



Republic of Uganda

The Road Safety Situation in Uganda.

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By

Winstone Katushabe, FCILT

Assistant Commissioner/Road Transport Regulation & Safety.



Overview of Road Safety situation in Uganda



- Uganda is a land linked country in the East Africa region with a population of 34.8 Million People(2014 Census).
- The Vehicle population is estimated at 1.4 Million including motorcycles.
- Uganda was one of the Nations which endorsed the UN Resolution on Decade of Action for Road Safety (2011 - 2020); the country is working towards achieving 50% reduction of the forecast level of Road Traffic fatalities by 2020 by fully implementing actions as contained in the resolution.
- The country is experiencing rapid motorization spurred by economic growth and population increase



Overview of Road Fatalities/Injuries in Uganda



- The country is currently grappling with an astronomical increase in the number of motorcycles used as Public Service Vehicles (boda-bodas)
- Motorcycles accounted for over 33% of annual road fatalities in 2015
- From 2011- 2014, road traffic fatalities had declined from **3,343** in 2011 to **2,845** in 2014; according to Uganda Police Report. However, during 2015 it shot up to **3,224**.
- **According to the WHO Global Status Report on Road Safety 2015:** Uganda records 27.4 deaths per 100,000 population
- Pedestrians deaths accounting for over 40% in 2015



Overview of Road Fatalities/Injuries in Uganda



- During 2015 alone **13,736** people were seriously injured (hospitalised).
- Motorcycles accounted for over 40% of Serious Injuries
- Over 23% of those seriously injured were pedestrians
- Traffic accident deaths are the highest among road users below the age of 35.
- 59% of all persons killed were below age 35 and 19% of these were below age 18.
- This implies the most productive age bracket of the country is severely affected



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.

Implementation of these pillars will take place in a phased manner



Road Safety Management



- The policy provides for a general guiding framework to safeguard against carnage on the roads
- Reviewing and updating of the Traffic and Road Safety Legislation and all regulations there under.
- Proposal to establish a Lead Agency which is autonomous, self accounting and accountable to parliament.
- Establishment of a Road Crash Database to improve road traffic injuries and fatalities surveillance.
- Improving coordination of different government agencies involved in reducing fatalities on the roads such as Police, Ministry of Health and Ministry of Education



Safer Roads and Mobility



- Uganda has invested heavily in road development which has increased the stock of paved roads to **5,227kms** consisting national, urban and city roads as of June 2016.
- Government has developed new road design manuals that conform to international standards, taking into consideration most of the good road safety aspects and practices.
- Road safety assessments are incorporated in road network planning, designs and construction, black spot mapping and road audits.
- NMT Policy provides guidelines to be followed to promote cycling and walking as sustainable means of transport.



Safer Vehicles



- As a low income country, Ugandans may not afford vehicle with modern safety technologies which are now mandatory in parts of Europe such as Electronic Stability Control and Autonomous Breaking Systems
- Therefore, to specifically ensure a safer motor vehicle fleet on our roads, Uganda has procured a private operator to carry out automated mandatory motor vehicle inspection for road worthiness
- Government is encouraging importation of newer safer vehicles.
- Developing local vehicle technologies is underway.
- Amending and updating vehicle standards and code of practice for inspection.



Safer Road Users



- In order to enhance training of drivers, government reviewed and re-produced the curriculum and driver training manuals for: motorcycle riders, drivers of public service vehicles and drivers of medium and heavy goods vehicles.
- Government also intends to computerize and fully automate the driver testing system through PPP arrangement
- Government also introduced the Computerised Driving Permit which is easy to verify online (Smart Licence).
- Introduced a system of registration and accreditation of Passenger Service Vehicle (PSV) Drivers.
- The Highway Code will also be revised and massively disseminated in addition to introducing more punitive penalties for errant road users



Post – crash Care



- Road Safety Policy provides for the establishment of a rescue service and victim care framework.
- Government through Ministry of health will establish a formal rescue system for road accident victims which will assist victims to access the nearest trauma centers or health facilities.
- Establishment of national Ambulance system in Ministry of health.
- Uganda police has also purchased ambulances as a stop-gap measure
- Equipping emergency centres in hospitals.



Challenges



- Insufficient funding for road safety interventions. Uganda as a developing country more resources have been channeled to road infrastructure development.
- Lack of an autonomous fully funded Road Safety Agency.
- 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