



MINISTRY OF WORKS AND TRANSPORT

ROAD SAFETY SITUATION IN UGANDA

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Outline of the presentation

1. Introduction
2. Situational analysis
3. Interventions
4. Challenges



Introduction.

- Road Safety is both a public health problem and an economic issue. The burden of these crashes to the economy is manifested in form of loss of lives and property, medical care, loss of earning, damage and loss of property, repair and replacement of accident vehicles
- Uganda is a signatory to the UN Resolution on Decade of Action for Road Safety (2011-2020) which set a target of 50% reduction on the forecast level of road traffic accident deaths by 2020.
- The decade of action is anchored on Five Pillars, which are; road safety management, safer roads & mobility, safer vehicles, safer road users, and post-crash response.



Road Safety situation in Uganda

- The country is experiencing rapid motorization spurred by economic growth and population increase.
- There is an astronomical increase in the number of motorcycles used as Public Service Vehicles (boda-bodas)
- According Police Annual Traffic Report 2017, 3,500 people were killed and a further 10,420 were seriously injured on our roads.
- (40%) of all casualties were pedestrians followed by passengers at 27% and motorcyclists at 23%.



Road Safety situation cont'd

- Traffic accident fatalities were highest among road users below the age of 35 the most productive age group in society.
- Careless driving remained the single largest causation factor for all crashes in 2017, accounting for 43% of all collisions.
- Motor cycles made up 32 percent (5,610) of the vehicles involved in all crashes.
- According to the Uganda Police, there are many accident cases involving Goods Vehicles. The causes of these accidents have been attributed to poor vehicle mechanical condition, driver fatigue, unlicensed or untrained drivers.



Road Safety situation cont'd

- According to the Annual Crime & Traffic Reports by Uganda Police Force, 12,713 Goods vehicles have been involved in crashes from 2014 to 2017.
- On average, Goods vehicles account for 13% of the total number of vehicles involved in crashes.
- They were 3,484 (11.9%) in 2014, 3,525 (12.3%) in 2015, 3,026 (13.8%) in 2016, and 2,678 (13.2%) in 2017



Government interventions

Government is implementing interventions guided by a road safety policy which was adopted by Cabinet in 2014. The policy in summary encapsulates the five pillars of the Decade of Action:

Road Safety Management;

Safer Roads and Mobility;

Safer Vehicles;

Safer Road Users;

Post – Crash Care.



Interventions

- The Traffic and Road Safety Act (Amendment) Bill 2018 has been gazette. The amended Act will prescribe steeper and more deterrent penalties for traffic offenders in order to improve discipline of road users especially drivers.
- To improve the fleet of vehicles in the country government through Ministry of Works and Transport contracted SGS to inspect all vehicles in the country for roadworthiness. However, the Ministry is still waiting Parliament to make a final decision.



Interventions cont'd

- Ministry of Health is finalising the consultation process on Emergency Medical Services Policy that will provide the frame work on the implementation of the national ambulance system.
- Uganda Police has also enhanced emergency response centres along strategic points of the highways for quick response to road safety incidents.
- The Ministry developed a Non-Motorized Transport (NMT) Policy which is supposed to guide the planning, design and construction of a road network which has facilities for Non-Motorised Transport such bicyclists and pedestrians.



Interventions cont'd

- The Ministry of Works and Transport is committed and finalising the establishment of crash data base system. This will help in formulating evidence – based interventions.

Other measures to be implemented;

- Installation of Digital Speed limiters in Commercial Vehicles: The Ministry is proposing to introduce speed limiters that come with GPS trackers and recorders, over speeding alerts and can notify the regulator of any tampering attempts to all Commercial vehicles.



Interventions cont'd

- Licensing of Good Vehicles: The Ministry will commence licensing of goods vehicles. The licensing process will require vehicles to fulfill certain regulatory requirements including, inspection for roadworthiness.
- Regulations of dangerous and hazardous goods vehicles.
- Establishment of Automated Driver Test Centers: The Ministry plans to establish an Automated Driver Test Centre. The system will minimize human bias and allow learner drivers to undergo a rigorous testing to confirm their competences to drive before issuance of the driving permit.



Interventions cont'd

- Intensified Road Safety sensitization awareness and strengthening of the coordination role of road safety activities by the Ministry.



Challenges

- Insufficient funding for road safety interventions.
- Unsafe road infrastructure which was designed without road safety in mind and lack of resources to upgrade them.
- Importation of used vehicles whose safety components have deteriorated associated with high pollution levels.
- Poor public transport services which led to high usage of motorcycles as public transport and minibuses.
- Inexistent NMT facilities which endanger pedestrians and pedal cyclists.

Thank you

