury and/or less severe injury among children that use motorcycle helmets (Hamzad et.al. 2012; Pervin et.al, 2009; Oxley et.al, 2013; Weiss et.al, 2010; Fundación Gonzalo Rodríguez, 2017).
2. Caution regarding use of inappropriate helmet sizes
   - Use of oversized helmets reduces the protection provided by the helmet and can also negatively affect the position of the helmet and chin strap on the child's head (Weiss et.al, 2010).
3. Helmet standards for children
   - There is no internationally recognised standard exclusively for helmets for child passengers of two-and-three wheelers. While it is possible to test a small child helmet to most international motorcycle helmet standards, the pass/fail criteria for the child helmet is currently exactly the same as the adult helmet.
   - **There is no safe way to protect a child from head injury** without appropriate protection from a helmet.
   - **It is strongly recommended that a child motorcycle helmet standard be developed**. This standard should recognise that children are not simply 'scaled down adults' and that current research suggests that they have a different tolerance to impact when compared to an adult. Consequently, different pass/fail criteria will likely be necessary for child motorcycle helmets.
4. Considerations if recommending helmet use for very young children
   - Helmet use by, or transportation on a PTW, of very young children is NOT recommended. Due to limitations in muscle strength and endurance in children, it is recommended that any helmet standard mandates that a child helmet be significantly lighter in weight when compared to adult helmets to account for children having less neck strength than adults (Vincent et al., 2006; WHO, 2015; WHO, 2022).
5. Age
   - The World Health Organization's 2015 study, *Child Development and Motorcycle Safety*, focussed on the SouthEast Asia region. It suggested **that infants under 2 years of age should not be on a motorcycle or other type of PTW**.
   - The same study noted that if transportation of young children (2-5 years of age) is undertaken, the recommendations included **a helmet, proper protective clothing and footwear**.

Key Messages

The risk of injury for child passengers on PTW is high because this mode of transport offers significantly less protection and lower visibility than 4-wheelers, and because children have unique physiological and cognitive attention development challenges compared to adults.

Research demonstrates that PTW users are at greater risk of death and injury (21-34 times greater) than car passengers, per kilometre travelled (Lin et al., 2009; New Zealand Government, 2017). Therefore, children should not be transported as passengers on PTW and there is no evidence to support the use of harnesses that tether/attach a child to the vehicle or driver.

However, since many families do not have other transport choices available, risk mitigation strategies must be in place, including:

- Children **under 4 years of age should never, under any circumstance, be transported** on PTWs.
- **High quality, highly visible (white or brightly coloured) full-face helmets** have the highest safety value and **high visibility protective clothing**, including **hand and foot protection** should be used at all times by all (Wells et al., 2004).
- If needing to transport children (older than 4 years), a **high quality, well-fitted helmet that is buckled appropriately and protective clothing** should be used. In-country development of a helmet standard for this age group, accompanied by rigorous testing and research on appropriate head sizes is needed.
- Child passengers **always ride behind**, and never in front of the rider.
- Drivers always travel with **headlight on**.
- Drivers maintain a **zero-blood alcohol concentration (BAC) limit** when carrying child passengers.
- **Anti-lock Brakes (ABS) should be mandatory on all powered two-wheelers that are capable of speeds of 50km/h or greater**, even light ones (smaller engine capacity) (MIROS – ASEAN Motorcycle ABS Status Report; Rizzi et al., 2015).
- **Drivers reduce their speed when carrying a child passenger** to mitigate the impact forces applied to the body of driver and passenger in the event of a crash. This recommendation is consistent with the principle of reduced speed limits in school zones and in areas of high pedestrian activity (i.e., situations with vulnerable road users).
- Annual safety checks should be carried out to confirm safe operation.
- Maximum **speed limit** should be reduced to **10 or 15 km/hr** on paths with mix use (e.g., pedestrians and bicycles at the same time).

GRSF
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Incentives and Performance Measures for Road Safety Financing

Arif Uddin

Transport Specialist

October 9, 2024

Scale of Road Safety Financing

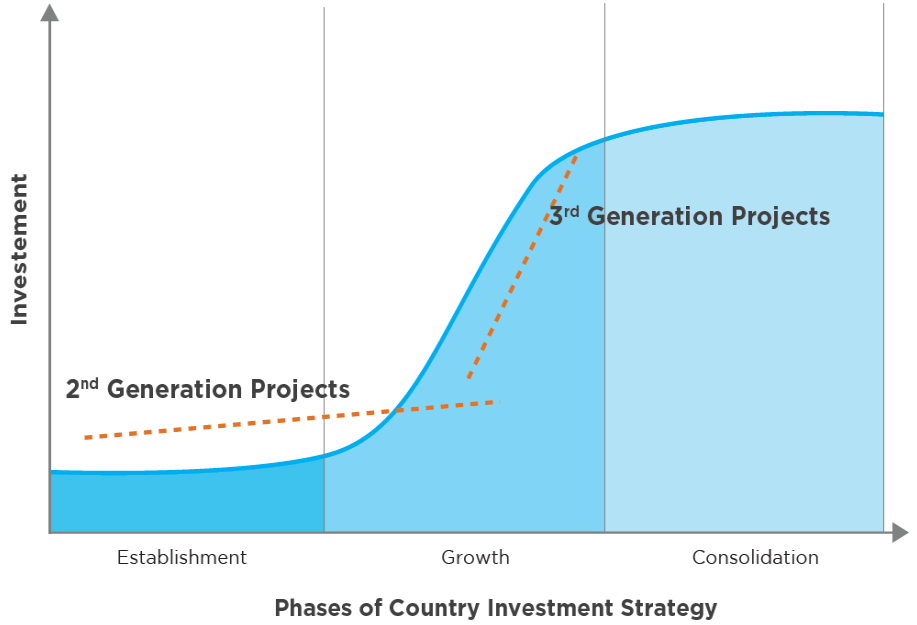
- Considerable additional country investment needed to meet SDG ($262 billion to $746 billion, globally).
- WB(with catalytic GRSF support) financed an estimated $2.35 billion of road safety investment during the first Decade of Action.
- Scale of this financing is growing at the country level (standalone project in Bangladesh at $358 million, 400MPA in Mozambique, exceeding current donor support globally).
- Emphasis must shift to financing of standalone results-based programs, where governments seek partnerships with MDBs to bolster the considerable investment.

Effective Investments

- Short to medium-term must be targeted to the areas of highest network risk and return (Kenya: 46% fatalities are happening in 8 counties only).
- Address policy issues with high returns in the longer term.
- Robust institutional management required for sustaining country investment.
- Global road safety community has extensively covered ‘Why’ and ‘What’. We now need to get more focused on ‘How’ countries can do this.

Opportunities for Scaling up

- High-income countries have found ways to ensure that their road investment inclusively funds safety requirements.
- Assist LMICs to assist their transition to similar sector funding and budgetary processes that do the same.
- Mobilizing additional public sector funding for road safety is the top priority – catalytic funding and private sector resources are the key.



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EMERGENCY
ASSIST 991
24hrs Emergency Assistance

Collaborative Approaches to Enhancing Safer Mobility

Collaborative approaches to enhancing safer mobility

Day 2-Wednesday 9 October

Breakout Room A

EMERGENCY ASSIST 991
24hrs Emergency Assistance

Collaborative approaches to enhancing safer mobility

Collaborative Models for safer mobility

In enhancing safer mobility, various collaborative models play a crucial role. Here's an overview of the key types of collaboratives and examples of successful initiatives:

- **Public Sector:** Collaborations with government agencies are fundamental for influencing policy and infrastructure development. Government bodies can implement regulatory changes, allocate funding, and lead initiatives that prioritize road safety at a systemic level.

- **Private Sector:**Engaging businesses, especially those in transportation, technology, and infrastructure, fosters innovation and provides funding for road safety projects. Private sector partners can introduce new technologies and solutions that enhance safety measures on the roads.

- **Civil Society**: Working with non-governmental organizations (NGOs) and community groups ensures grassroots engagement. These partnerships allow for the inclusion of local perspectives and needs, making road safety initiatives more effective and culturally relevant.

Collaborative approaches to enhancing safer mobility

- Example Projects

Project A: In 2019, Emergency Assist 991 in collaboration with FIA and Gaborone City Council we implemented the "Too Young to Die" safer schools project in three schools located in Gaborone. The "Too Young to Die" initiative focuses on enhancing safety around schools to protect vulnerable children and promote safer environments for young road users. Here's an overview of the project and its components:

- **Safe Routes to School :** These included infrastructure Improvements, including construction of sidewalks, bike lanes, and pedestrian crossings to create safer routes. Traffic Calming Measures: Implement speed bumps, signage, and traffic signals to reduce vehicle speeds near schools. Community Workshops: Engage parents and students in planning safe routes and educating them on safe behaviours.

- **Youth-Led Safety Initiatives**: Empower students to take an active role in promoting road safety. Peer Education Programs: Train students to lead workshops and safety campaigns within their schools. Safety Ambassadors: Establish a group of student ambassadors responsible for monitoring safety and encouraging safe behaviours among peers.

EMERGENCY ASSIST 991
24hrs Emergency Assistance

Collaborative approaches to enhancing safer mobility

- Partnerships with Local Authorities and Organizations: Collaboration with local police led to increase in patrols and ensure that traffic laws are enforced around school zones.

Project B: Star Ratings for schools-Botswana

Another successful example is a collaboration of EA991 and the government of Botswana, FIA ,and SORSA by implementing star rating for schools' technology in Botswana to assess the safety of schools , pinpointing areas of improvement .

- Our target is to address any risk factors that may contribute to road accidents near schools. The goal is to achieves vision zero status near (Zero accident-related deaths) .

The Impact of collaborative approach for safer mobility

The positive outcomes from our collaborative efforts in enhancing road safety are evident through both quantitative data and qualitative.

EMERGENCY ASSIST 991
24hrs Emergency Assistance

Collaborative approaches to enhancing safer mobility

Data driven success

In the “Project too you to die”, schools reported a 60% increase in the number of students walking and biking to school safely within the first year. There has never been an accident near the schools where the projects were implemented.

Lessons Learned

- Importance of Community Engagement: Successful partnerships hinge on actively involving the community. Engaging local residents in the planning process ensures that initiatives address real needs and concerns, leading to greater acceptance and participation.

- Data Utilization:Collecting and analysing data before and after implementing changes is crucial. Data-driven insights help in evaluating the effectiveness of initiatives and in making informed decisions for future projects.

- Building Trust and Relationships: Establishing trust among partners is essential for long-term collaboration. Regular communication and shared goals can strengthen relationships and lead to more sustainable outcomes

Collaborative approaches to enhancing safer mobility

Call to action

- As we reflect on the significant progress made through Multi-sectoral partnerships, I urge all organizations and stakeholders here today to consider forming similar collaborations. Whether you represent government, private industry, or civil society, your unique contributions are vital to creating safer mobility.

- Let's leverage our collective expertise and resources. by working together, we can create innovative solutions that not only enhance safer mobility but also address broader issues such as public health, environmental sustainability, and community well-being. I encourage you to reach out, share ideas, and explore partnership opportunities that can drive impactful change.

- Imagine a future where every road user—whether a pedestrian, cyclist, motorist, or public transport passenger—feels safe and valued. A future where road safety is embedded in all aspects of urban planning and community engagement. Through collaboration, we can build inclusive road safety initiatives that reflect the needs of all stakeholders, fostering a culture of safety that resonates through every community. Together, we have the power to transform our transportation systems into safer, more sustainable networks for generations to come.

- Let's commit to this vision and take action today!

EMERGENCY ASSIST 991
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Thank You

Q & A

EMERGENCY ASSIST 991
24hrs Emergency Assistance

ROAD SAFETY A GLOBAL CONNECTOR

GLOBAL
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ROAD SAFETY DISSONANCE

- Awareness of a high burden, identification of some priority interventions, and a **higher status on the global agenda** have been successes for road safety.
  - Road Trauma Injuries (RTIs) have been the focus of three global ministerial conferences and several UN and WHO resolutions.
  - A relatively **unified global community** around road safety has developed.

- However, national and regional responses to this recognition **have not been proportional** to the burden in many countries and the world is at great risk of not achieving the SDG targets.

- Road Safety perception:
  - Siloed
  - Niche topic rather than a fundamental enabler of broader societal goals
  - Too technical
  - Not considered critical

Politicians behave politically

SUSTAINABLE DEVELOPMENT GOALS

Goals directly related to road safety:

- **3.6:** By 2030, halve the number of global deaths and injuries from road traffic crashes;

- **11.2:** By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

CONNECTING ACROSS POLICY AGENDAS

GLOBAL ROAD SAFETY PARTNERSHIP

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- Road safety isn't just a transportation issue.
- Need to **elevate road safety** to the **top of global agendas**.
- Integration into health policies, youth initiatives, climate action plans, and sustainability frameworks.

ROAD SAFETY POLICY INTEGRATION

ROAD SAFETY AS A GLOBAL CONNECTOR

GLOBAL ROAD SAFETY PARTNERSHIP

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We have a unique opportunity: by **aligning road safety with pressing global priorities**—such as promoting sustainable cities, achieving climate targets, ensuring youth safety, and protecting public health—**we can catalyse action that not only saves lives but strengthens efforts across multiple domains.**

ROAD SAFETY AS A GLOBAL CONNECTOR

Road safety actors must take **deliberate steps to break out of their traditional roles** and work with stakeholders across health, education, urban planning, environmental policy, and youth advocacy.

Only by fostering **cross-sector collaboration** can we ensure road safety becomes a key element **embedded** in each of the mainstream global agendas.

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THANK YOU FOR YOUR ATTENTION

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GLOBAL ROAD SAFETY PARTNERSHIP SECRETARIAT

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LIMPOPO ROAD SAFETY PROGRAMME (LRSP)

COLLABORATIVE APPROACHES TO ENHANCING SAFER MOBILITY

09.10.2024

The Impact Catalyst

AngloAmerican Foundation

AngloAmerican

STAKEHOLDERS

Funders

AngloAmerican Foundation

The LRSP is funded through a donation from the Anglo American Foundation

The Anglo American Foundation Leadership team provides strategic guidance on the LRSP and ensures oversight of the scope and spend in line with the approved budget

Implementation Agents

The Impact Catalyst

The LRSP is being implemented by the Impact Catalyst NPC.

The Impact Catalyst is an initiative founded by Anglo American, the CSIR, Exxaro, World Vision South Africa and Zutari, to create mechanisms that drive large-scale, socio-economic development.

Technical Steering Committee (TSC)

Subject Matter Experts

iRAP

Global Road Safety Partnership – Hosted by IFRC

CSIR – Touching lives through innovation

Other Technical Experts

Monthly TSC Meetings

Institutional Steering Committee (ISC)

Limpopo Provincial Government

LIMPOPO Provincial Government, Republic of South Africa

- Office of the Premier (OTP)
- Provincial Treasury
- Transport and Community Safety (LDTCS)
- Health (LDoH)
- Education (LDoE)
- Public Works, Roads and Infrastructure (LPWR&I) – (RAL)
- Cooperative Governance, Human Settlements and Traditional Affairs (COGHSTA)
- Economic Development, Environment and Tourism (LEDET)
- Agriculture and Rural Development Social Development (LDARD)
- Social Development (LDSD)
- Sport, Arts and Culture (LSAC)

Key Agencies and Entities

- Road Traffic Infringement Agency (RTIA)
- Road Traffic Management Corporation (RTMC)
- Roads Agency Limpopo (RAL) SOC Ltd **(under PWR&I)**
- South African National Roads Agency SOC Ltd (SANRAL)
- South African Road Federation (SARF)
- The Cross-Border Road Transport Agency (C-BRTA)
- Statistics South Africa (StatsSA)
- South African Police Service (SAPS)
- Limpopo Liquor Board **(under LEDET)**
- *Other Agencies and Associations*

Monthly ISC Meetings

AngloAmerican

Anglo American initiated the investigation into road safety in Limpopo and remain a strategic partner to the LRSP.

Business Partners

Zutari; URBAN-ECON Development Economists; EPC EM; Road Safety Partnership South Africa; rrb Systems; SARF

Background and Introduction to the Limpopo Road Safety Programme (LRSP)

Road safety in South Africa needs a clear and consistent focus – Limpopo was selected at the pilot Province

Young people under the age of 25 years are the main victims of road traffic crashes worldwide

More young people aged between 15-29 die from road crashes than from HIV/AIDS, Malaria, Tuberculosis, or homicide

LIMPOPO PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA
OFFICE OF THE PREMIER

The Limpopo Province requires a clear and directed focus on Road Safety

The LRSP will utilise International and Local specialists to deliver the projects over a three-year duration – 2022 to 2025 – **and beyond by the Limpopo Province team**

The LRSP will aim to build capacity to ensure that the programme continues in Limpopo beyond 2025 – **a sustainable programme led by Limpopo Province**

The Limpopo Road Safety Programme Delivery Dashboard

Strategic Projects

P1 Development of Limpopo Road Safety Strategy (LRSS) / Action plan

Follow on one-on-one engagements are on-going and inputs will feed into the LRSS final report (to be delivered December 2024).

The LRSP will provide further support on the ground in 2025. The focus in on the roll-out plan in collaboration with the Department.

P3 Limpopo Traffic and Road Safety Data Management Platform

Proof of Concept successfully presented to Limpopo Departments.

Funding has been allocated for updates of the dashboard (2024 and 2025 data as incidents become available).

P12 Post Crash Response System's Strengthening

Training of 1,184 Emergency Care Officers (ECOs) across Limpopo.

Capricorn district completed on the 21st of Aug. Mopani district in progress – 8 courses completed to date for Mopani.

In Execution

P4 Training public officials and private sector on Star Rating

In person training completed on 17th and 18th September, in Polokwane. Cohort included RAL, SANRAL, Engineering firms and Anglo Operational Sites. The in-person course is ECSA accredited with 2 CPD points allocated. Project to be closed out. **(In collaboration with iRAP)**

P5 Fund iRAP Road Assessments

Completion of Road Safety Assessments (RSAs) using the iRAP methodology is scheduled for Oct 2024.

P8 P9 Schools and Community Road Safety Project

Star Rating for Schools – Decision made to proceed with assessors that have completed training. A new date for on site assessment to be confirmed (Oct/ Nov)

VIA Certificate Handover completed. **(PM: CapaSIty, GRSP, RSP-SA, iRAP and AARB Systems)**

Closed Out

P2 Public Officials /Officers Capacity Development

P7 Microenterprises for Maintenance

Scope Revisions / RFQ

P10 Road Policing Capacity Assessment

Global Road Safety Partnership (GRSP) have shared an updated proposal that incorporates a local service provider.

GRSP and our local vendors will guide this project in the Limpopo Province.

P11 Youth Driver's Project

Updated scope of work – support selected learners to obtain drivers licence. These students will be part of the VIA schools programme.

Updated proposal received from RSP-SA and currently being reviewed by LRSP PMO. Contracting to follow.

Institutional and Technical Steering Committees

LRSP PROJECT IN FOCUS - PROJECT 1 - LIMPOPO ROAD SAFETY STRATEGY

Setting the Limpopo Province on a clear path…

Scope

Provide technical assistance to support the development of a Limpopo Road Safety Strategy:

- aligned with international SSA best practice
- aligned with the National Road Safety Strategy in South Africa .

Outcome

Accepted Limpopo Road Safety Strategy and Implementation plan.

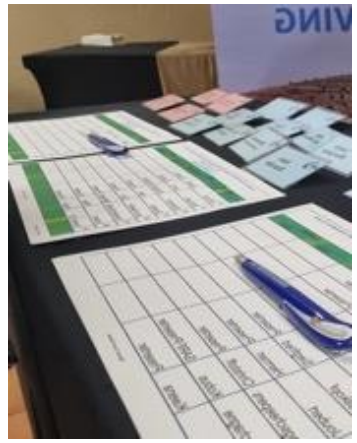
Impact

- Development of a data-driven and evidence based provincial road safety strategy
- Improved provincial planning in support of road safety efforts into 2025 and beyond...

LIMPOPO PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA
DEPARTMENT OF TRANSPORT AND COMMUNITY SAFETY







Timeline (Estimated)

Start: 01 November 2023

End: 15 December 2025 (Roll-Out Support)

LRSP PROJECT IN FOCUS - PROJECT 3 - LIMPOPO TRAFFIC AND ROAD SAFETY DATA MANAGEMENT PLATFORM

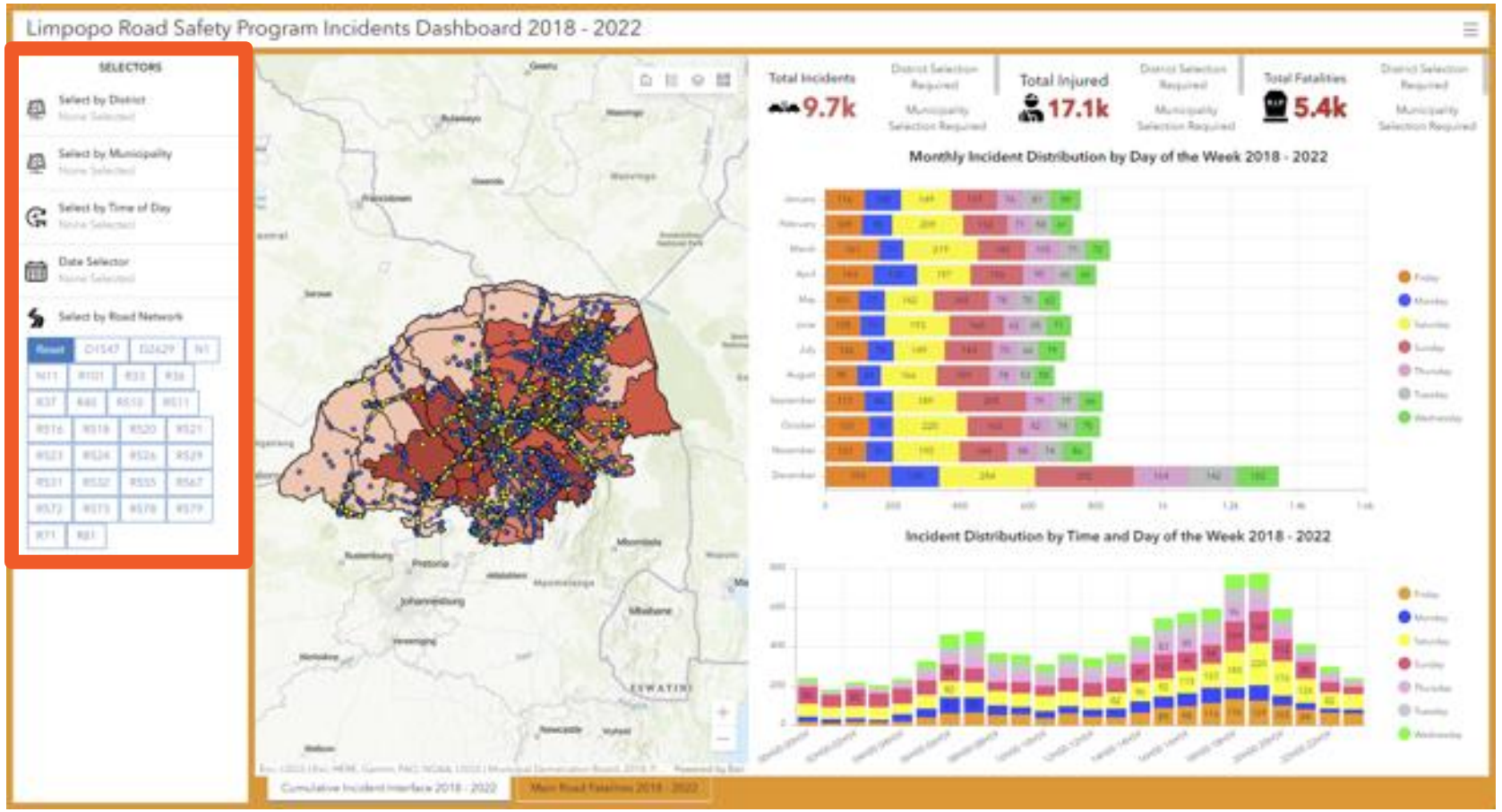
Proof of Concept (PoC) – Overview of the Interactive Incident Dashboard

- The road incident dashboard allows users to delve into comprehensive road incident data spanning from 2018 to 2024.
- This platform offers distinct views for each calendar year, offering a deep dive into accident statistics.

LIMPOPO PROVINCIAL GOVERNMENT REPUBLIC OF SOUTH AFRICA
DEPARTMENT OF TRANSPORT AND COMMUNITY SAFETY

Main filters/selectors:

- District
- Local
- Time of day
- Day of week
- Period (date)
- Road Network



Quality Assurance

Various presentations and workshops were held with relevant stakeholders, including:

- LDTCS
- LDOH
- SAPS
- ISC
- TSC
- PEGAC TWGs

LRSP PROJECTS IN FOCUS – IRAP CAPABILITY DEVELOPMENT AND IRAP ROAD ASSESSMENTS

Working with our Global Partners…

Scope

Provide technical training on the iRAP Essentials (Project 4) and completed iRAP road assessments (Project 5) in Limpopo

Outcome

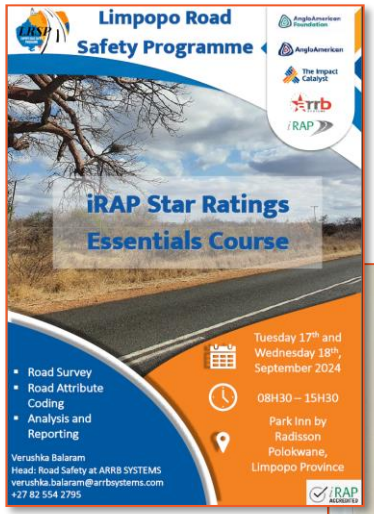
Upskilled practitioners and 1,000km of road assessments completed

Impact

Upskilled practitioners – iRAP

Refined planning and priorities per the iRAP roads assessments

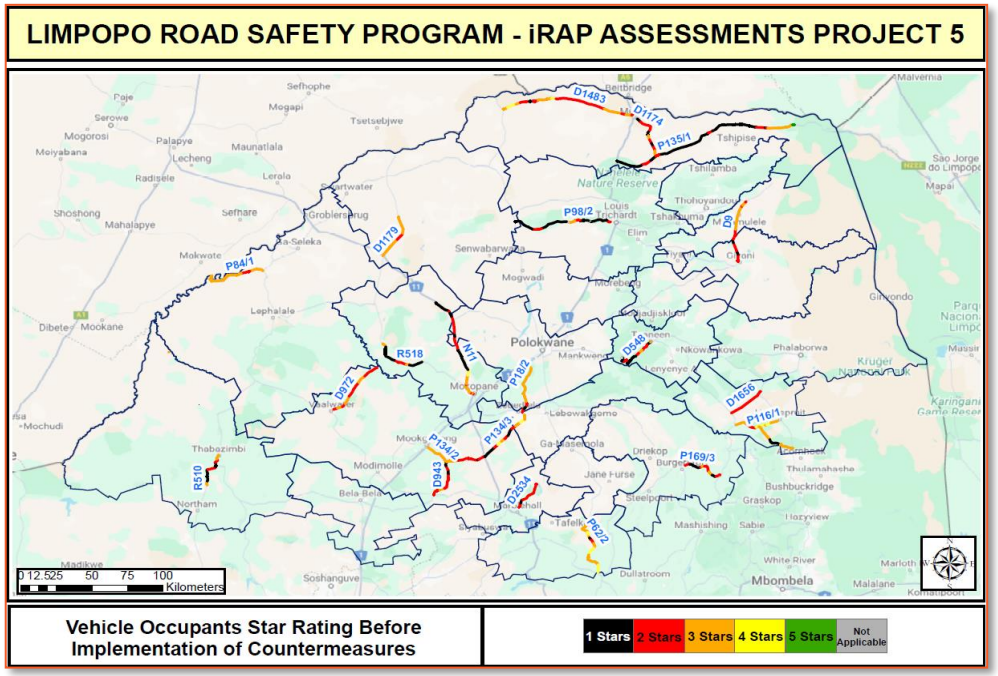
iRAP Essentials Training, Limpopo, September 2024



Practitioners from:

- SARF
- SANRAL
- RAL
- Private Sector

iRAP Road Assessments – 1,000km of Limpopo Roads Assessed



LRSP PROJECTS IN FOCUS – SCHOOLS AND COMMUNITY PROJECTS IN NORTHERN LIMPOPO PROVINCE

Working with our Global Partners….
The LRSP VIA Project – in collaboration with RSP SA, GRSP and the Red Cross

Scope

The **LRSP VIA Project** has been implemented in **22 schools** in the Musina and Blouberg areas of Northern Limpopo Province

Outcome

The **Phase 1 - LRSP VIA Road Safety Project** reached schools in key Limpopo areas, delivering the VIA programme in a facilitated and focused way. VIA facilitators were guided by GRSP and RSP SA – with a successful train-the-trainer held

Impact

The **Phase 1 - LRSP VIA Road Safety Project impacted 3,071 learners**, with 25 attending and the rest to receive certificates at their schools.

LRSP PROJECTS IN FOCUS – SCHOOLS AND COMMUNITY PROJECTS IN NORTHERN LIMPOPO PROVINCE

On the Ground…
Community Engagement in the Musina and Blouberg areas of Northern Limpopo Province.
"Safety Starts with Me" Road Safety Campaigns





SCAN FOR THE LRSP BROCHURE

ROAD SAFETY STARTS WITH ME!

Scope

The **LRSP Community Project** has been implemented in Musina and Blouberg, Northern Limpopo.

Outcome

The events allowed for practical community engagement, drama for change, and handover of resources to the LDTCS – expanding the reach of the LRSP and strengthening the LDTCS network

LRSP Activity and Sub-Projects	2022 May - July	2022 Aug – Oct	2022 Nov – Jan	2023 Feb – Apr	2023 May – July	2023 Aug – Oct	2023 Nov – Jan	2024 Feb – Apr	2024 May – July	2024 Aug – Oct	2024 Nov – Jan	2025 Feb – Apr	2025 May – Aug	2025 Sept – Dec
Programme Management														
Programme Initiation														
Programme Management, M&E														
Pillar 1: Strengthening Institutional Road Safety Management Capacity														
Project 1: Development of Limpopo Road Safety Strategy / Action plan														
Project 2: Public Officials /Officers Capacity Development														
Project 3: Limpopo Traffic and Road Safety Data Management Platform														
Pillar 2: Support Infrastructure Upgrades														
Project 4: Training public officials and private sector on Star Rating														
Project 5: Fund iRAP Road Assessments														
Project 6: Pilot Innovation Project [Closed]														
Project 7: Microenterprises for Maintenance														
Pillar 4: Safer Road Users														
Project 8: Schools Road Safety Project														
Project 9: Community Education and Behaviour Change														
Project 10: Road Policing Capacity Assessment and Capacity Development Implementation														
Project 11: Youth Driver's License Training														
Pillar 5: Health System's Strengthening														
Project 12: Post Crash Response System's Strengthening														
Project 13: Community First Responder Project [Closed]														

Key

- Engagement, Scoping and Contracting Prep
- GANTT - Implementation on LRSP
- GANTT – Closed Project
- Revised Timeline Anticipated

- Contracting/Scope Revisions
- Contracting Sign Off
- In Implementation
- Scope Change/Closed
- Complete

The Impact Catalyst

AngloAmerican Foundation

AngloAmerican

GLOBAL ROAD SAFETY PARTNERSHIP

Collaborative Approaches to Enhancing Safer Mobility

Gabriel Ogunyemi
Africa Region Director, Visionspring

Who we are: VisionSpring is the social enterprise accelerating the use of eyeglasses in emerging and frontier markets.

Mission: To increase lifelong earning, learning, safety and well-being through eyeglasses for people vulnerable to poverty.

What we do:

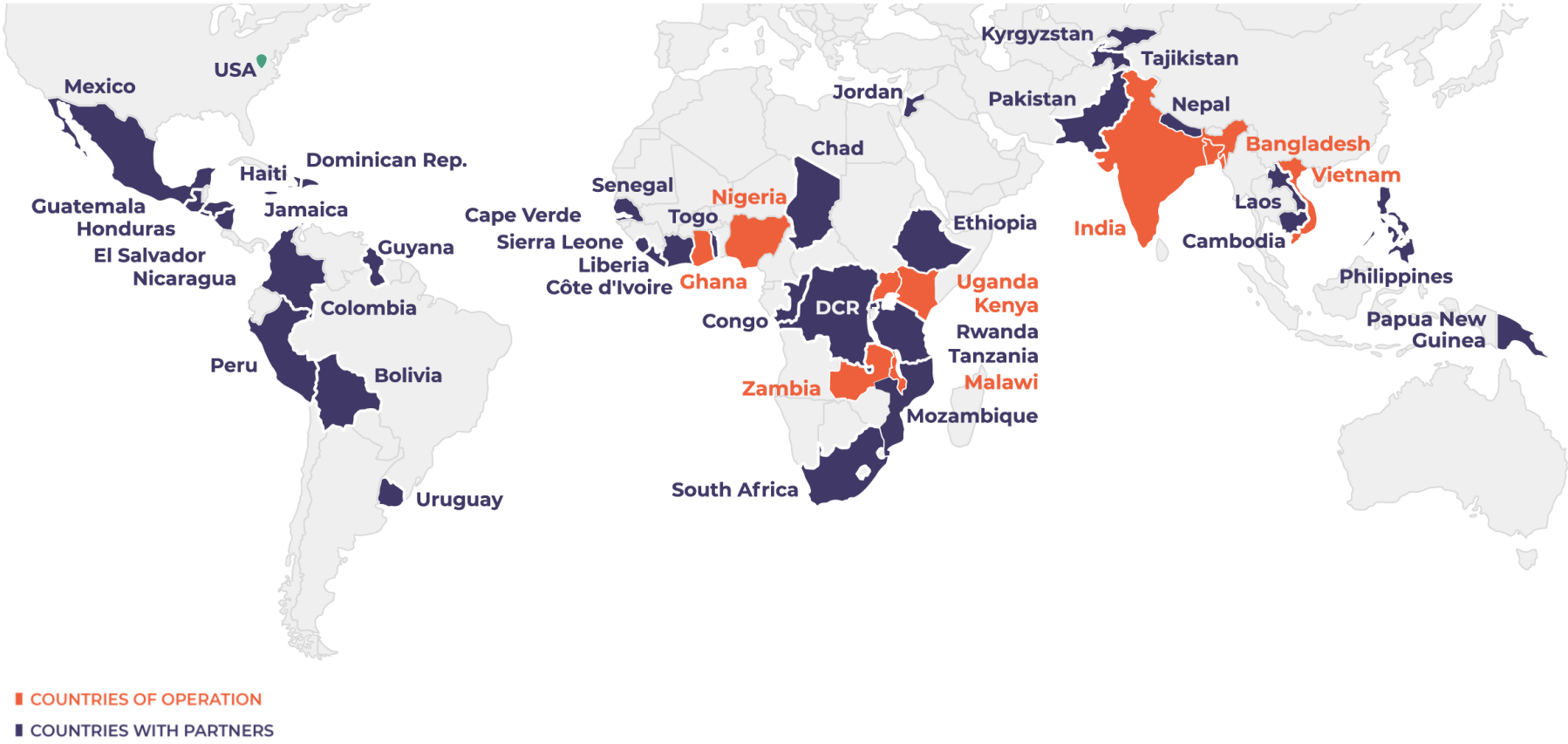
- Deliver optical products and services
- Develop markets for eyeglasses
- Catalyze collective action
- Influence systems change

Our big goal: Everyone who needs eyeglasses will have them by 2050.

We are VisionSpring.
See well. Do well.

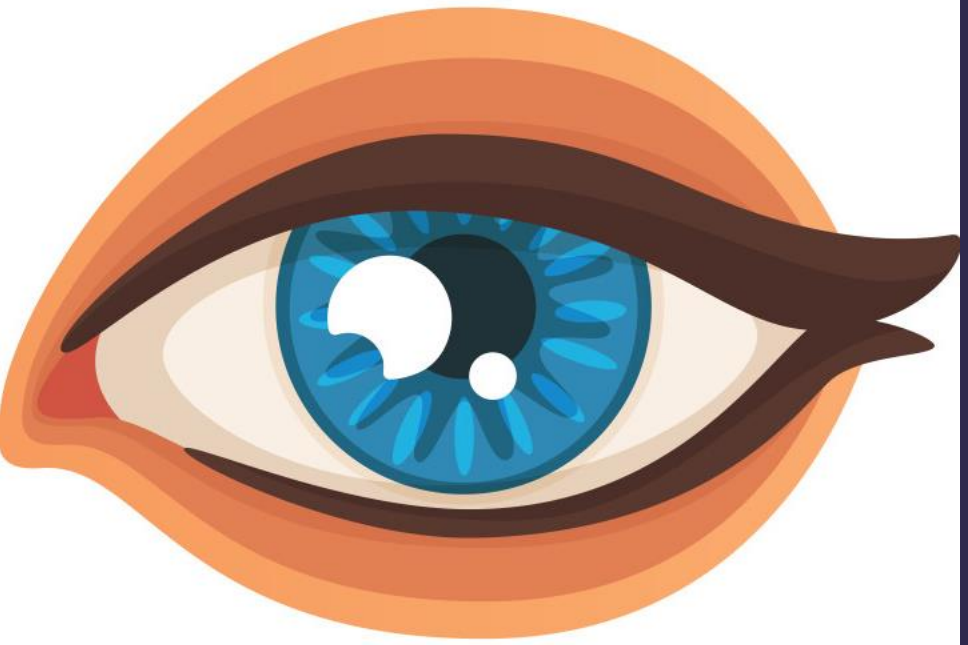
* *Definition: vulnerable to poverty refers to people living on less than $4 per day*

300+ team members in 8 key markets serving partners in another 15+ countries annually



What we do?

- Our Vision Access Programs bring free vision screening and highly subsidized eyeglasses to people where they work, learn, and live with the sponsorship of governments, businesses, and foundations



"The most underscored solution that hides in plain sight is

SIGHT

In Kenya, road traffic accidents account for 59.6 injuries and 28.2 deaths per 100,000 population.[2,3] A study involving vision assessment of public service drivers in Nairobi in 2001[4] found that a significant proportion of drivers who have had an accident also had cataracts. Because driving is a source of income, it is likely that many people might continue driving despite experiencing visual difficulties – perhaps fearing that their income will be at risk if they are identified as having a visual complaint.

Community Eye Health. 2015; 28(91): S04–S06.

SUSTAINABLE DEVELOPMENT GOALS

3 GOOD HEALTH AND WELL-BEING

TARGET 3·6

REDUCE ROAD INJURIES AND DEATHS

Eyeglasses, a

Powerful Simple Scalable

tool to improve driver safety

United Nations Resolution

Vision impairment
included in new
United Nations
road safety agenda
through member states adoption in July 2022 of the
Political Declaration:
“The 2030 horizon for road safety: securing a decade of action and delivery.”

Serves as a basis for advocating for vision’s **inclusion** across all global and **national road safety policies**.

Achieved through UN Friends of Vision, for which we are a founding member.

VisionSpring

World Health Organization Target

At the
World Health Assembly
in 2022 member states
set a target to
increase
eyeglasses coverage by 40%
and
cataract coverage
by 30%

Released new baseline report in October on effective coverage of eye care

VisionSpring established

See to be Safe program in

2015

2022

2023

700,000

drivers and
allied transportation workers
screened for vision impairments

63% need eyeglasses

29% Rx, 71% Readers

71% first time wearers

as of Jan 2023

See to be Safe reaches high risk groups:

Heavy commercial vehicle drivers comprise
57% of program participants

Program Participants

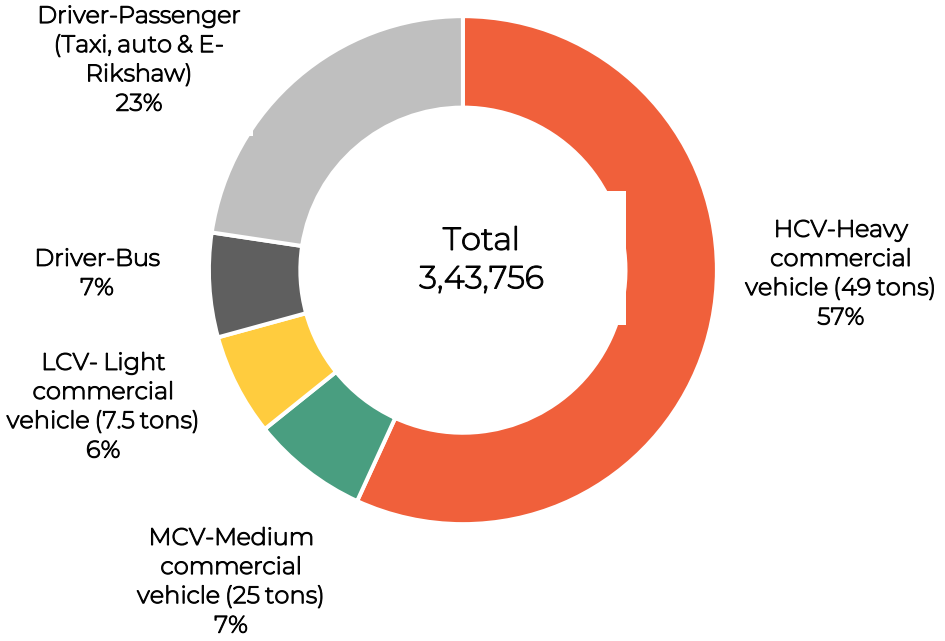
69% Drivers

Truck, Bus, Taxi, Passenger Vehicle, 3-Wheeler Cargo Vehicle

14% allied
transport workers
mechanics, conductors, loaders, transport helpers

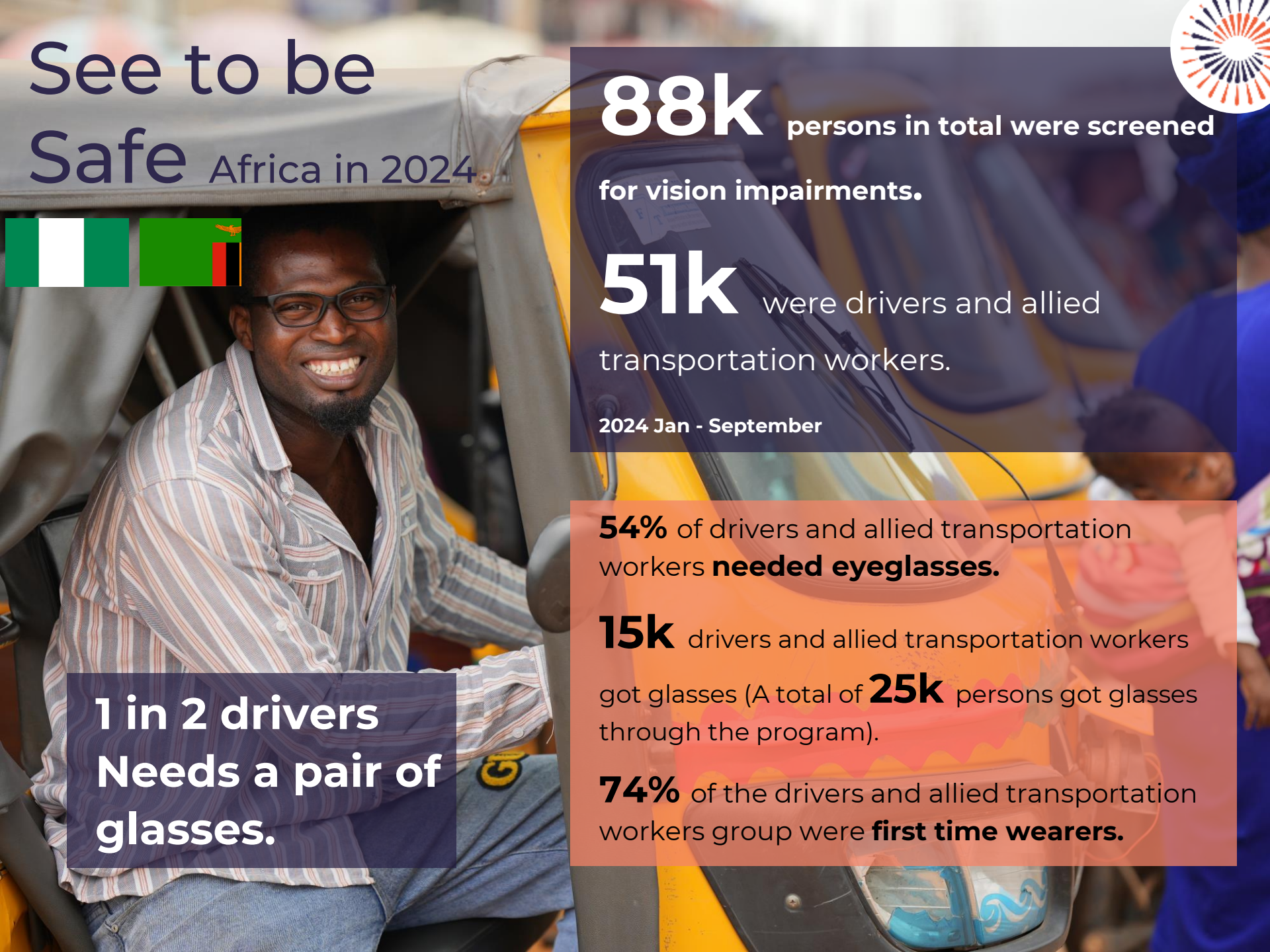
16% other
laborers, carpenters, electrician etc.

Drivers by vehicle types



Data from Jan 2019 to Jan 2023

See to be Safe Africa in 2024



88k persons in total were screened for vision impairments.

51k were drivers and allied transportation workers.

2024 Jan - September

54% of drivers and allied transportation workers **needed eyeglasses.**

15k drivers and allied transportation workers got glasses (A total of **25k** persons got glasses through the program).

74% of the drivers and allied transportation workers group were **first time wearers.**

1 in 2 drivers Needs a pair of glasses.

See to be Safe delivers eyeglasses to road users and people within their community

Glasses distribution among drivers only

11k Drivers

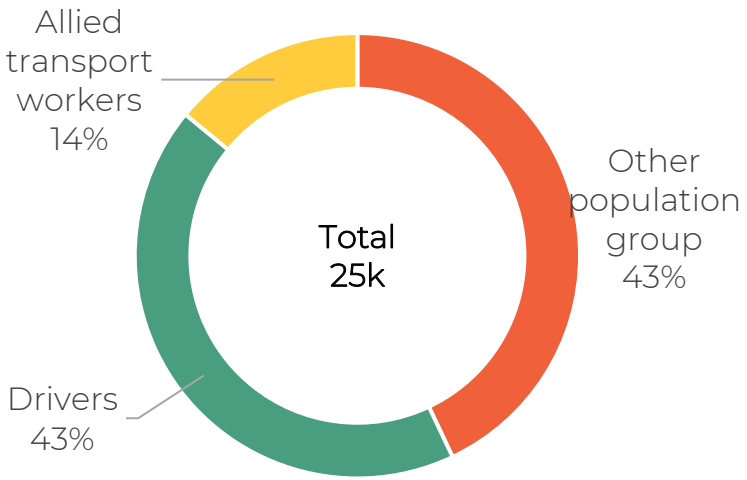
Truck, Bus, Taxi, Passenger Vehicle, 3-Wheeler Cargo Vehicle

87% Readers and 13% Rx through pop-ins

3k Allied transport workers

Mechanic, Conductor, Loader, Transport - Helper

78% Readers and 22% Rx through pop-ins



Our Goal for the year 2024 is to ensure that 30k persons especially drivers get a pair of glasses.

Data from Jan 2024 to September 2024

Driver's reported improvements in identifying moving objects, driving at night, and judging distance and speed

Driver's reporting "no difficulty" before and after glasses

2019: Sample of 275 drivers – first-time wearers of glasses

Innovation for scaling

Pop-In Kits

On-the-spot prescription eyeglasses for drivers on the go

DRIVES

Deploying Refraction Increases Vehicular Safety

A randomised control trial (RCT) to measure the impact of eyeglasses on safe driving habits

Research Partners

Transportation Research and Injury Prevention Centre,
Indian Institute of Technology (TRIP, IIT) Delhi, New Delhi, India

Dr R P Centre for Ophthalmic Sciences, AIIMS, New Delhi

Queen's University Belfast (QUB), Northern Ireland, UK

Location: India
Publication: 2027

VisionSpring
See well. Do well.

TRIP
CENTRE

QUEEN'S UNIVERSITY BELFAST

Transportation Research and Injury Prevention Centre

QUEEN'S UNIVERSITY BELFAST

CHETAK FOUNDATION
Enriching Lives, Empowering Society

VisionSpring
See well. Do well.

Evidence of Impact

DRIVES Trial

In 2022, initiated a randomized controlled trial to measure the impact of eyeglasses on truck drivers' risk of vehicular crashes.

Stakeholder roles for rolling together

Demand generation and mobilization	Access to fleets and networks of drivers	Hosting a vision camp at our locations
Eye care services delivery	Funding support	Communications and public awareness
Monitoring, evaluation and research	Policy, advocacy, legislation, implementation and government engagement	Coalition coordination

THANK YOU!

Gabriel Ogunyemi
Africa Region Director, VisionSpring
gabriel.ogunyemi@visionspring.org

VisionSpring

Collaborative Approaches to Enhancing Safer Mobility for Commercial Motorcycle Taxi Riders in Kenya.

Vincent Wandera,
Safe Way Right Way.

8-9 October,
Africa Road Safety Seminar 2024

MEMBER OF THE Global Alliance of NGOs for Road Safety

NATIONAL HELMET WEARING COALITION

Safe Way Right Way -Road Safety NGO

Together we can save millions of lives.

DECADE OF ACTION FOR ROAD SAFETY 2011-2020
www.decadeofaction.org

Origins

Collaborations & Partnerships:

- **Government Agencies:** NTSA, NPS, Road agencies, NSIRH, County Governments
- **Private Sector:** TotalEnergies, Bamburi, Jubilee-Allianz, PIEA, Scania & Buni Media
- **Civil Society:** North Star Alliance, St John, Transaid UK, FIA Foundation, ASIRT-Kenya.

MEMBER OF THE Global Alliance of NGOs for Road Safety

NATIONAL HELMET WEARING COALITION

Actions

- **Advocacy** - National Road Safety Action Plan, motorcycle helmet usage research, & active mobility (W&C)
- **Resource Mobilisation:** Membership, partnerships and grants
- **Actions:** Boda Boda rider training, helmet distribution, road safety communication & research

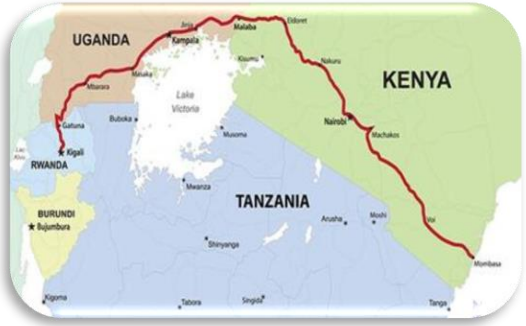
Partners

TotalEnergies

Global Road Safety Facility

Source: FHWA.

Safe Systems Approach



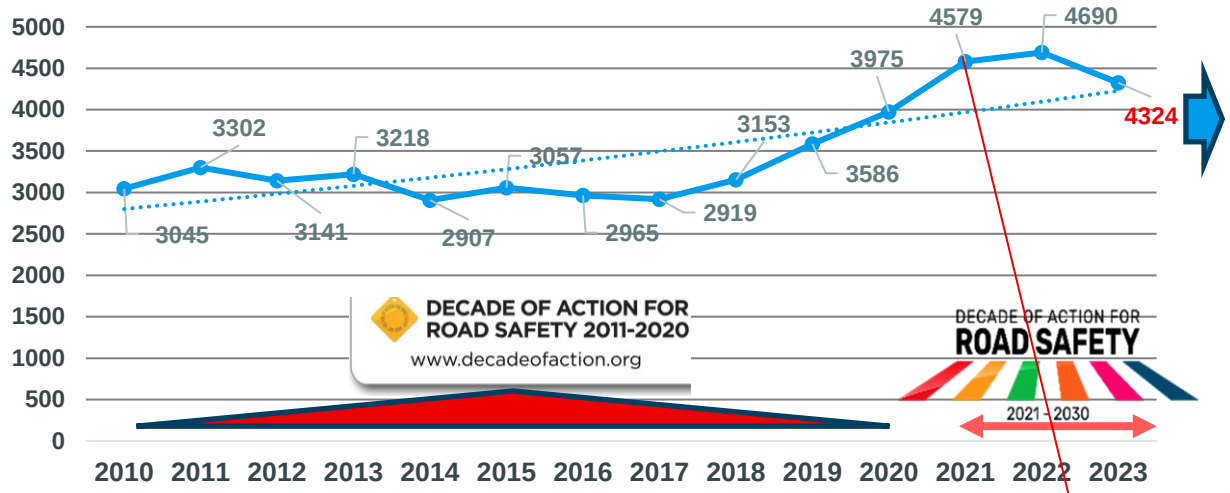
Northern Corridor

Current Focus

Road Safety is a Global Priority

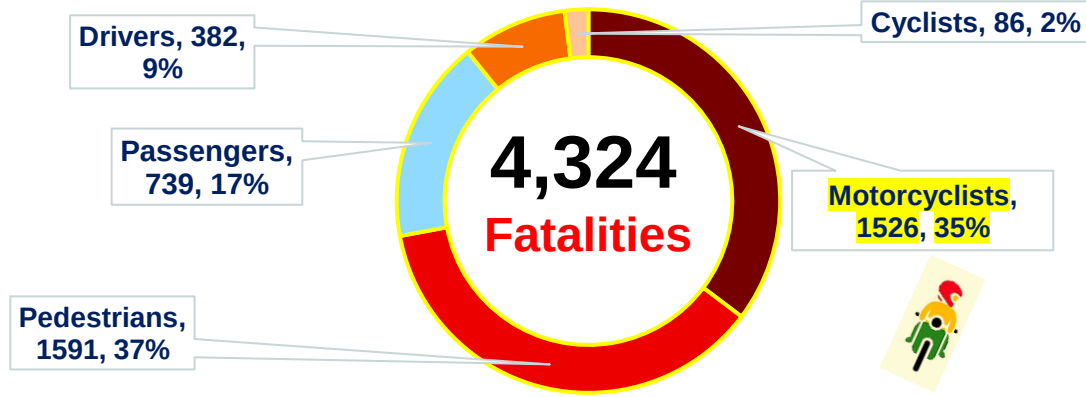
Road Safety in Kenya

Trend of Road Traffic Deaths 2010-2023



Source – National Police Service & NTSA

2023 Road Crash Fatalities by Road User

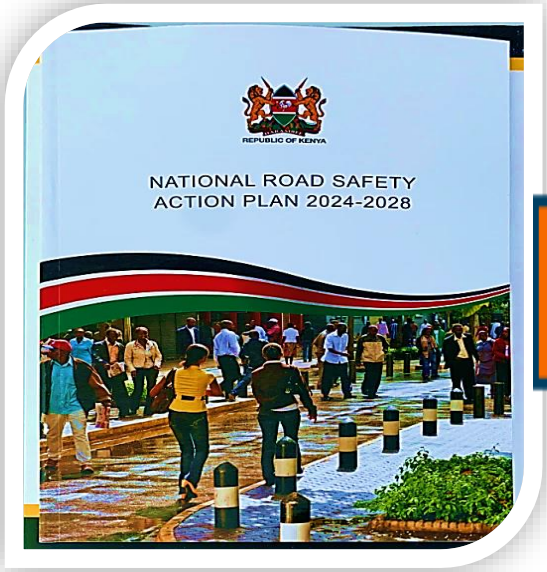


Source: National Police Service & NTSA

Global status report on road safety 2023

Kenya

BURDEN	
Reported fatalities (year)	4 579 (2021)
Reported fatalities sex distribution (Male; Female)	85%; 15%
Reported fatalities user distribution[1]	26%; 38%; 34%; 2%
WHO estimated road traffic fatalities (95% CI) (year)	14 926 (95% CI 13 002 - 16 851) (2021)
WHO estimated rate per 100 000 population (year)	28.2 (2021)



8 Pillars of the Action Plan

1) Coordination of delivery of partnerships
2) Funding
3) Risk Targeting
4) Infrastructure safety
5) Vehicle safety standards & compliance
6) Enforcement targeting unsafe behaviour
7) Post-crash services
8) Road safety database M&E systems

Source: National Road Safety Action Plan 2024-2028

Capacity Building for Commercial Motorcycle Riders (1/3)

SAFEWAY RIGHTWAY
SAFER ROADS FOR AFRICA

Background

- ❑ **Motorcyclists are classified as VRUs.**
- ❑ **Low use of PPEs - Head & leg injuries are most prevalent.**
- ❑ **3/10 RTC deaths. Fast growing road user segment.**
- ❑ **Capacity building is a best practice in behaviour change & risk mitigation.**

Objectives

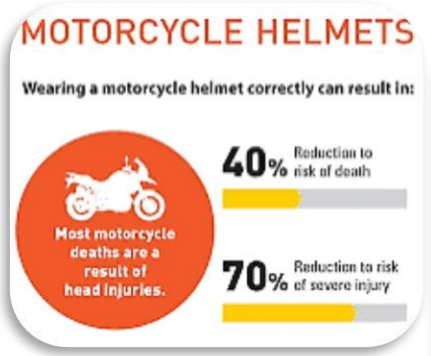
1) To train and certify boda boda riders in low resource settings to meet legal requirements
2) To build a safety culture based on consistent use of riding PPEs
3) To enrich the training with on cross cutting issues: SGBV prevention, basic First Aid, eye tests & Insurance

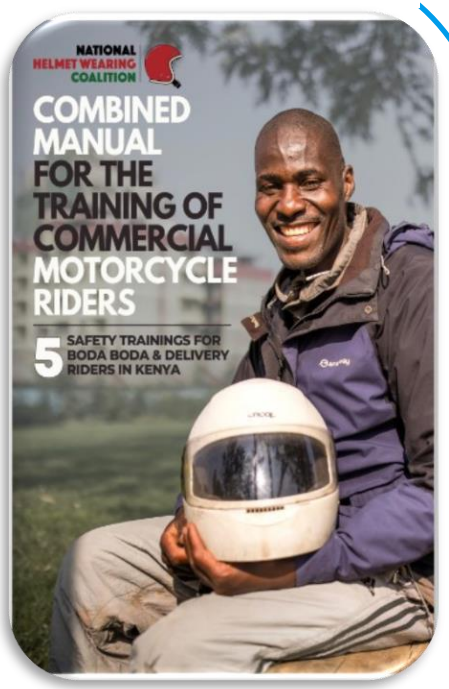
Collaborations / Partners

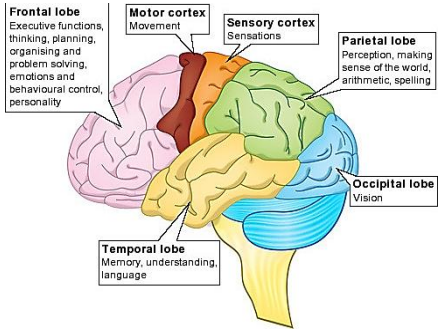
- ❑ **Private Sector -**TotalEnergies+ Jubilee Allianz + Boda Boda Saccos + Diamond Defensive Driving Academy
- ❑ **Public Sector -** National Police Service + National Transport Safety Authority
- ❑ **Civil Society –**Transaid +FIA Foundation +Kibera Joy Initiative & Foot-Prints for Change +COVAW

Achievements

- ❑ Trained and certification of **2,104 riders & 38 Peer educators**.
- ❑ Joint development of a **Training Manual** for boda boda riders
- ❑ NHWC**: Joint advocacy on helmet use / Action Plan**







Research: Helmet Usage & Motorcycle RTIs (2/3)

Background

- ❑ **Low and incorrect helmet usage is frequently reported.**
- ❑ **Lack knowledge on risk mitigation. No formal training.**
- ❑ **Socio-economic cost of motorcycle RTIs well researched.**

Objectives

1) To investigate the motorcycle helmet usage rates
2) To determine the medical costs of motorcycle road traffic injuries
3) To illustrate the socioeconomic costs through case studies

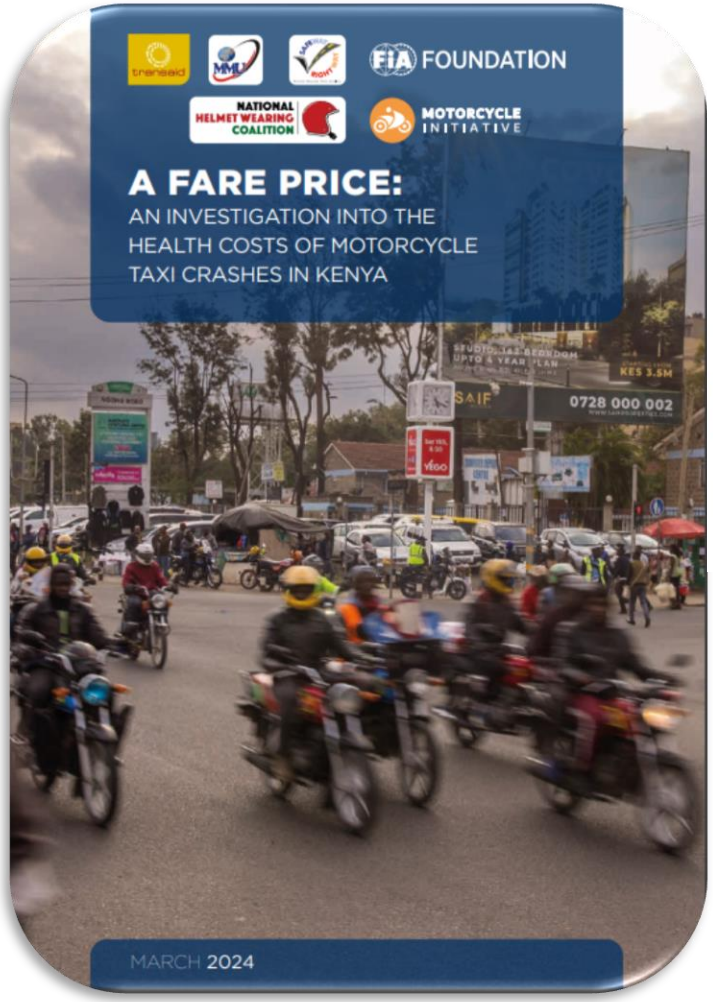
Collaborations / Partners

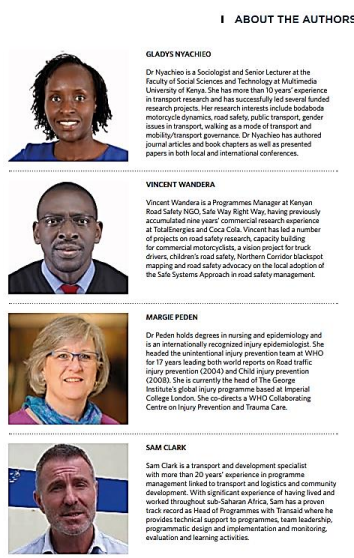
- ❑ **Private Sector -** Boda Boda Saccos + Shalom Hospital
- ❑ **Public Sector -** National Police Service + Kenyatta National Hospital + Mama Lucy Kibaki Hospital
- ❑ **Civil Society –**Transaid UK + FIA Foundation + National Helmet Wearing Coalition
- ❑ **Academia**: Multimedia University + George Institute for Global Health

Methodology: Observations, review of patient files, case studies, KIIs & FGDs

Achievements

- ❑ **Enriched body of knowledge on motorcycle safety in Kenya**
- ❑ **Recommendations included in the *National Road Safety Action Plan 2024-2028***





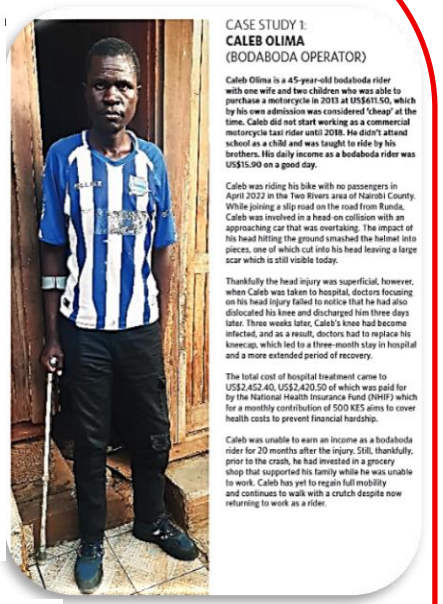
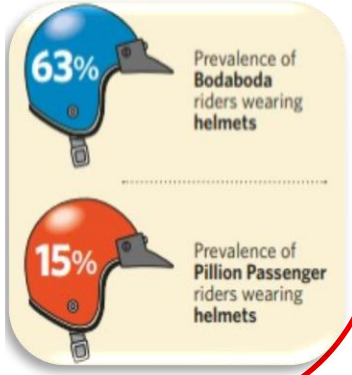


TABLE 7: Type of motorcycle injury

Injury Type	Number of Patients	Percent
Head injury[4]	346	35%
Limb injury[5]	336	34%
Abdominal injury[6]	34	3%
Thoracic injury[7]	28	3%
Polytrauma[8]	240	24%
Not specified	8	1%
Total	**992**	**100%**



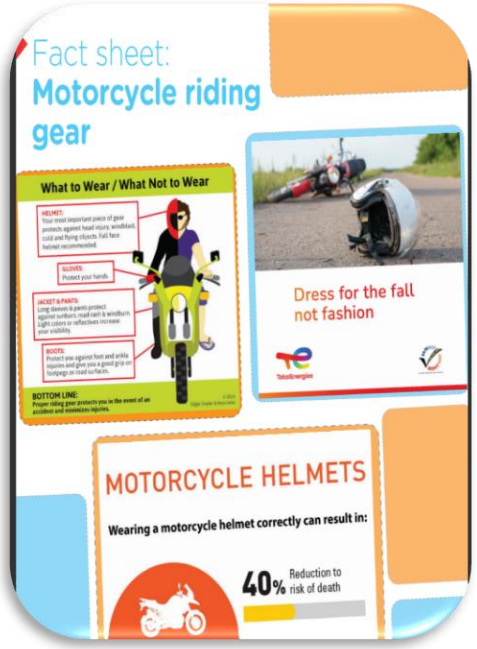
Helmet Distribution & Communication (3/3)

WHY
- ❑ **Weak safety culture / low use of riding gear / High RTCs.**
- ❑ **Myths leading to incorrect and inconsistent use of helmets.**
- ❑ **Lack of affordable quality motorcycle helmets.**

Objectives
1) To create awareness on motorcycle safety in general with emphasis on correct & consistent use of a motorcycle helmet
2) To distribute 3,000 helmets to riders from low-income areas
3) To develop and distribute widely, public service announcements encouraging helmet use and motorcycle safety

Collaborations / Partners
- ❑ **Private Sector -**TotalEnergies+ Buni Media + Boda Boda Saccos+ Akili Network (Media House)
- ❑ **Public Sector -** National Police Service
- ❑ **Civil Society –** National Helmet Wearing Coalition +Transaid UK +FIA Foundation

Achievements
- ❑ Created awareness & distributed **2,580** helmets to riders in **8** counties across Kenya.
- ❑ Created **3 public service announcements** & disseminated to **23,000 riders via WhatsApp** groups, social media and **Akili TV Network** (**8 million views**).



PLAY VIDEO


If you want to go fast, go alone.
If you want to go far, go together.
African Proverb

- End-

A TECHNICAL GUIDE TO ASSIST THE DEVELOPMENT AND IMPLEMENTATION OF A MOTORCYCLE HELMET STANDARD

Africa Road Safety Seminar

Nairobi, Kenya

October 8-9, 2024

Terry Smith, Ph.D.

Principal Scientist

Galeatus, LLC

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OBJECTIVES

- Outline of the Guide
- Understand the need for helmet standards
- Increase your technical knowledge about helmets and standards
- Work groups to discuss challenges to implementation

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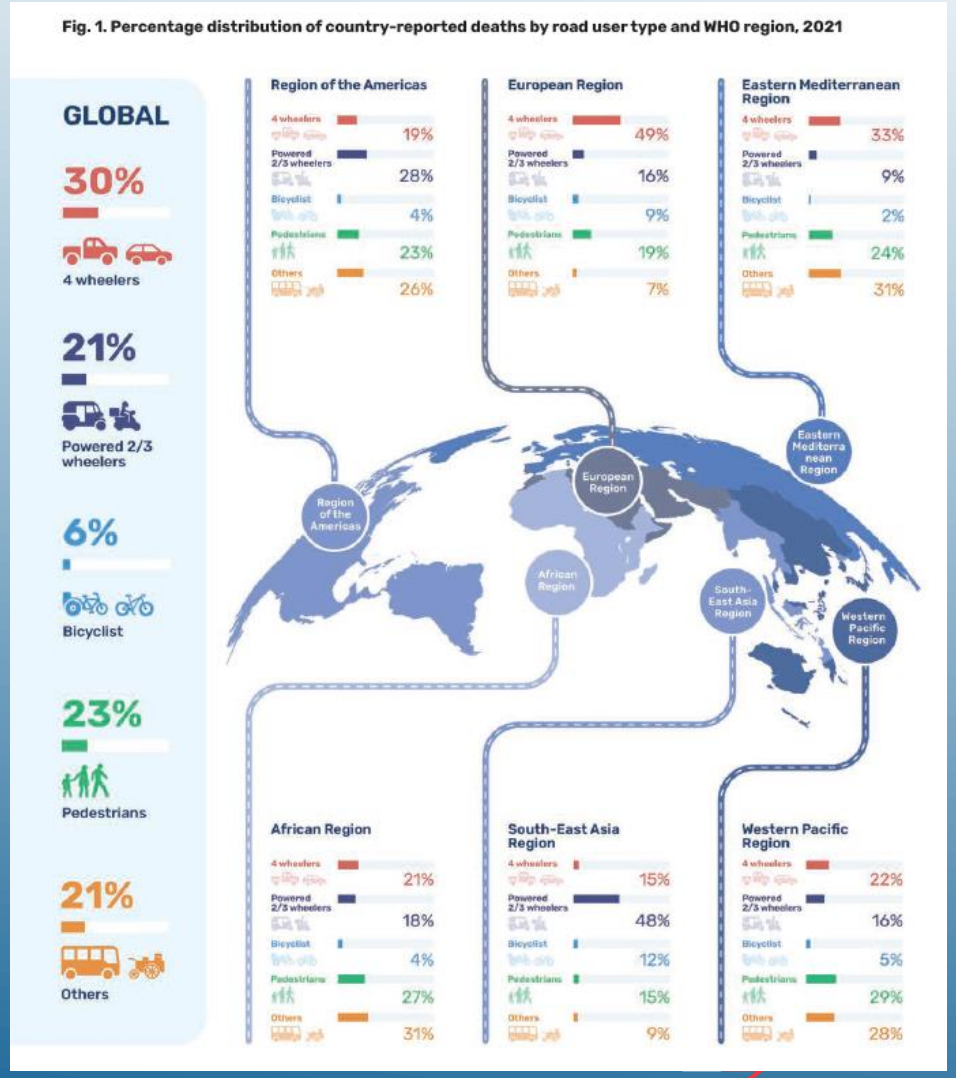
WHY DEVELOP THE GUIDE?



WHY DEVELOP THE GUIDE?

An increasing proportion of traffic fatalities and injuries are motorcycle-related and nowhere is this more evident than in Kenya. Motorcycle users made up 35% of all Kenyan road deaths in 2023 (NPS, 2024) with low helmet prevalence considered to be a principal reason for this, despite robust legislation.

In Ghana, 2,373 road traffic deaths were reported in 2022 – a death rate of 7.7 per 100,000 population[4]. However, the World Health Organization (WHO) estimates four times as many deaths than are reported nationally[5].

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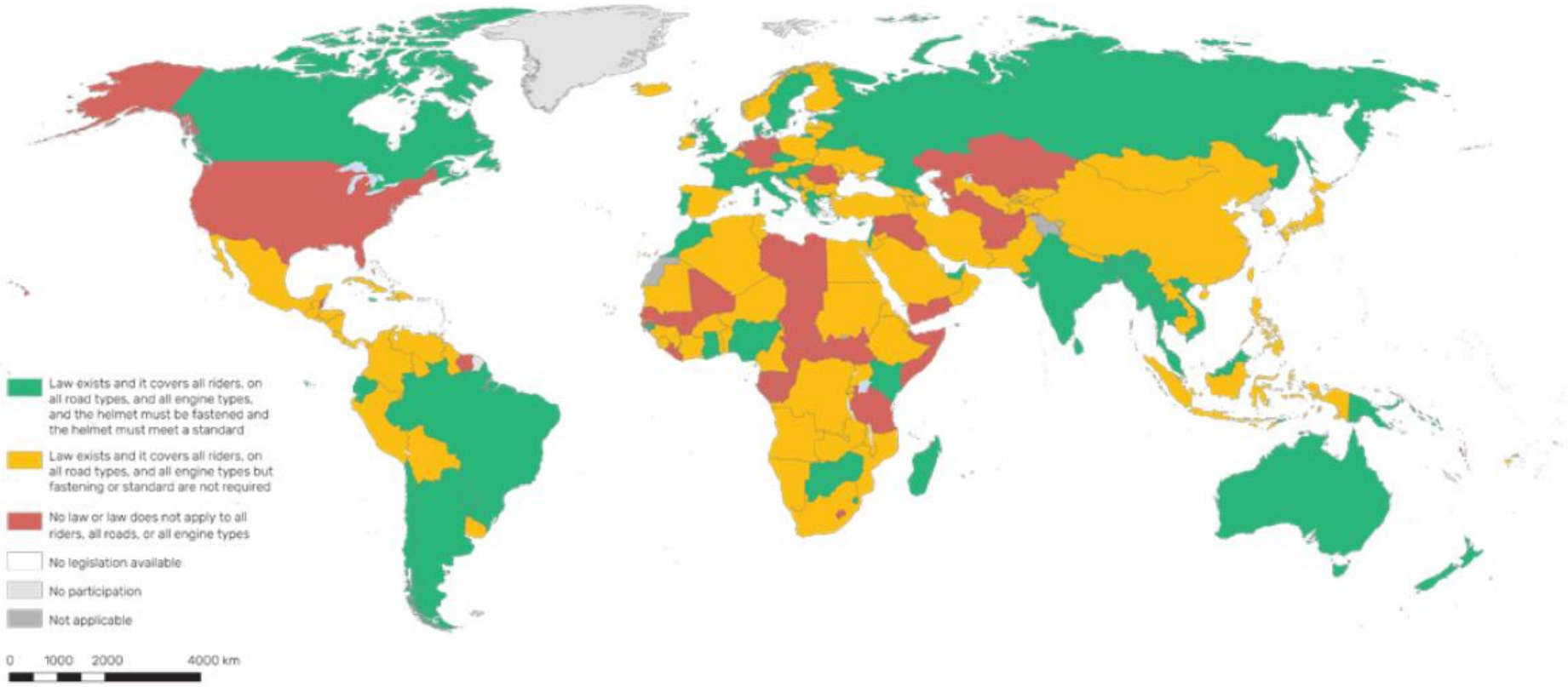
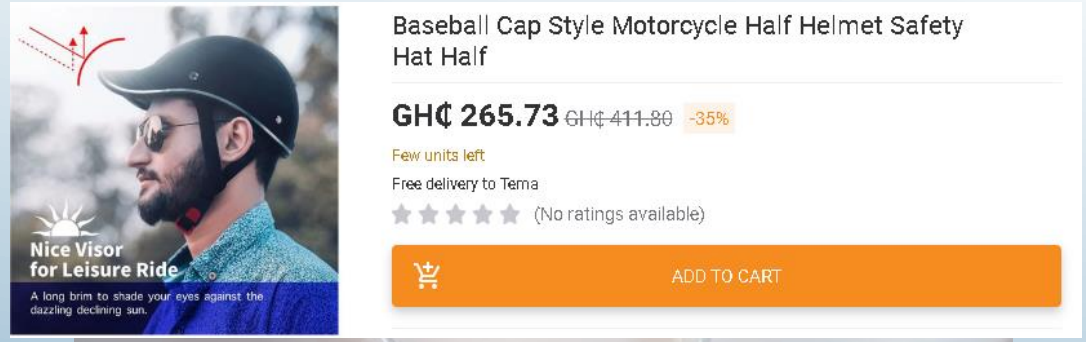
WHY DEVELOP THE GUIDE?

Fig. 14. Status of motorcycle helmet laws in countries, 2022



WHY DEVELOP THIS GUIDE?



Real world data helps establish protective requirements for a helmet standard

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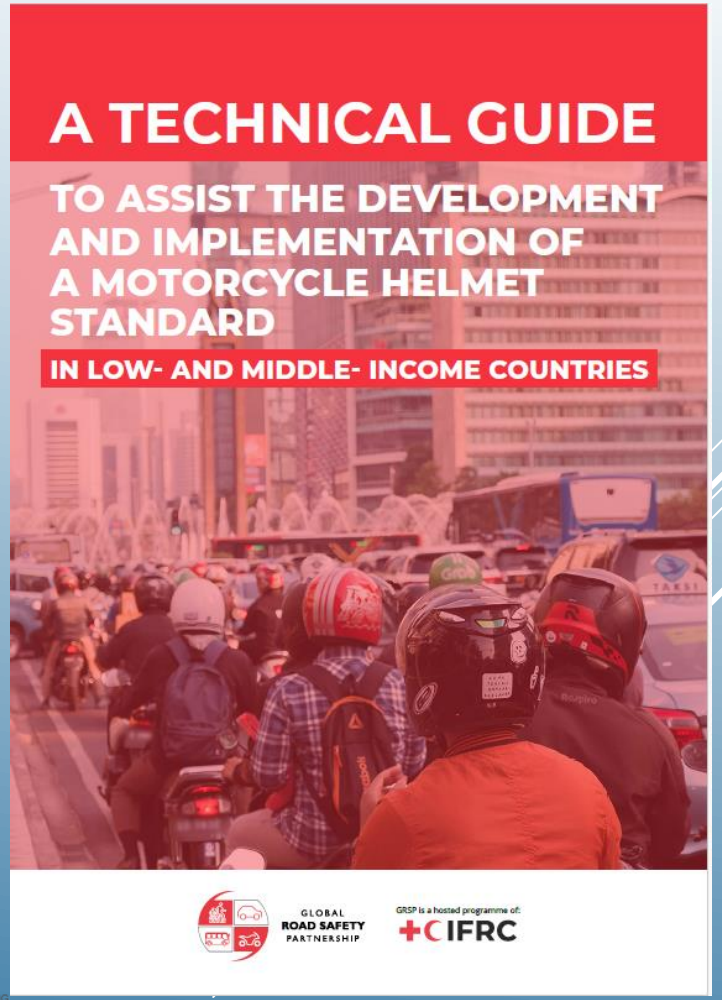
WHAT IS IN THE GUIDE?

- Why are helmets important and how do they work?
- Motorcycle helmet standards comparison
- How to develop a motorcycle helmet standard
- Implementing the motorcycle helmet standard
- Planning
- Challenges



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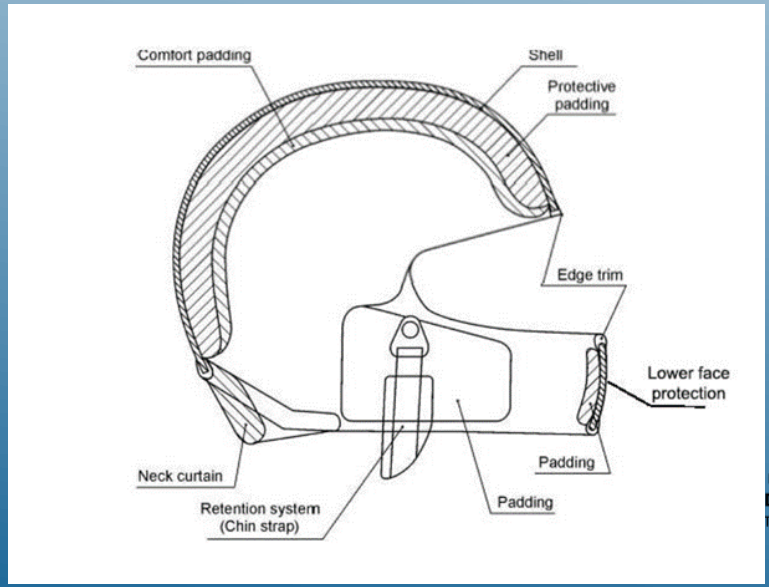
WHY IS A HELMET IMPORTANT AND HOW DOES IT WORK?

- A protective device designed to protect the head in the event of an impact
  - Shell (Polycarbonate, ABS, Fibreglass)
  - Liner (expanded polystyrene, expanded polypropylene, polyurethane)
  - Retention system (d-rings, quick release, seat belt buckle style)



WHY IS A HELMET IMPORTANT AND HOW DOES IT WORK?

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WHAT IS A HELMET AND HOW DOES IT WORK?

- An object moving at a velocity v, strikes an object and comes to rest
- In order for the object (i.e. the head) to come to zero velocity, energy must be absorbed or dissipated
- Forces are distributed over the surface of the shell in order to maximize the area of deformation
- Energy is absorbed through the deformation of the liner (i.e. work is done on the liner material in order to absorb energy)

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WHY IS A HELMET IMPORTANT AND HOW DOES IT WORK?

- Through crushing of the helmet liner, a helmet will:

- Reduce the forces applied to your head
- Protect your brain in an accident

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I DON’T NEED A HELMET – I AM A SAFE, SLOW RIDER

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WHY DEVELOP STANDARDS?

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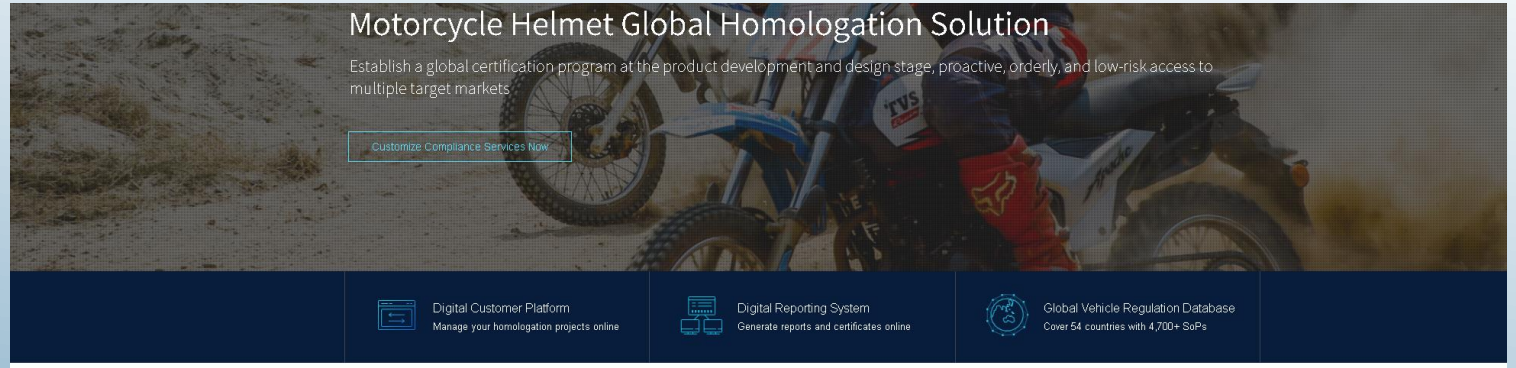
CELEBRATING 25 YEARS

MOTORCYCLE HELMET STANDARDS



Global Homologation Matrix - Motorcycle Helmet

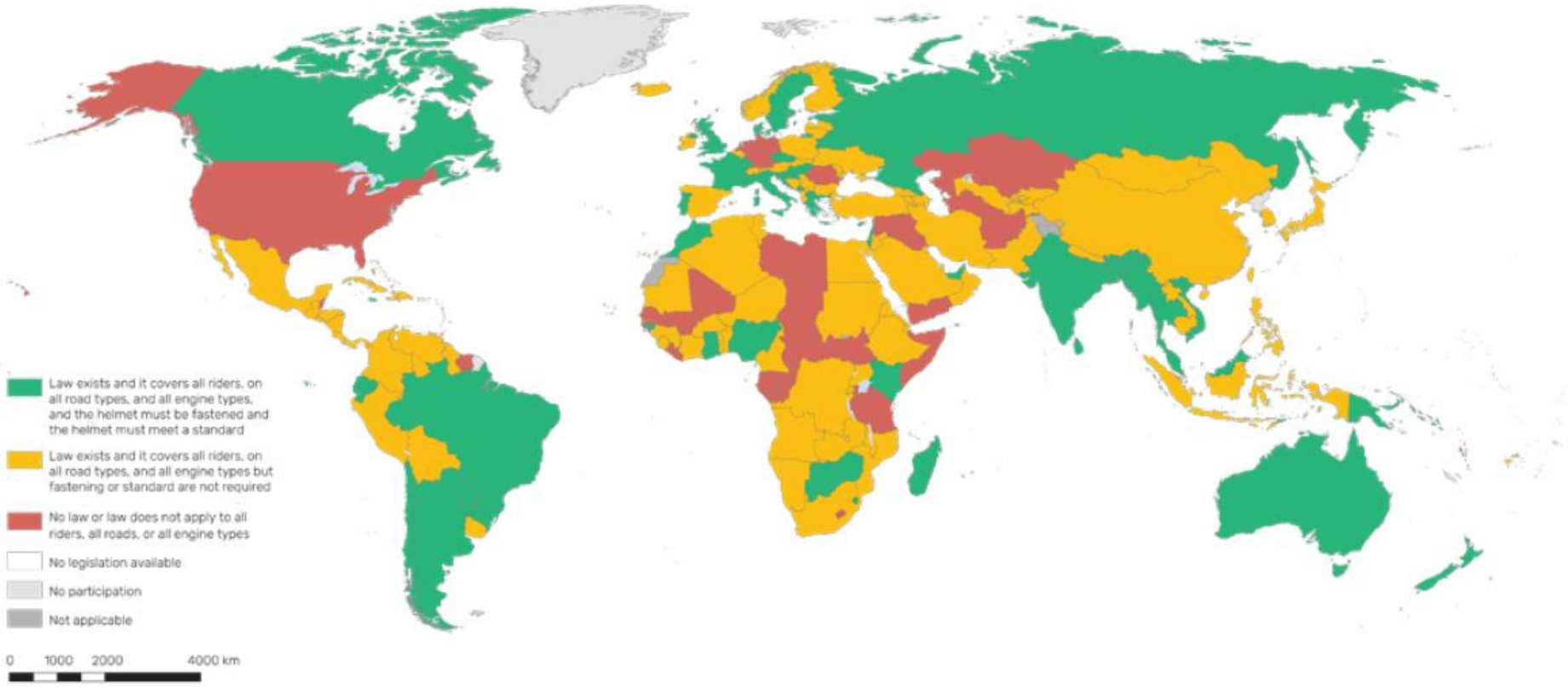
Motorcycle helmets have a very important protective effect on drivers and occupants in traffic accidents. Therefore, most countries in the world require motorcycle drivers and occupants to wear helmets and require mandatory certification of helmets.

	China	EU	North America			Korea	Thailand	Vietnam	India	Brazil	Mexico
Certification	CCC	EMARK	DOT	AMECA	SNELL	KC	TISI	VR	CMVR	INMETRO	NOM
Authority	Certification and Accreditation Administration of the People's Republic of China	Ministry of Transportation of member states of 1958 Agreement	Department of Transportation	Automotive Manufacturers Equipment Compliance Agency	SNELL Fundation	Korea Ministry of Land, Infrastructure and Transport	Thailand Industry Standard Institute	Vietnam Department of Transport	The Ministry of Road Transport, Highways	National Institute of Metrology, Standardization and Industrial Quality	Mexican Ministry of Economy
Testing Location	China	China / Europe	China / US	China / US	US	Korea	Thailand	Vietnam	China / India	China / Brazil	China / Mexico
Conformity of Production	Initial Audit + Surveillance Audit	Initial Assessment + CoP	None	None	Random Sampling Testing	None	Initial Assessment + CoP	Initial audit + Surveillance Audit	Initial Assessment + CoP	Initial audit + Surveillance Audit	Initial Assessment + CoP
Regulation / Standard	GB 811-2010	ECE R22	FMVSS 218	FMVSS 218	SA2020, M2020, EA2016, CM2016, E2016, H2015, SA2015, SA2015, M2015, Custom Fitted Helmets Policy, M2010, SAH2010, CMR/CMS2007, L-98, B-90A, B-95, B-95A, B-90/95C, E2001, H2000, N-94, RS-98, S-98	[Appendix 21] Safety Standards for Household Items Subject to Safety Confirmation Annex 52 (Helmet)_National Technical Standards Notification No. 2017-032 (2017.2.8)	TIS 369-2557 (2014)	QCVN 2:2021/BKHCN	AIS-058 (Part1) AIS-058 (Part2)	Ordinance no. 456 of 12/01/2010	PROY-NOM-206-SCFI / SSA2

https://www.atic-ts.com/helmet-global-homologation-solution/

MOTORCYCLE HELMET STANDARDS?

Fig. 14. Status of motorcycle helmet laws in countries, 2022



WHY DEVELOP STANDARDS?

- Provide a minimum level of adequate protection for road users
- Raise the quality of helmets on the market
- Provide a basis for legislation for controlling quality, protecting consumers and ensuring health and safety
- Developed as part of a helmet safety campaign to increase awareness of the consumer

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WITHOUT A HELMET STANDARD

- Exposure to sub-standard products with unknown safety performance
- Difficult to regulate product use and sales
- Unchecked entries/imports of inferior products and our country becomes possible dumping ground

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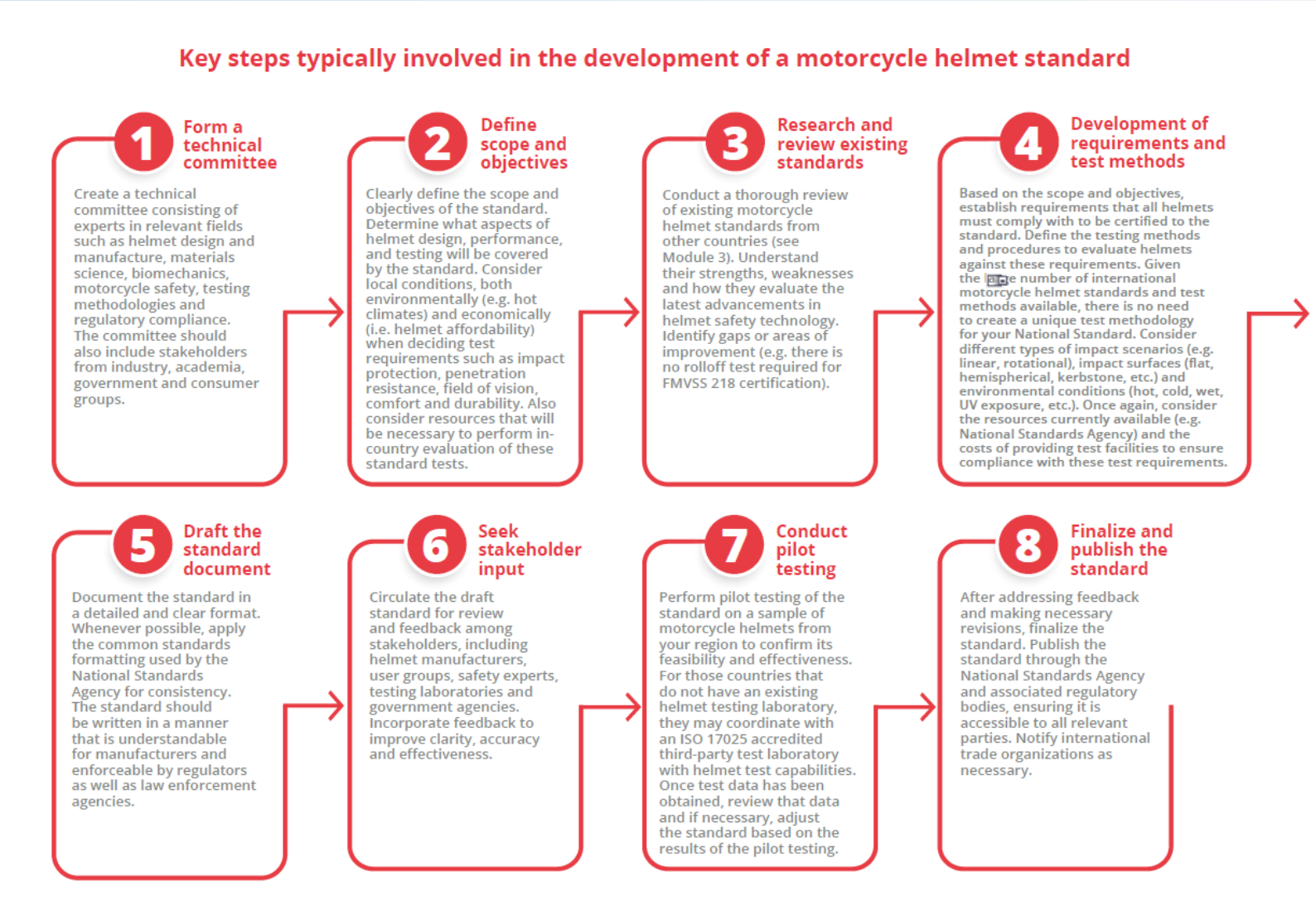
HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD



HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

- Extent of protection and coverage
- Shell stiffness test
- Internal projection evaluation
- External projection evaluation
- Visor test
- Peak flexibility test
- Peripheral vision test
- Retention system effectiveness
- Retention system strength
- Retention strap slippage
- Retention strap abrasion
- Retention system release by pressure
- Retention system release by inertia
- Retention system ease of release
- Durability of quick release retention system
- Impact test
- Oblique impact test
- Flammability test
- Chin guard testing
- Penetration test
- Helmet marking requirements
- Helmet information requirements

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HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

Standard test description	Malaysia MS 1	India IS 4151	Thailand TIS 369-2557	Vietnam TCVN 5756	Kenya KS77	Japan JIS T8133	United Kingdom BSI 6658	USA (DOT) FMVSS 218	ECE R22.05	ECE R22.06	Australia AS 1698
Extent of shell/ extent of coverage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Shell stiffness test	✗	✓	✓	✗	✓	✗	✗	✗	✓	✓	✗
Internal projections evaluation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
External projections test	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Visor test	✗	✓	✓	✓	✓	✗	✓	✗	✓	✓	✓
Peak deflection test	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗
Peripheral vision test	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Retention system effectiveness (rolloff)	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
Retention system strength	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Retention strap slippage	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Retention strap abrasion	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Retention system release by force	✗	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗
Retention system release by inertia	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Retention system ease of release	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Durability of quick release retention system	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Impact test	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Oblique impact test	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Specific rotational test	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗
Chin guard test	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Penetration test	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓
Sound attenuation test	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗
Flammability test	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗
Helmet marking requirements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Information label requirements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

✓ - specific test included in the standard ✗ - no specific test in the standard

HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

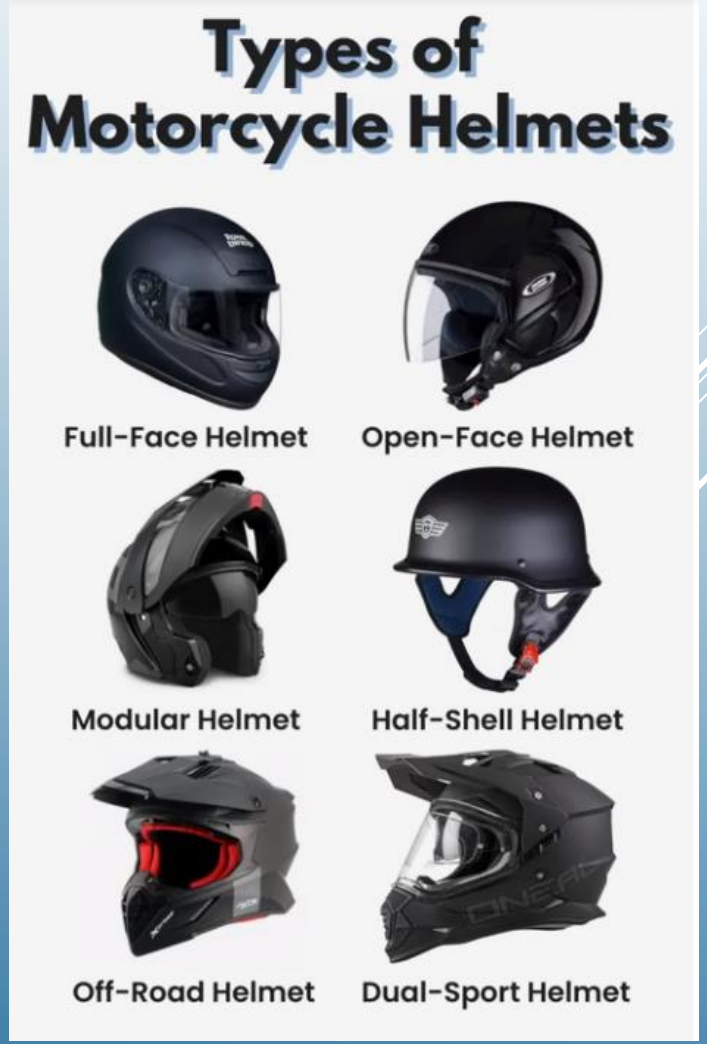
Standard test description	Malaysia MS 1	India IS 4151	Thailand TIS 369-2557	Vietnam TCVN 5756	Kenya KS77	Japan JIS T8133	United Kingdom BSI 6658	USA (DOT) FMVSS 218	ECE R22.05	ECE R22.06	Australia AS 1698
Extent of shell/ extent of coverage	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Shell stiffness test	✗	✓	✓	✗	✓	✗	✗	✗	✓	✓	✗
Internal projections evaluation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
External projections test	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Visor test	✗	✓	✓	✓	✓	✗	✓	✗	✓	✓	✓
Peak deflection test	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗
Peripheral vision test	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Retention system effectiveness (rolloff)	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
Retention system strength	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Retention strap slippage	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Retention strap abrasion	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Retention system release by force	✗	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗
Retention system release by inertia	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Retention system ease of release	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Durability of quick release retention system	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Impact test	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Oblique impact test	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Specific rotational test	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗
Chin guard test	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗
Penetration test	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓
Sound attenuation test	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗
Flammability test	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗
Helmet marking requirements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Information label requirements	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

✓ - specific test included in the standard ✗ - no specific test in the standard

HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

The Basic Elements of all Helmet Standards:

- Definition of different types of helmets that may comply with this standard (e.g. full face, open face, etc.)



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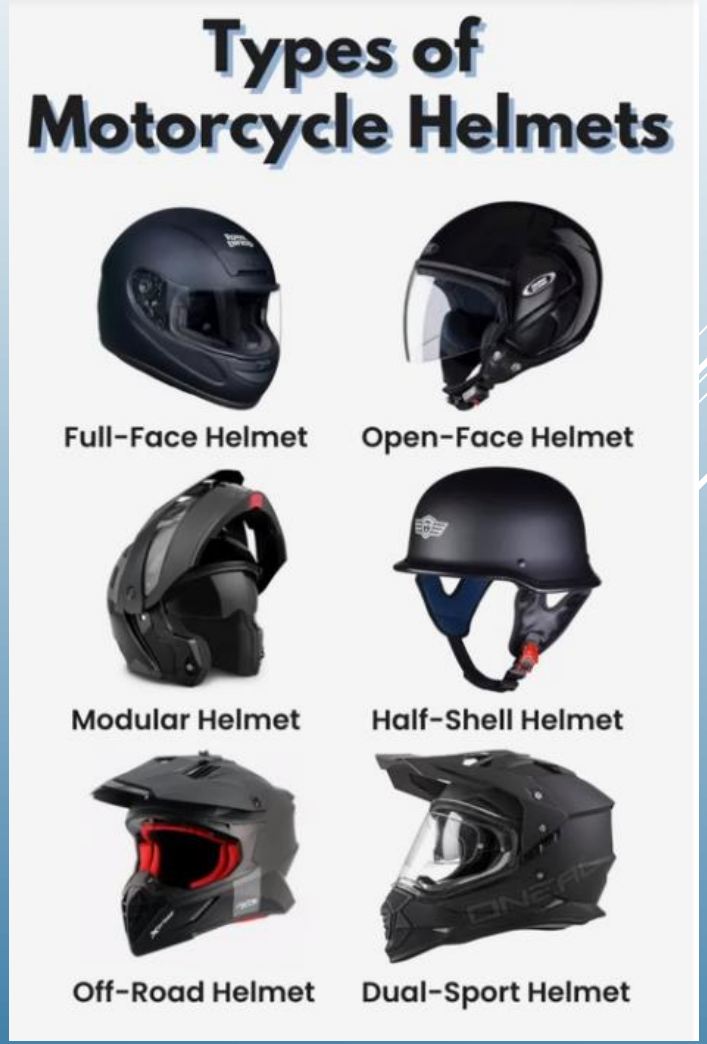
HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

The Basic Elements of all Helmet Standards:

- Definition of different types of helmets that may comply with this standard (e.g. full face, open face, etc.)
- Area of protection
- Field of vision
- Strength of the retention system
- Helmet stability (rolloff)
- Impact Protection
- Warnings and labels



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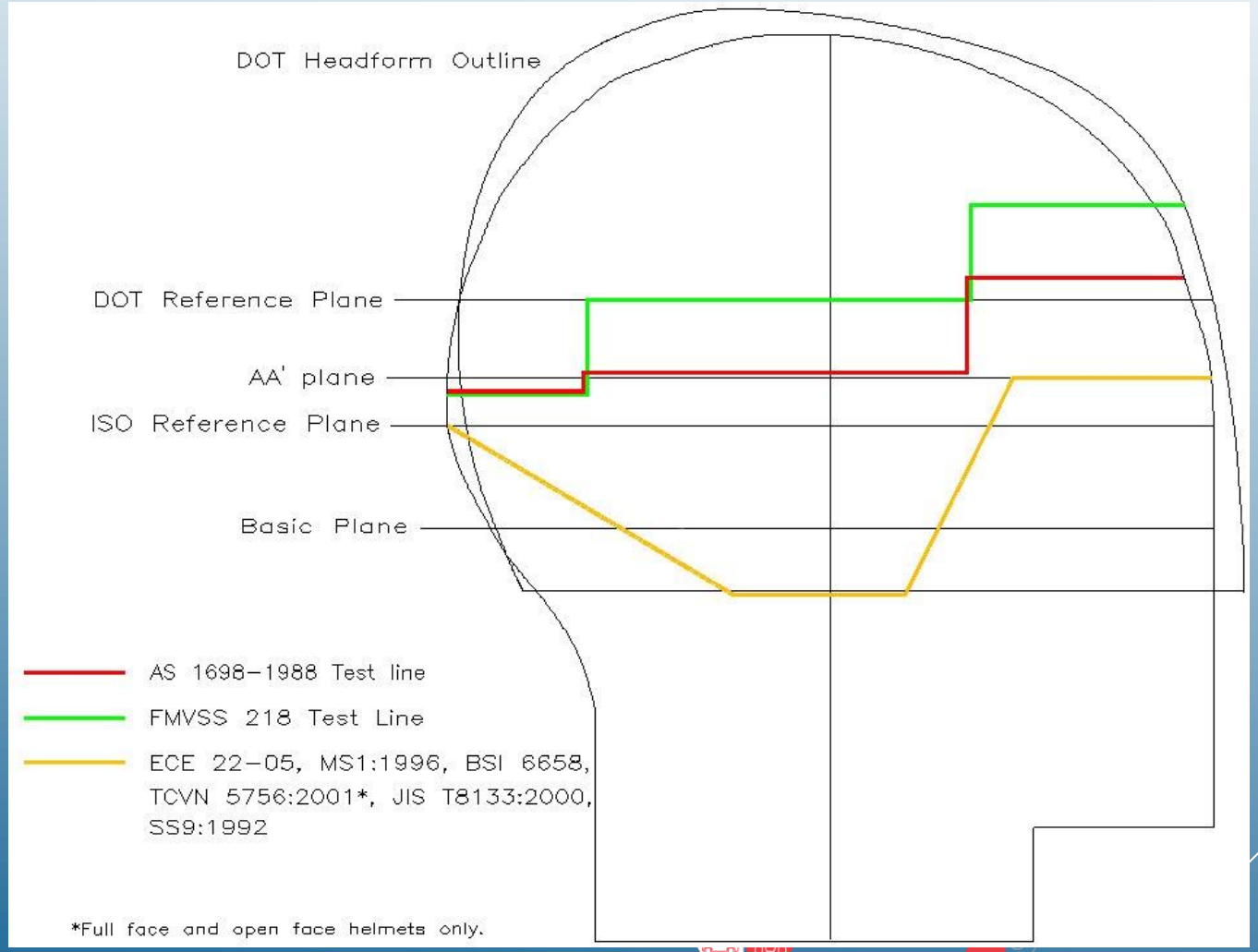
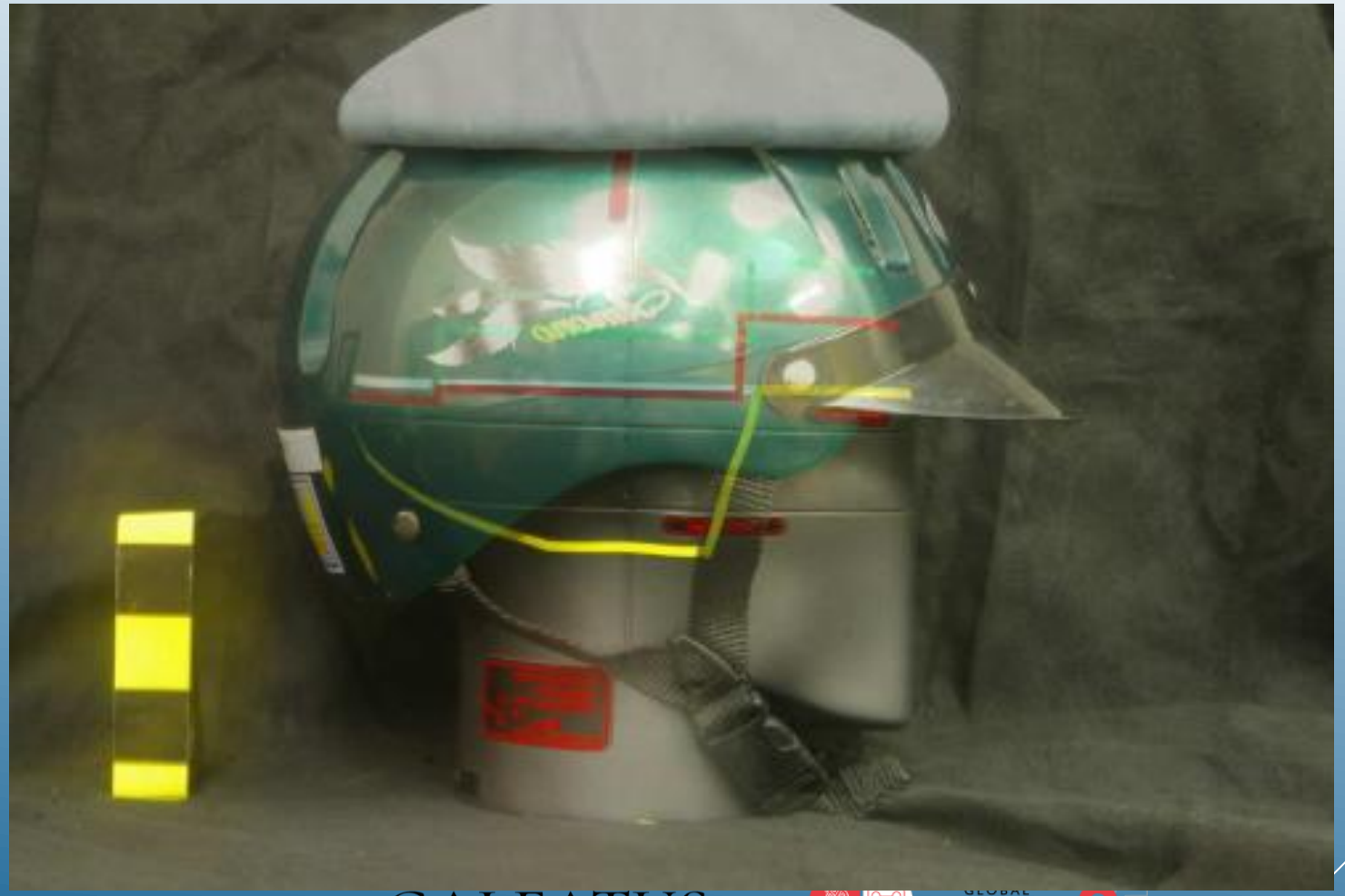
HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

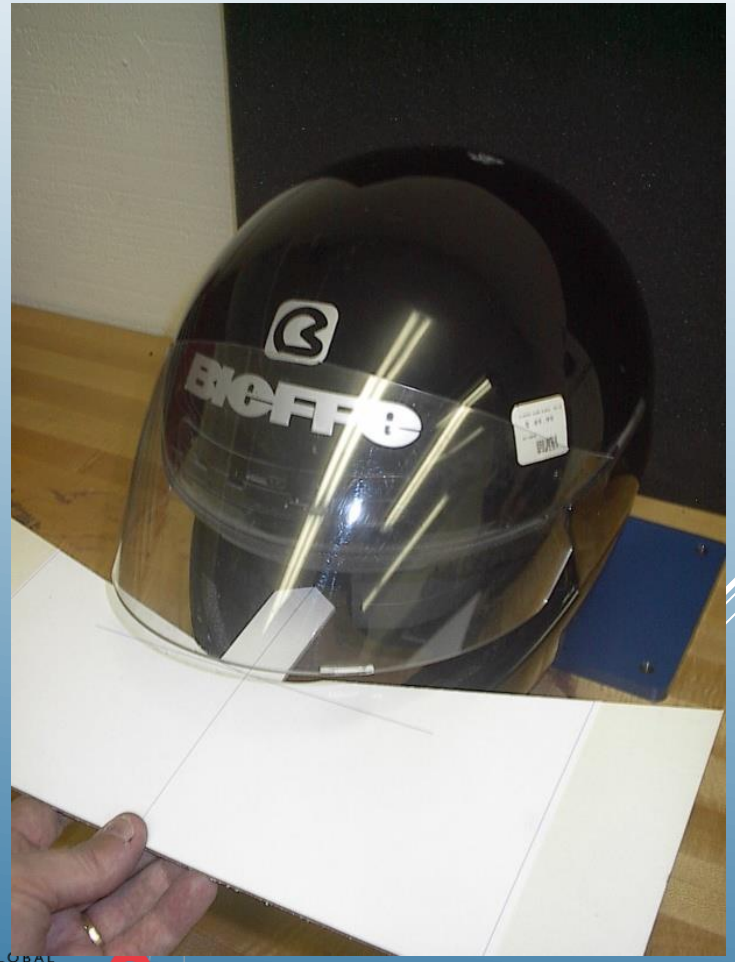


HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD



HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

Device for marking extent of protection



Device for evaluating field of vision

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HOW TO DEVELOP A MOTORCYCLE HELMET STANDARD

Test Equipment Required

- Test headforms – full size and half size available (Coverage, field of view, impact testing, retention testing, rolloff testing)
- Strength of the retention system
- Helmet stability (rolloff)
- Impact Protection
- Penetration test equipment

ELEMENTS OF A HELMET STANDARD

Test Headforms

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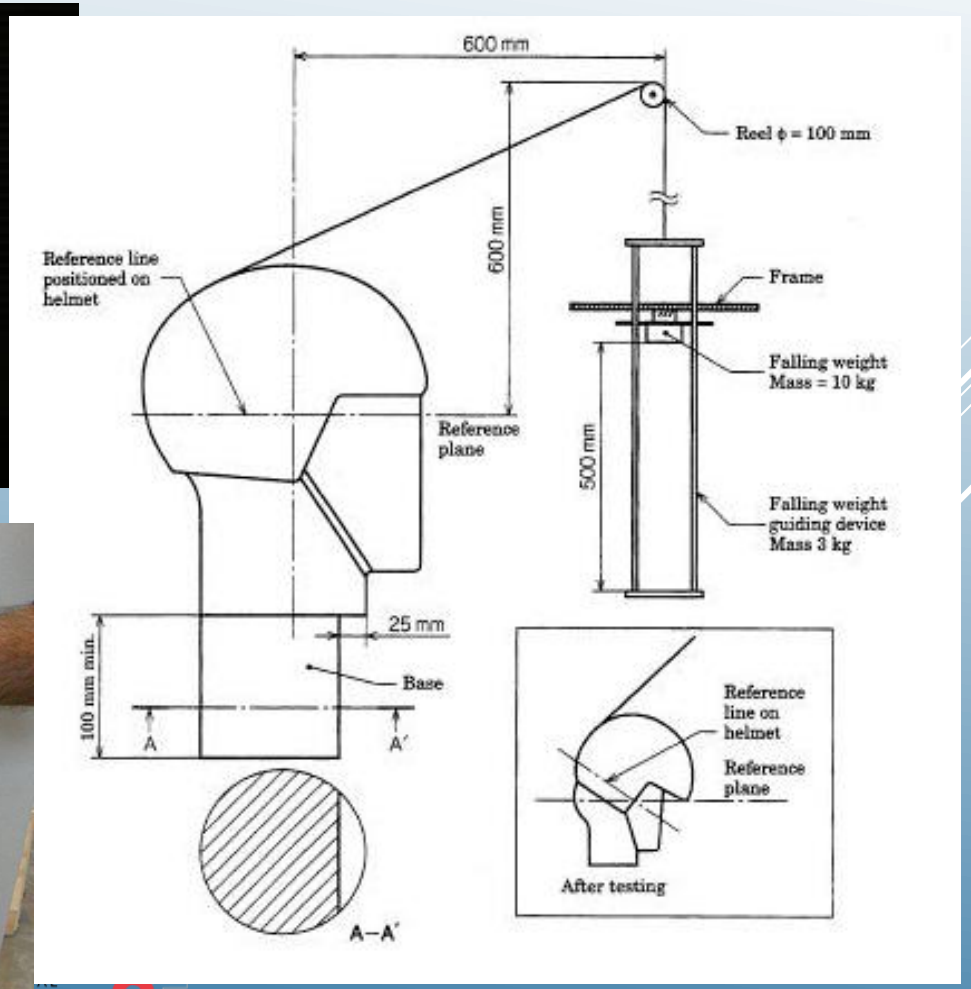
ELEMENTS OF A HELMET STANDARD

Strength of Retention System:

HELMET STABILITY (ROLLOFF)



HELMET STABILITY (ROLLOFF)

GALEATUS

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HELMET STABILITY (ROLLOFF)

GALEATUS

GLOBAL ROAD SAFETY PARTNERSHIP

IMPACT PROTECTION – DROP APPARATUS

Monorail system (VN, UK, AU, US, KS and JP standards)

Freefall headform system (IS 4151, ECE 22)

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GALEATUS

GLOBAL ROAD SAFETY PARTNERSHIP

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WARNINGS AND LABELS

- Assists consumers and law enforcement regarding qualification and certification
- Manufacturer information
- Must inform users how to
  - properly fit and wear the helmet
  - Properly clean the helmet
- Must warn users that no helmet can protect against all foreseeable impacts
- Must advise users when to replace helmet or return to manufacturer for inspection

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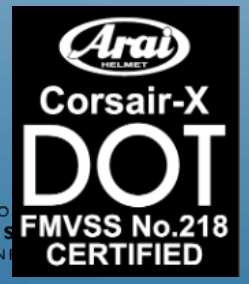
WARNINGS AND LABELS



Questions?

GALEATUS

GLOBAL ROAD SAFETY PARTNERSHIP

WHY DEVELOP THE GUIDE?

What is the status in your country?

1. No helmet law and no helmet standard
2. Helmet law but no helmet standard
3. Helmet law and helmet standard but no way to certify helmets to the standard (or other partial solutions)
4. Don’t know

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The Global Road Safety Partnership is hosted by:

IFRC

ADVOCACY FOR EVIDENCE BASED ROAD SAFETY POLICIES

GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY 2021–2030

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries BY AT LEAST **50%** during that period

GLOBAL ROAD SAFETY PARTNERSHIP

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The Global Plan describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

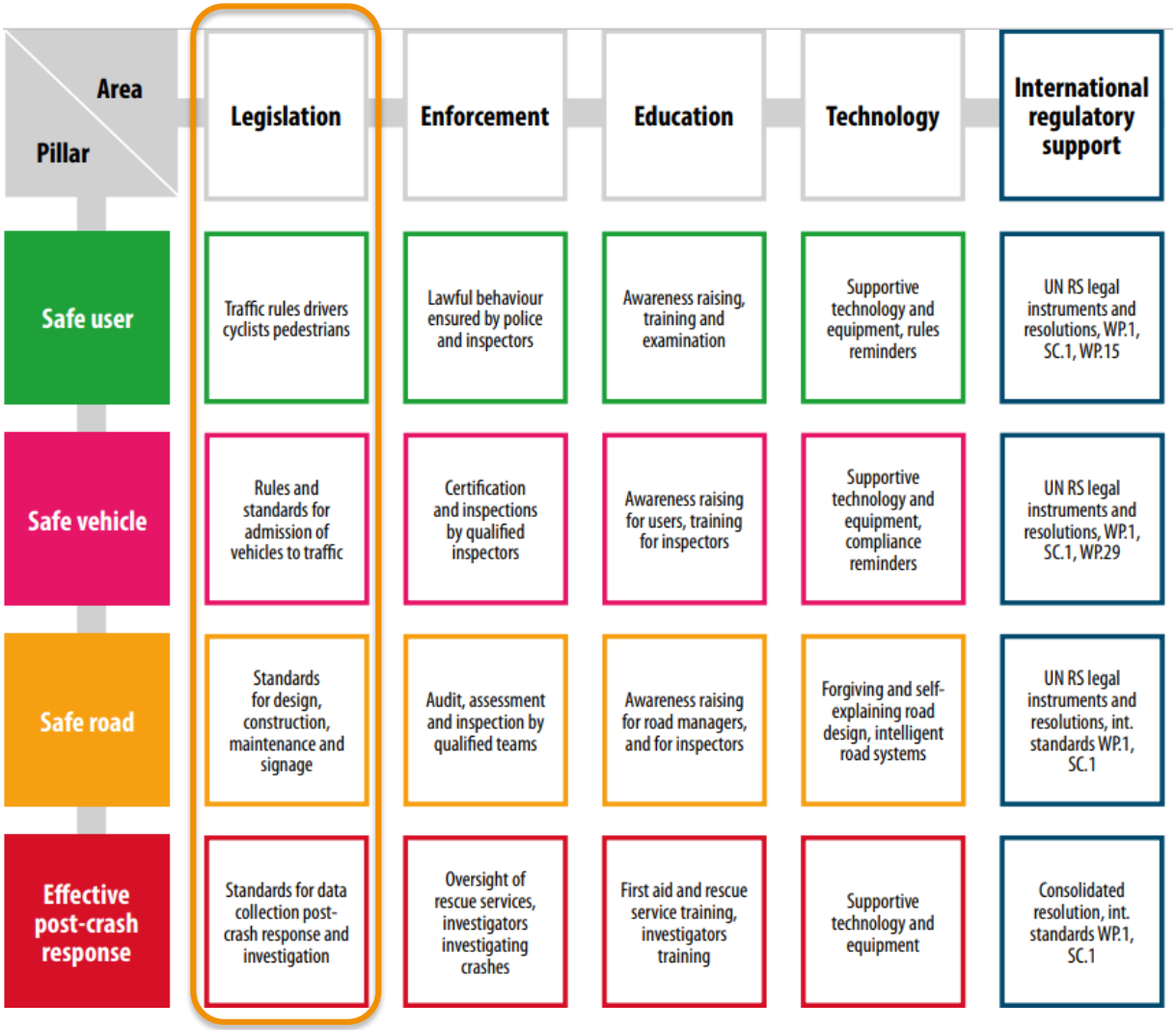
SAFE SYSTEM APPROACH

World Health Organization

United Nations

For further information, visit:
DECADE OF ACTION FOR ROAD SAFETY 2021-2030

DECADE OF ACTION FOR ROAD SAFETY 2021 - 2030



GLOBAL ROAD SAFETY PARTNERSHIP

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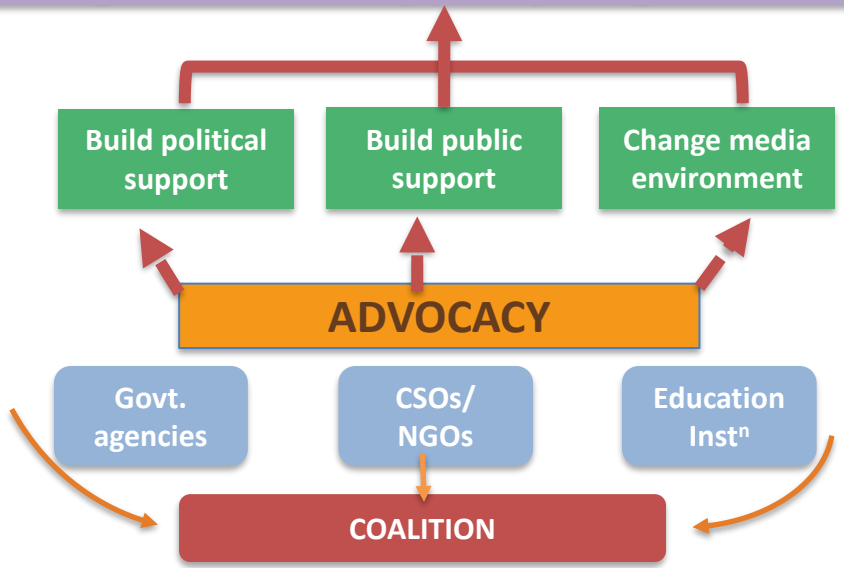
SUPPORTING RS POLICES THROUGH GRANTS

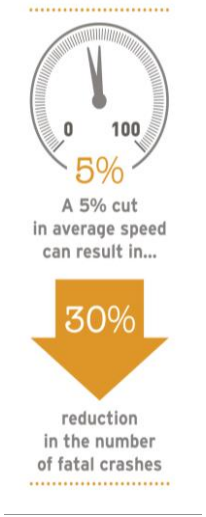
GLOBAL ROAD SAFETY PARTNERSHIP — CELEBRATING 25 YEARS

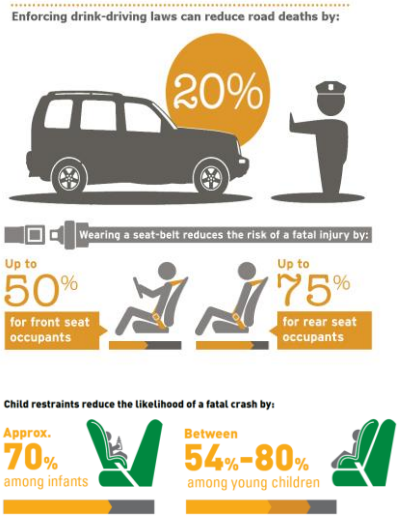
Legislation/ Policy → **Effective Enforcement** → **Road User Behaviour Change**

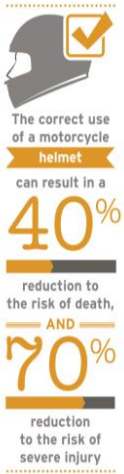
Evidence based road safety policy/legislation on key behavioural risk factors in low- and middle-income countries

Change in road safety policy = legislative change









ROAD SAFETY GRANTS PROGRAMME 2012 - 2024

GRANTS: JAN 2012 – AUG 2024

23 Competitive Funding Rounds

242 Grants

$ 23.6m Funding

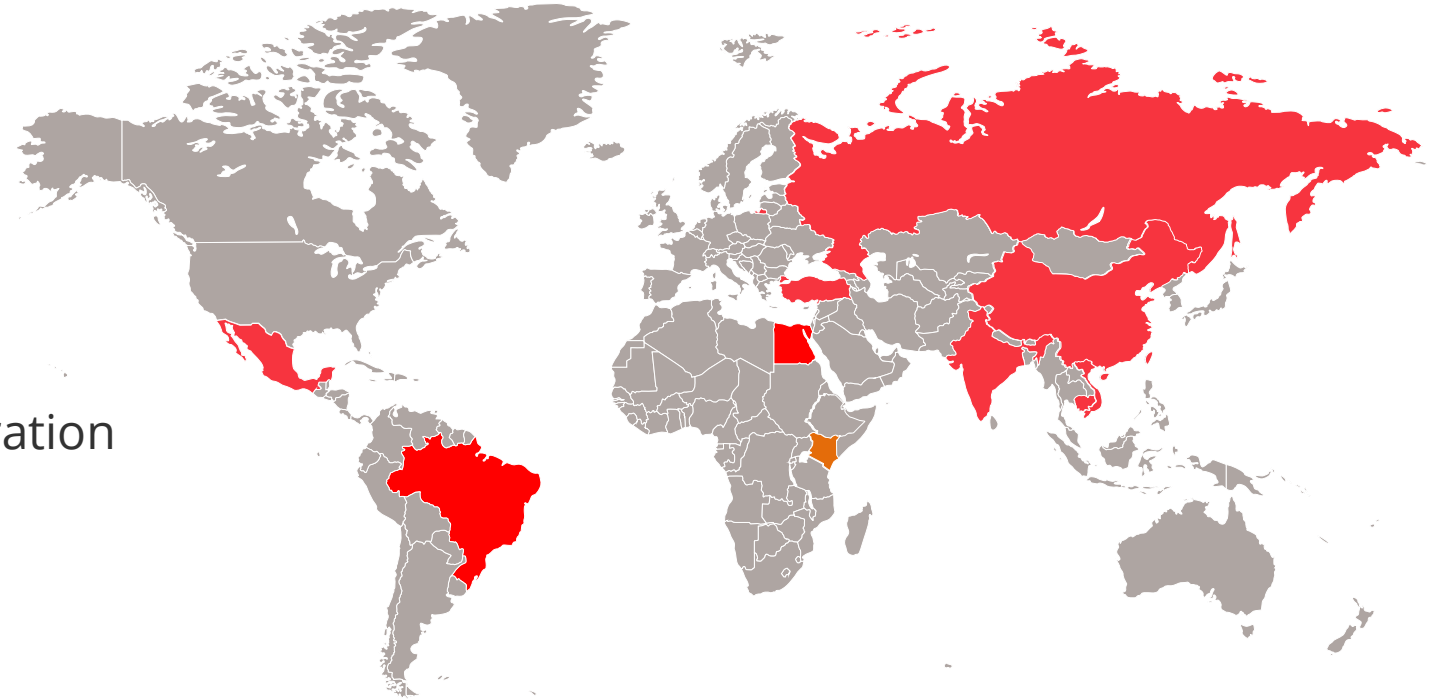
21 Countries

147 Organizations

GLOBAL ROAD SAFETY PARTNERSHIP
CELEBRATING 25 YEARS

PHASE 1: 2010 – 2014 (RS10)

Brazil
Cambodia
China
Egypt
India
Kenya
Mexico
Russian Federation
Turkey
Vietnam



PHASE 2: 2015 – 2019

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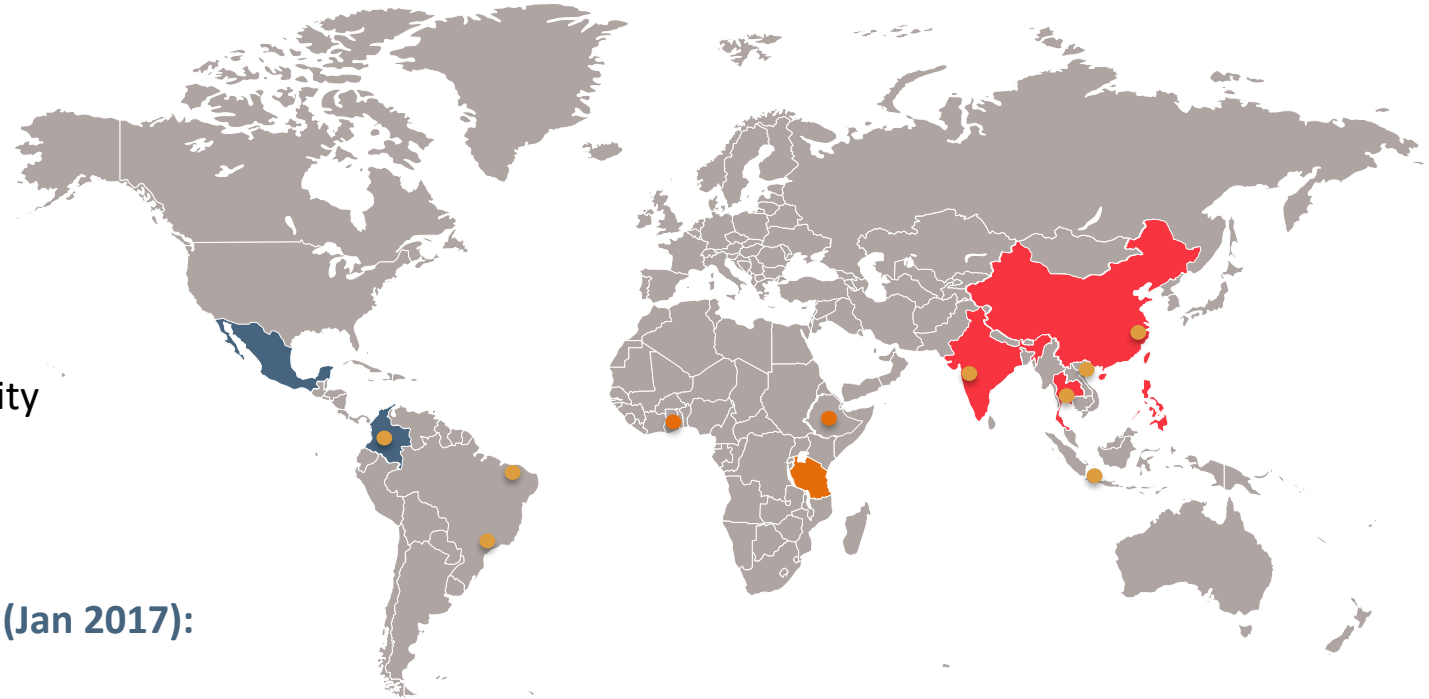
Priority Countries: China, India, Philippines, Thailand, Tanzania

Priority Cities:

Accra
Addis Ababa
Bandung
Bangkok
Bogota
Fortaleza
Ho Chi Minh City
Mumbai
Sao Paolo
Shanghai



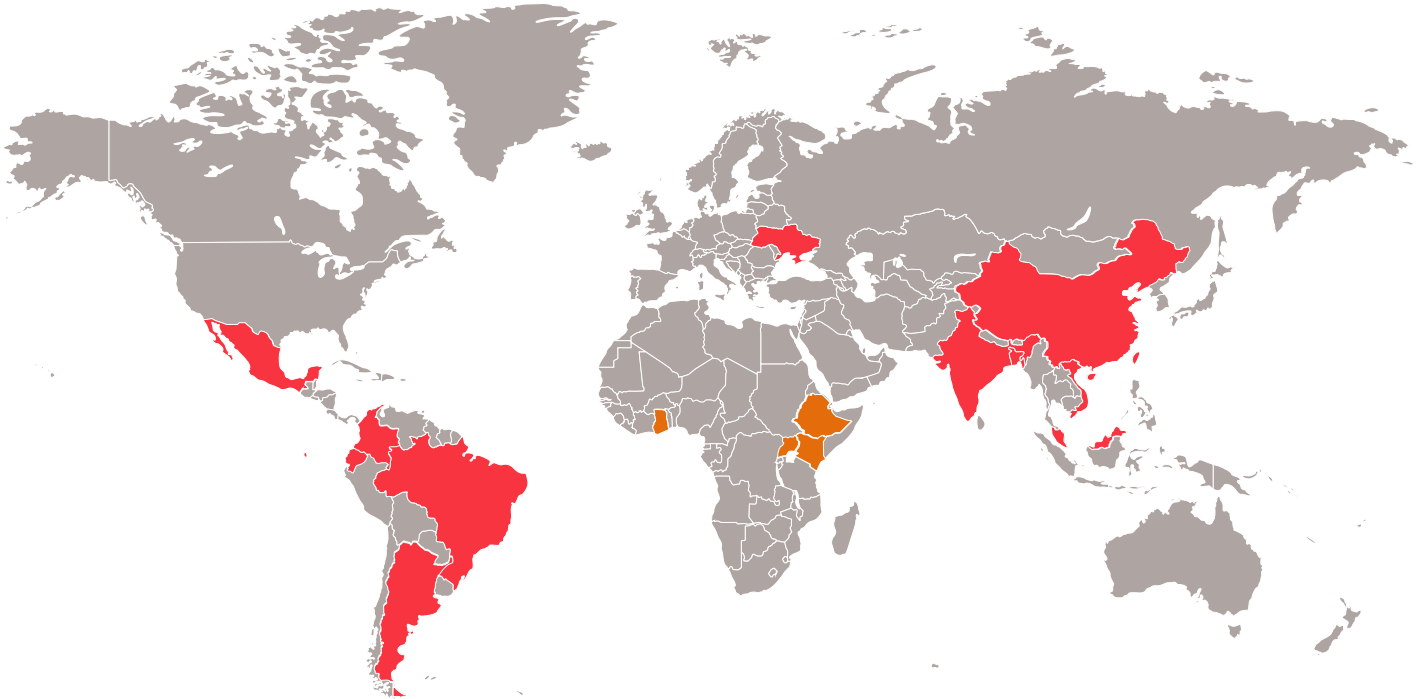
Vehicle Safety (Jan 2017):

Mexico
Colombia

GLOBAL ROAD SAFETY PARTNERSHIP
CELEBRATING 25 YEARS

PHASE 3: 2020 – 2025

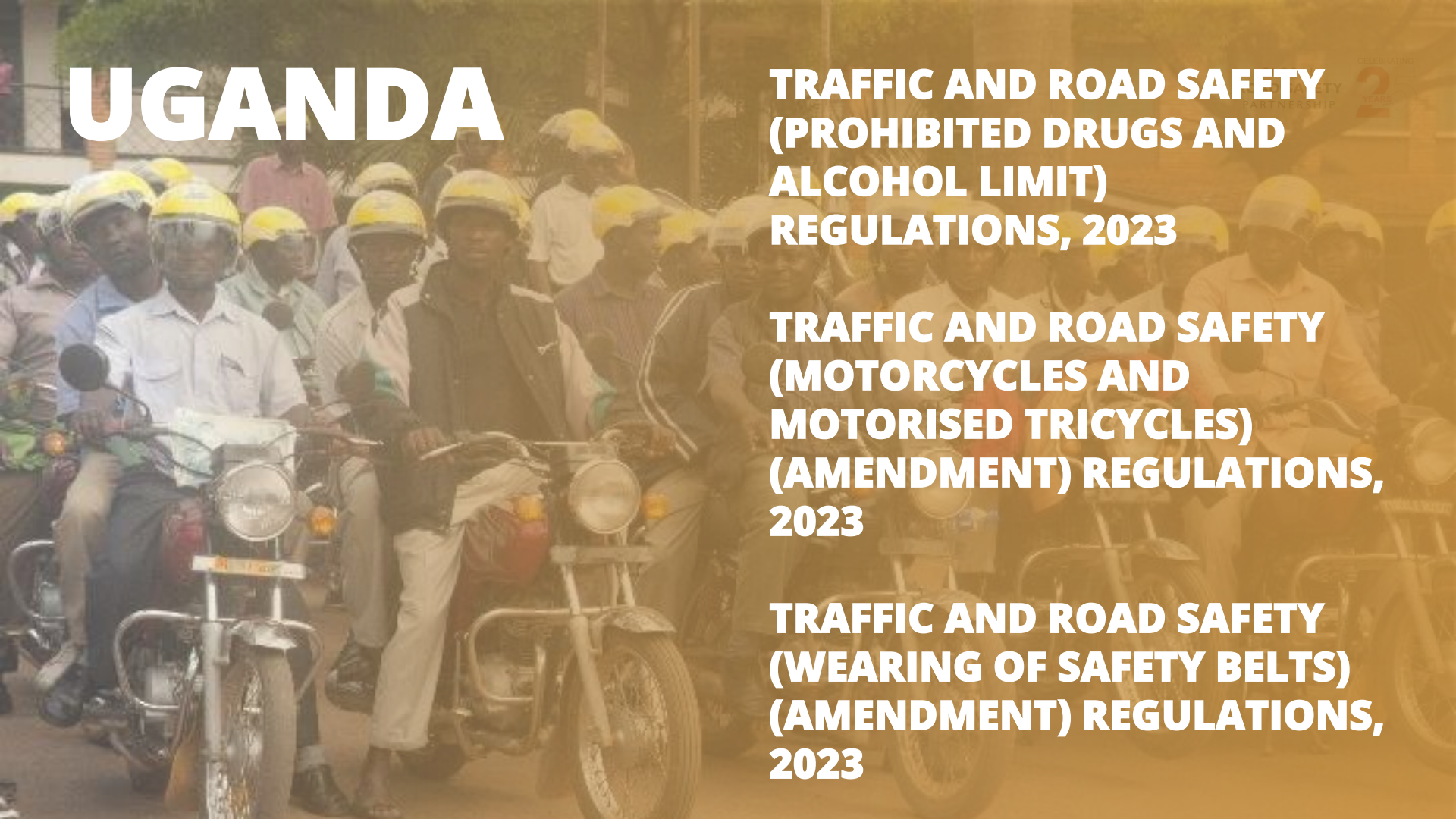
Argentina
Bangladesh
Brazil
China
Colombia
Ecuador
Ethiopia
Ghana
India
Kenya
Malaysia
Mexico
Uganda
Ukraine
Viet Nam



KEY ACHIEVEMENTS

KENYA TRAFFIC AMENDMENT BILL 2017

UGANDA



TRAFFIC AND ROAD SAFETY (PROHIBITED DRUGS AND ALCOHOL LIMIT) REGULATIONS, 2023

TRAFFIC AND ROAD SAFETY (MOTORCYCLES AND MOTORISED TRICYCLES) (AMENDMENT) REGULATIONS, 2023

TRAFFIC AND ROAD SAFETY (WEARING OF SAFETY BELTS) (AMENDMENT) REGULATIONS, 2023

PASSAGE OF NEW “ROAD TRAFFIC TRASPORT CONTROL”, COUNCIL OF MINISTERS. ETHIOPIA 2024

KEY ACHIEVEMENTS

- CAMBODIA ROAD TRAFFIC ACT 2014
- NATIONAL CHILD HELMET WEARING ACTION PLAN, VIETNAM 2014
- CHILD SAFETY IN MOTOR VEHICLES ACT, PHILIPPINES 2018
- MOTOR VEHICLES AMENDMENT ACT 2019, INDIA
- CHILD RESTRAINT POLICIES/REGULATIONS IN CHINA
- GENERAL LAW OF MOBILITY AND ROAD SAFETY, MEXICO 2022
- NOTIFICATION OF THE “MOTOR VEHICLE SPEED LIMIT GUIDELINES 2024”, BANGLADESH
- LAW OF ROADS AND LAW OF ROAD TRAFFIC ORDER AND SAFETY, VIETNAM 2024

GLOBAL ROAD SAFETY PARTNERSHIP CELEBRATING 25 YEARS

RESOURCES

- WHO Global Status Report
- WHO Green Manuals on Risk Factors
- GRSP Advocacy Resource Center
- GRSP Fact Sheets

GLOBAL ROAD SAFETY PARTNERSHIP SECRETARIAT

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