



**United Nations Road Safety Fund  
MPTF OFFICE GENERIC FINALPROGRAMME<sup>1</sup> NARRATIVE REPORT  
REPORTING PERIOD: FROM 05.2019 TO 12.2021**

<p align="center"><b>Programme Title &amp; Project Number</b></p> <ul style="list-style-type: none"> <li>Programme Title: Improving Road Traffic Fatality Data in Côte d'Ivoire and Senegal</li> <li>Programme Number (if applicable) N/A</li> <li>MPTF Office Project Reference Number:<sup>3</sup> 00115906</li> </ul>	<p align="center"><b>Country, Locality(s), Priority Area(s) / Strategic Results<sup>2</sup></b></p> <p>(if applicable) Country/Region Côte d'Ivoire and Senegal</p> <p>Priority area/ strategic results Improving Road Traffic Fatality Data in Côte d'Ivoire and Senegal</p>
<p align="center"><b>Participating Organization(s)</b></p> <ul style="list-style-type: none"> <li>Organizations that have received direct funding from the MPTF Office under this programme</li> </ul> <p>World Health Organization</p>	<p align="center"><b>Implementing Partners</b></p> <p>Ministry of Health, Ministry of Transport and Ministry of Interior of Cote d'Ivoire and of Senegal</p>
<p align="center"><b>Programme/Project Cost (US\$)</b></p> <p>Total approved budget as per project document: MPTF /JP Contribution<sup>4</sup>:</p> <ul style="list-style-type: none"> <li>by Agency (if applicable) USD 199,500</li> </ul> <p>Agency Contribution</p> <ul style="list-style-type: none"> <li>by Agency (if applicable)</li> </ul> <p>Government Contribution (if applicable)</p> <p>Other Contributions (donors) (if applicable)</p> <p><b>TOTAL: USD 199,500</b></p>	<p align="center"><b>Programme Duration</b></p> <p>Overall Duration (months) 31 Start Date<sup>5</sup> (dd.mm.yyyy) 09.05.2019</p> <p>Original End Date<sup>6</sup> (dd.mm.yyyy) 09.05.2020</p> <p>Actual End date<sup>7</sup>(dd.mm.yyyy) 31.01.2022</p> <p>Have agency(ies) operationally closed the Programme in its(their) system?      Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Expected Financial Closure date<sup>8</sup>: ?</p>
<p align="center"><b>Programme Assessment/Review/Mid-Term Eval.</b></p> <p>Evaluation Completed N/A</p> <p><input type="checkbox"/> Yes   <input type="checkbox"/> No   Date: dd.mm.yyyy N/A</p> <p>Evaluation Report - Attached</p> <p><input type="checkbox"/> Yes   <input type="checkbox"/> No   Date: dd.mm.yyyy N/A</p>	<p align="center"><b>Report Submitted By</b></p> <ul style="list-style-type: none"> <li>Name: Tran Nhan</li> <li>Title: Head Unit of Safety and Mobility</li> <li>Participating Organization (Lead): WHO</li> <li>Email address: trann@who.int</li> </ul>

<sup>1</sup> The term "programme" is used for programmes, joint programmes and projects.

<sup>2</sup> Strategic Results, as formulated in the Strategic UN Planning Framework (e.g. UNDAF) or project document;

<sup>3</sup> The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to as "Project ID" on the project's factsheet page on the [MPTF Office GATEWAY](#).

<sup>4</sup> The MPTF/JP Contribution is the amount transferred to the Participating UN Organizations – see [MPTF Office GATEWAY](#)

<sup>5</sup> The start date is the date of the first transfer of the funds from the MPTF Office as Administrative Agent. Transfer date is available on the [MPTF Office GATEWAY](#)

<sup>6</sup> As per approval of the original project document by the relevant decision-making body/Steering Committee.

<sup>7</sup> If there has been an extension, then the revised, approved end date should be reflected here. If there has been no extension approved, then the current end date is the same as the original end date. The end date is the same as the operational closure date which is when all activities for which a Participating Organization is responsible under an approved MPTF / JP have been completed. As per the MOU, agencies are to notify the MPTF Office when a programme completes its operational activities. Please see [MPTF Office Closure Guidelines](#).

<sup>8</sup> Financial Closure requires the return of unspent balances and submission of the [Certified Final Financial Statement and Report](#).

## **FINAL PROGRAMME REPORT FORMAT**

### **EXECUTIVE SUMMARY**

- In ½ to 1 page, summarise the most important achievements of Programme during the reporting period and key elements from your detailed report below. Highlight in the summary, the elements of the main report that you consider to be the most critical to be included in the MPTF Office Consolidated Annual Report.
- summarise the most important achievements of Programme during the reporting period and key elements from your detailed report below.

The project has sought, since its inception, to bring together partners from all relevant sectors involved in road safety. We held extensive consultations with all stakeholders and undertook a KAB survey at the start of the project to learn the views and opinions of stakeholders on the current road safety data systems in the two project countries. This is an innovative approach ensuring that stakeholders are involved from the start and seek to understand where the bottlenecks are from their perspective and what they think they can do to improve the situation. The project managed to bring together non traditional partners to analyse and work together to find solutions to improving their data systems.

The second achievement of the project which was not included in the original project proposal was the creation of a "Comité de Pilotage" (project steering committee) composed of representatives of the different sectors to discuss the project, monitor its stages and provide guidance to WHO. This worked very well to ensure that the voices of all sectors, not just the main partner agency, were heard and taken into account. It is expected that this committee will continue to function to coordinate road safety data collection issues even after the project closes. Such a committee could be expanded to operate at a higher level to coordinate all road safety initiatives in the future.

The third achievement of the project was the mapping of the road mortality systems where the majority of stakeholders were involved to create a single map called the Business Process Map. The Business Process Management (BPM) is a systems thinking tool to describe and analyze the information architecture of road traffic death registration systems, it is used to find the system bottlenecks and discuss the solutions to improve the performance of systems. This method helped capture the complexity of the road traffic death registration system in a simple diagram called process map, by visualizing main stakeholders, system processes and information flows from end-to-end. It provided insights into stakeholder relationships and, system bottlenecks, inefficiencies and design flaws that limit system performance.

Given the complexity of the project and the different paces of the country teams in implementing their analysis of the processes around road traffic fatalities recording, we designed different strategies to provide support to the different teams. Document review, online training activities, online workshops with national stakeholders or interviews were some of the activities conducted during the life of this project. We used a number of visualization tools to synthesize and systematically display the information collected in countries. Bizagi Modeller was used to visualize the flow of activities and stakeholders involved throughout the entire system. All sub-systems included in a single country-specific map where all stakeholders and their interconnections were displayed.

The fourth achievement of the project was to link the three main sources of data for road traffic deaths based on a sample of certain districts of Abidjan and Dakar.

Then we used statistical methods, capture-recapture, to estimate the number of road traffic deaths and the completeness of the data sources. This was important for the stakeholders and the countries to know the quality of their data sources and the improvement of the quality of these data after matching and merging different sources of data. The results of this exercise

- 1) highlighted the importance of sharing data between different stakeholders and ministries.
- 2) Set up a functional platform for collecting and exchanging mortality data between stakeholders.

- Highlight in the summary, the elements of the main report that you consider to be the most critical to be included in the MPTF Office Consolidated Annual Report.

Through this project, we have developed a business process mapping of the road traffic deaths data systems in Senegal and Cote d'Ivoire by involving all the relevant stakeholders working on road traffic related issues. The BPM process allows different stakeholders who may not be traditional partners to come together and to discuss the issue of road traffic data. The process of developing the maps and the completed maps, provides an overview of the road traffic data system in the country. The maps provide the participants to identify and locate where the strengths, gaps and challenges are in their system and can:

- 1) convince the participants to see where the problems and gaps are
- 2) convince them that there is a need to work together amongst various sectors and ministries to overcome the identified challenges.
- 3) reinforces the idea that having one database that merges all data is the way to provide everyone with the most accurate data.

In addition, the committee and the stakeholders understood the need for and how to improve the quality of data recorded.

The second point developed during this project was merging different data on road traffic deaths from different sources. Thus we linked the data from the three main sources from capital regions in each country. In situations where the quality of civil registration and vital statistics (CRVS) data is not eligible, the road traffic death data linkage exercises showed the discrepancies between using a single source and a merged RT deaths data sources. Moreover, as a result of the linkage, we calculated the completeness of each source and an estimation by using capture-recapture method.

It was clear that no single database provides enough information to give a complete picture of the burden of road traffic injuries in the country.

## I. Purpose

- Provide a brief introduction to the programme/ project (one paragraph).

The purpose of the project was to understand the problem of the underreporting of road traffic deaths data, understanding the process of collecting road traffic deaths data, evaluating the quality of the database in each stakeholders involve in collecting road traffic deaths data and to prepare an action plan to improve the quality of the data.

- Provide the main objectives and expected outcomes of the programme in relation to the appropriate Strategic UN Planning Framework (e.g. UNDAF) and project document (if applicable) or Annual Work Plans (AWPs) over the duration of the project.

Sustainable Development Goal (SDG) target 3.6 calls on Member States to “reduce the number of road traffic deaths by 50% by 2020”. Achieving this and other global targets will require Member States to have good systems in place to monitor the rate of deaths and progress towards improving road safety. Worldwide an estimated 53% of deaths go unregistered, and progress in improving death registration in low- and middle-income (LMIC) countries has been slow. The Africa region not only has the highest road traffic death rates per 100,000 population (i.e. 26.6 per 100,000 population), they are also countries where the largest discrepancies exist between what is officially reported by the government and estimates generated by the World Health Organization (WHO). For example, whereas the total reported number of deaths in African countries was 55,000 in 2016, WHO estimates that the actual number of deaths to be closer to 284,000. This means that more than four times of the deaths are not accounted for in these countries. The lack of and poor quality of data prevents the development of tailored strategies to address specific risks for road traffic deaths, effectively hindering progress in these countries.

Among the many African countries needing support in strengthening their data systems, this project proposes to target Côte d’Ivoire and Senegal because the improvement of the data system and collecting national and regional data are specific targets in their national strategies on road safety. During the process of collecting data for GSRRS we noted strong motivation and collaboration from the two governments and a political will to make efforts to improve their data systems. They have expressed the desire to receive support to reduce the discrepancy between reported data and estimated data by improving the quality of their data systems and involving all different sectors concerned.

The 2 countries had been specifically identified as:

- They have expressed interest to undertake the process mapping
- They are countries that have a big discrepancy between their reported number of road traffic deaths and the WHO estimation
- The countries are using different sources of road traffic deaths data
- These countries that have stepped up efforts in preventing road traffic fatalities and have activities on this in relation to the Decade on Road Safety
- The improvement of data systems have been identified in their national strategies on improving road safety.

The **overall objective** of this project was to strengthen existing health information systems in two African countries to provide accurate and timely data through civil registration on vital statistics for road traffic deaths. Over time, this will reduce the discrepancy between the reported (by countries) and estimated (by WHO) number of road traffic deaths. It will also facilitate increased engagement and collaboration among different stakeholders and ministries (including health, transport and interior) in the generation of statistics on road traffic deaths. Strengthening data systems will also lead to more robust data for use in decision-making.

This involved a business process mapping methodology that helped countries identify and understand how current civil registration processes work and identified gaps and recommendations for solutions to improve these systems. This process mapping considered the use of additional sources of data such as verbal autopsies and surveys for external causes of death, to complement civil registration systems in limited resource settings. The BPM process jointly implemented by WHO and partners including the Swiss Tropical Institute and the Safer Africa Forum, is currently being carried out in several countries in Africa and Asia.

Specific objectives were

1. Mapping of data systems: Tracing steps that are followed from the time a crash occurs up to when information about the crash is entered into a data system. This process involves actions and decisions by different institutions as the information about the injured is moved from one place to another. This meticulous tracing helps in determining if the data systems are working effectively and where gaps exist leading to loss of information about the injury. This method is based on previous work done by WHO and will also consider guidance or methodologies that may be developed by the Observatory.
2. Development of a plan of action: Based on the mapping and consultations carried out, a detailed plan of action outlining specific enhancements that will be made to existing CRVS systems will be developed in each country. These action plans will serve as the basis for technical assistance and monitoring by WHO to assess progress.

## II. Assessment of Programme Results

- This section is the most important in the Report and particular attention should be given to reporting on results / and changes that have taken place rather than on activities. It has three parts to help capture this information in different ways (i. Narrative section; ii. Indicator based performance assessment; iii. Evaluation & Lessons learned; and iv. A specific story).

### i) Narrative reporting on results:

From 09 April 2019 to 31 December 2021, respond to the guiding questions, indicated below to provide a narrative summary of the results achieved. The aim here is to tell the story of change that your Programme has achieved over its entire duration. Make reference to the implementation mechanism utilized and key partnerships.

The project accomplishments have been formulated to support Pillar 1 on road safety management of the Decade of Action on Road Safety.

The following are the accomplishments of this project:

- **1. Contributed to knowledge sharing** of current best practices on improving reporting on road traffic deaths at a global level.
- We conducted a literature review involved the examination of five methods, namely capture-recapture, modelling, review studies, cross-sectional and retrospective studies. We searched for studies that included all age and sex categories or groups, all countries regardless income group

and different road traffic data sources on road traffic fatal injuries. An article on the results of this literature review is being published in an international Journal

- **2. Expanded the knowledge base** on current road safety awareness and identification of missing/weak elements.
- **3. Capacity of national stakeholders strengthened on road safety data management**, organized three workshops to finalize the map of road traffic deaths system in the countries & discuss the roadmap for the linkage of mortality data and another workshop to show the results of the linkage data.
- **4. Countries received direct technical support** from WHO to improve road safety data management systems and the capacity of government officials working on the subject increased.
- In the time that was available. given the delays the project faced, the project was able to provide concrete technical support to the two countries to put into action some plans to overcome the identified challenges. The project hired three experts in the form of consultants.
- 1) A dedicated officer to work on the project was recruited, this person focused only on supporting the project and sort out the administration issues during the collection of data for the linkage and the organization of the workshops
- 2) Two statisticians hired as consultant to manage the collection of data from different sources for the linkage and prepared the data for the capture-recapture method to estimate the completeness of each source and the number of road traffic deaths.
- In addition, there were 4 staff from WHO who were involved in this project (1 HQ, 1 regional, 1 local in Côte d'Ivoire and 1 local in Senegal + and provided extensive support to the implementation of this project and to supporting the counterparts in the two countries.
- **5. Improved process mapping guidance through an evaluation** of the process mapping. .Once the maps were completed, our partner the Swiss Tropical and Public Health Institute (Swiss TPH) undertook an evaluation of the developed maps as well as the process involved to develop the maps. They identified the lessons, good practices and gaps in the process used and utilized this information to develop a guidance note. the guide or toolkit on BPM describes how to improve data systems, how to integrate data from the main stakeholders and estimating the completeness of each source of data and the number of road traffic deaths in the countries has been developed
- An evaluation of the process mapped in each country by describing the structure and information flows of road accident death registration systems and identifying the root causes of system underperformance. Also, assess the performance of each stakeholder and system to be involved and the section for improvement or improvement should be detailed or straightforward. For example, in both countries, we highlighted the need to change the role of the family instead of relying on the family to share the information of the deceased we need to change the system so that the information will be shared without the intervention of the family who is in a period of mourning because of the loss of a member of their family.
- 2 articles on the results of linking different sources in each country are in the process of submitting to international journals.

**Sustainability** strategies have been built into the project to ensure capacity enhancement of the national stakeholders and partners to ensure that achievements made during the life of the project will be carried forward by them. The project strategy is based on engagement and collaboration among key stakeholders and ministries within government: the success of any technical cooperation is contingent upon the partner countries' commitment and willingness to invest in the necessary resources to implement the desired improvements. For this reason, consultations will be carried out with relevant stakeholders and ministries at the onset of the initiative and following the mapping exercise in order to ensure necessary buy-in and cooperation with the actions identified.

- **Qualitative assessment:** Provide a qualitative assessment of the level of overall achievement of the Programme. Highlight key partnerships and explain how such relationships impacted on the achievement of results. Explain cross-cutting issues pertinent to the results being reported on. Has the funding provided by the MPTF/JP to the programme been catalytic in attracting funding or other resources from other donors? If so, please elaborate. For Joint Programmes, highlight how UN coordination has been affected in support of achievement of results.

The implementation of the project has been “Very Successful” in that the project has achieved all of its objectives despite the delays and challenges that came about due to the global covid-19 pandemic and some issues in the project start up phase.

The most notable achievement of this project was not an explicit objective, nevertheless it is one that will lead to the sustainability of the project and strengthen the road traffic system of each of the countries, that is having brought together all of the actors that work on road traffic issues in the countries, to sit around the same table and to mutually see and agree on the strengths, gaps and challenges in strengthening the road traffic data system. An example to illustrate this comes from one of our first encounters with one of the stakeholders early in project implementation, a representative from the Police, a major partner in collecting road traffic deaths data, told the project manager that there is sound and reliable data on road traffic deaths and that there was no need to collaborate with other partners or to conduct any data linking processes, as their data was reliable and complete. Once this representative had been through the BPM process and also seen the results of the linking study, he saw that there were gaps in Police data and that it was not as complete and reliable as he had thought, he was fully convinced of the need to collaborate with the various actors and to revisit the collection of road traffic deaths data from the Police perspective. This is just one example of the transformational change that occurred amongst the participants in this project that will lead to a sustainable change in how the data system on road traffic deaths will be dealt with even after this project closure.

An additional achievement of this project is the creation of a comité of experts in each country to advocate, support and work as team on improving the quality of the data in each stakeholder and to convince the high level policy -makers on the urgent work to be done on road traffic data system in the aim of using the correct data to calculate the number of road traffic injuries to achieve or be close

to the SDG 3.6. SDG 3.6 target asks member states to halve the number of road traffic deaths and injuries by 2030. Having the correct data or more relevant data will help Côte d'Ivoire and Senegal to prepare good strategies and the milestones to achieve SDG target 3.6.1.

The third achievement of this project is having a map ( developed by using BPM) of the systems involved on road traffic showing the process used to collect data on road traffic deaths in each stakeholders since the crash. These maps explained the reality of the roles of each stakeholder. For example what we noted after developing the maps is in Côte d'Ivoire and Senegal the family play a big role of sharing information on deaths with the stakeholders. The family is required to provide information to the different ministries on their deceased person each time they want a certificate or administrative document from the relevant ministry, that is because there is no central database, the family must go to all the relevant Ministries to record the death, this leads to inconsistencies between databases and is an undue burden on the mourning family. Normally this information should be shared between the Ministries and relevant stakeholders without involving the family.

The maps provide a clear step by step process to registering road traffic deaths in the system and also identified the gaps and areas of improvements the countries must address to have a more robust road traffic deaths database system.

Linkage of the main three sources of data on road traffic deaths was the fourth achievement in both countries. Different sectors involved in road traffic injury data collection took part in integrating the data available by checking each death by ID, name, data of birth, age, sex, place of crash and other common variables available in individual data. In addition to the BPM the linkage of different sources of data highlighted the problems of collecting and under-reporting the correct deaths data especially the lack of having individual data.

For efficiency reasons, we started the linkage exercise by only focusing on the data from the capital regions and the choice of Abidjan region and Dakar region as samples of the exercise were based on discussions with the national experts from each country regarding the population, the number of crashes and the number of deaths. For Senegal we collected data from police ( Police and gendarmerie) and hospitals and data from Firefighters. As results of the Senegal linkage exercise we found that the completeness of police data and Firefighters data are around 14% and the estimated completeness of Hospitals data is around 38%.

For Côte d'Ivoire we collected data from Police ( police and Gendarmerie) health sector and Mortuary services. The results of this linkage data were that the completeness of police data is around 22%, the completeness of health data is around 5% and the estimated completeness of mortuary services is around 7%. It was remarked that the mortuary services have solid data on deaths but as the cause of deaths was not clearly defined, it ended up not being a reliable source of data for our purposes.

The latest achievement is a joint collaboration between the committees, Swiss TPH and the WHO where we developed an action plan for each country to improve data systems on road traffic deaths. These plans act in the short and long term with the aim of establishing a functional platform for collecting and exchanging injury data between stakeholders and improving the quality of data collection at every stage. Relevant quality data will help the two countries to plan well the strategies for this second decade on road safety 2021-2030 and to prepare the plan to achieve the target of SDG 3.6 by 2030.



## ii) Indicator Based Performance Assessment:

Using the **Programme Results Framework from the Project Document / AWP**s - provide details of the achievement of indicators at both the output and outcome level in the table below. Where it has not been possible to collect data on indicators, clear explanation should be given explaining why.

<b>2.4 ACTIVITY IMPLEMENTATION STATUS</b>				
<i>Add additional rows, as needed.</i>				
<b>Activity</b>	<b>Description of work undertaken during reporting period, including any implementation challenges</b>	<b>Deliverables</b>	<b>Delivery date</b>	<b>Status of Activity (complete/ on-going/ delayed)</b>
<i>Expected Accomplishment 1</i>				
Review of the literature and documentation of best practices to improve reporting of road traffic deaths	Conduct research on the best practices to improve road traffic data systems from different sectors and the link with improving CRVS	A review of the literature and documentation of best practices to improve reporting of road traffic deaths	July 2019	Completed
Launch of the project	We organized two-day project launch workshops in each country	<ul style="list-style-type: none"> <li>• Explain to attendees the rationale of the project, its objectives and expected results.</li> <li>• Develop a project plan</li> </ul>	30-31 July in Senegal and 27-28 August 2019	Completed

*Expected Accomplishment 2*

Conduct a KAB survey about the quality of reporting on road traffic deaths	Hire consultant to conduct KAB survey and results analysed	A KAB survey and the analysis of the data	March 2020	The both steps on KAB survey were completed
Business process mapping workshop	<p>The main points expected from these three-day workshop are</p> <ul style="list-style-type: none"> <li>• Conduct a business process mapping of road traffic data systems</li> <li>• Define the actions to take to improve each database and link them together</li> <li>• Develop a work plan for the implementation activities</li> </ul>	<p>A first map as result from the BPM exercise</p> <p>Actions to be taken after the workshop based on the gaps in the map</p> <p>A workplan related to the actions mentioned above</p>	December 2019	completed
-Capacity of national stakeholders strengthened	Organize workshops to finalize the map of road traffic deaths system in the countries & discuss the roadmap for the linkage of mortality data	<p>Two workshops were organized and the third one was postponed after “Covid 19” issue</p> <p>During 2020 all activities are delayed and by the end of the year we restarted the work and had workshops</p> <p>We are still in preparation to hire</p>	December 2020	completed
Linkage of data	Hire consultants and start the process of data		April	Completed

from different sources	collection from different sources on the region chosen by the comité of the pilotage in each country	consultants to coordinate the work on linking the data from the main sectors in some districts in Abidjan and Dakar	2021	
-Direct technical support	Based on the collaboration between WHO and international experts we support the national experts to select ministries to correct the gaps and solve the issues in data systems and help them on the statistics issues to estimate the number of road traffic deaths and the completeness of each source of data based on the linkage exercise		2021  September - October 2021	Completed
-Evaluation	Evaluate of the process mapping and provide input to ameliorate the process		December 2021	Completed

### iii) Best Practices and Lessons Learned

- Report on any assessments, evaluations or studies undertaken relating to the programme and how they were used during implementation. Has there been a final project evaluation and what are the key findings? Provide reasons if no programme evaluation have been done yet?
- Explain challenges such as delays in programme implementation, and the nature of the constraints such as management arrangements, human resources etc. What actions were taken to mitigate these challenges? How did such challenges and actions impact on the overall achievement of results? Have any of the risks identified during the project design materialized or were there unidentified risks that came up?

### Challenges

Covid-19 has resulted in the cancellation of the planned workshops and activities in both countries for an undetermined amount of time. As a result of the COVID-19 pandemic the activities planned for 2020 and the beginning of 2021 were postponed and face challenges in how to implement the project activities during the remaining project time line. Mitigation measures requested an extension of the project to finalize the project.

- Report key lessons learned and best practices that would facilitate future programme design and implementation, including issues related to management arrangements, human resources, resources, etc. Please also include experiences of failure, which often are the richest source of lessons learned.

### Key lessons learned

One lesson learned from this project is that in addition to mapping the systems and the linkage of different sources of data in Côte d'Ivoire and Senegal, awareness building among key stakeholders about road traffic data was very important to prepare the strategies and milestone to achieve the SDG target 3.6.

Another lesson learned is that there needs to be a different sequencing of events and a careful selection of the participants for each of the workshops and discussions. Having high level participants is good for the political commitment for the results of the project but it is necessary to have the technician level colleagues around the table to provide concrete and specific examples and information for each step identified in the BPM. We have therefore come up with a recommendation to revise the current process to a more successful BPM exercise:

Step 1: BPM with the ministry members nominated by the Ministries. This is an important step to look at the overall situation of road safety data in the country and is also invaluable to convince the government that there is a problem and the importance of multiple sources of data are needed for a complete data picture.

Step 2: Linkages. We found that the linkages exercise led to the identification of many issues that did not come up during the BPM. We found different people that needed to be brought in and identified various other problems that were not raised in the BPM meetings

Step 3 Validation of the BPM with the ministry nominated people for political commitment and those people identified through the linkages exercise who could provide more specific areas of problems and weaknesses to the BPM

Step 4 upon validation, only then should a Plan of Action be developed that identifies the way forward for the country and WHO technical assistance areas that can be used for future collaboration, future projects or how the country can bring their work forward to improve road safety data

Step 5: Technical assistance by WHO in collaboration with the ministries to work on priority areas identified by the BPM and the plan of action exercise.

Lessons learned 3 is something that became painfully clear during the international travel restrictions due to the global pandemic and that is the limits to digital participation. We found that there are some activities that

need to take place in person to get buy in and commitment from the stakeholders. There is also a limit to keeping stakeholders committed to a process that only takes place virtually and that it was difficult to get high level of participation in workshops that had a large number of participants due to non optimal digital conferencing equipment. It was also important that the project be given face to face time with the higher political figures to explain and discuss the project, this was fortunately completed at the start of project start up and before the travel regulations came into place, however it was unfortunate that similar meetings could not take place at the end of the project to solidify the counterpart commitment and to reiterate our commitment to keep the gains made during this project and to leverage them for further joint action.

Foresee in the future, a longer period for a pilot study aiming at the integration of data especially for collecting individual data from LMIC countries.

Lesson 4 of this project is the need for all structures to better organize the archiving system to be able to have exploitable data especially individual data at any time. To do this, the various structures must be supported in setting up and/or strengthening their sectoral databases.

### **Best practices**

-Meeting the stakeholders in the beginning and explain the project and creating a comité pilotage

-Inviting all stakeholders working or involved on road safety in a meeting (in the same room), explaining the project and showing experiences from different countries on improving road traffic data.

-Presenting to the attendees the results of the KAP survey by showing them the analysis of their answers to questionnaires and the lack of knowledge on road traffic deaths data as example the definitions used in their country from different stakeholders.

-Convincing the different stakeholders to work together on improving their quality of data and speak on one voice.

This project has shed light on how far we still have to go to obtain reliable data on road traffic deaths. This is a big step in the right direction. It remains to be hoped that resources will be mobilized for continuation and sustainability.

#### iv) A Specific Story (Optional)

- This could be a success or human story. It does not have to be a success story – often the most interesting and useful lessons learned are from experiences that have not worked. The point is to highlight a concrete example with a story that has been important to your Programme.
- In ¼ to ½ a page, provide details on a specific achievement or lesson learned of the Programme. Attachment of supporting documents, including photos with captions, news items etc, is strongly encouraged. The MPTF Office will select stories and photos to feature in the Consolidated Annual Report, the GATEWAY and the MPTF Office Newsletter.

##### **Problem / Challenge faced:**

During the implementation of this project, significant challenges were faced due to the restrictions placed on both travel and meetings due to the COVID-19 pandemic. It was felt, as noted above, that there are limits to how much digital means of communication can replace face to face contact and this was felt keenly in a project such as this that relied on bringing the stakeholders together to discuss and seek ways of collaboration in person.

However, the project did face challenges that were not linked to the covid-19 pandemic. The first challenge occurred in the beginning of the project regarding the creation and appointment of members of the comité de pilotage. There was some inter-ministerial conflict regarding the appointment of the committee members which held up the creation and implementation of the committee. There was also a miscommunication issue regarding the way the project will be managed and financed which led to further delays and full cooperation from the stakeholders.

The second challenge faced was in Côte d'Ivoire during the linkage exercise. It was difficult to identify a consultant that was qualified for the exercise and had proven experience in this type of analysis. The methodology of capture-recapture is not one that is commonly used outside of certain academic circles and the project faced challenges in recruiting qualified persons who could carry out the work, despite this the project attempted to recruit someone locally, for capacity building purposes and to support sustainability of the project.

**Programme Interventions:** How was the problem or challenged addressed through the Programme interventions?

To sort out the problem in Senegal we hired a consultant having experiences in working in Ministry of Health and having a lot experiences on these problems. The first task he started with is to meet face to face with the directors of the stakeholders and re-explain the aim of this project. The second task was to convince them to attend the second workshop on BPM.

Regarding the challenge faced in Côte d'Ivoire the project manager, as a statistician, prepared for the consultant the steps to follow to use the capture-recapture method and checked all the documents received from him and spent a lot time of checking all the analysis. It was not easy to check all the data received when it was received ( it was not easy to receive the final data from him).

**Result (if applicable):** Describe the observable *change* that occurred so far as a result of the Programme interventions. For example, how did community lives change or how was the government better able to deal with the initial problem?

The adoption of the two solutions mentioned above saved a lot of time for this project and helped us to achieve all the objectives and activities planned for this project

**Lessons Learned:** What did you (and/or other partners) learn from this situation that has helped inform and/or improve Programme (or other) interventions?

The key lessons learned were the importance of the choice of the consultant and his or her network and relationship among the ministries and stakeholders. Face to face meeting are very relevant for these type of projects and could facilitate communication issues. Having a face to face meeting with the consultant could show you the quality of his/her work and deliverables and could help one see whether the person is qualified enough to take on the assignment.

# Annex 1: Process map developed in Bizagi from Côte d'Ivoire





