

ROAD SAFETY IN UGANDA

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INTRODUCTION

- Road transport is the dominant mode of transport in Uganda, as is the case in most landlocked countries
- In Uganda, road transport carries about 95% of the country's goods traffic and about 99% of passenger traffic.
- The mode offers the great advantages of flexibility, the ability to move many small groups of passengers and goods consignments between many different origins and destinations, and the availability of door-to-door collection and delivery over a widely spread network.

SITUATION OF ROAD SAFETY IN UGANDA

- Table: Road Accidents/Crashes in Uganda 2000 -2009

Year	No. of Registered Motor Vehicles	Total No. of Accidents	Persons	
			Killed	Injured
2000	189,105	14,384	1,678	10,213
2001	201,522	14,843	1,819	11,274
2002	209,279	15,677	2,017	11,239
2003	226,191	17,422	1,996	11,867
2004	247,045	18,128	2,032	11,900
2005	278,595	19,528	2,034	12,269
2006	315,903	18,092	2,171	12,158
2007	363,658	17,428	2,838	12,056
2008	470,489	20,522	2,488	13,753
2009	522,654	22,699	2,734	13,392

Source: Annual Traffic and Road Safety Reports, Uganda Police/Ministry of Works and Transport

SITUATION OF ROAD SAFETY IN UGANDA (CONTD.)

Table: Vehicle and Traffic Deaths in East Africa

Country	Population for 2007	No of Registered Vehicles	Report ed No of Traffic Deaths	Estimated Traffic Deaths/100,000 Population
Burundi	8,508,232	59,486	63	23.4
Kenya	37,537,716	1,004,243	3,760	34.4
Rwanda	9,724,577	61,000	308	31.6
Uganda	30,883,805	363,658	2,838	24.7
United Republic of Tanzania	40,453,513	577,949	2,595	34.3

Source: WHO Global Status Report on Road Safety, 2009

SITUATION OF ROAD SAFETY IN UGANDA

Table : Fatality Rate Per 10,000 Vehicles

Country	Year	Registered M/Vehicles	Deaths	Fatality Rate Death/10,000 vehicles
Uganda	2007	363,658	2,838	78
Kenya	2007	1,004,243	3,760	37
Tanzania (Mainland)	2007	577,949	2,595	45

CAUSES OF ACCIDENTS

- Human error which accounts for about 80% of the road traffic crashes.
- Defective vehicle condition which accounts for about 10%
- Road condition which also accounts for about 5%
- Environment factors which account for about 5%

INITIATIVES TAKEN IN UGANDA TO REDUCE ROAD ACCIDENTS

- INTERVENTIONS HAVE BEEN IN THE FOLLOWING AREAS:
 - Education
 - Engineering
 - Legislation and enforcement

INITIATIVES TAKEN IN UGANDA TO REDUCE ROAD ACCIDENTS (CONTD.)

- EDUCATION
 - A new Highway Code was introduced in April 2004
 - The Ministry of Works and Transport together with the Ministry of Education in 2008 introduced Road Safety Education in the Primary School Curriculum.
 - The syllabus for drivers/instructors and testing has been completed in order to produce competent drivers and to regulate the operations of the driving schools
 - Sensitization being undertaken by the TLB and NRSC

INITIATIVES TAKEN IN UGANDA TO REDUCE ROAD ACCIDENTS (CONTD.)

ENGINEERING

1. Road Condition

- Government takes the road sector as one of its key priorities, many new roads have been constructed and old ones rehabilitated to improve on the efficiency and safety of transport in Uganda;
- Road markings and signs have been put in place;
- There is also a programme to improve on the black spots along our major road corridors; and
- Currently 14.4% of our National Budget is earmarked for the Works and Transport sector programmes and activities

2. Vehicle Condition

- The Transport Licensing Board (TLB) inspects and licenses Public Service vehicles
- Procurement in advanced stage for a private concessionaire to undertake pre-registration inspection of all motor vehicles.

INITIATIVES TAKEN IN UGANDA TO REDUCE ROAD ACCIDENTS

(CONTD.)

- **LEGISLATION AND ENFORCEMENT**
 - The Ministry of Works and Transport supplements the Ministry for Internal Affairs (Police) to strengthen and improve on enforcement of the traffic regulations and to ensure high levels of compliance of the regulations.
 - The use of speed guns, breathalyzers, increased personnel and traffic control vehicles have gone a long way to reduce speeds and race of carnage on our roads.
 - The Traffic and Road Safety Act, 1998 provisions and road safety regulations when strictly enforced will greatly mitigate accident occurrence and improve road safety.
 - A number of regulations have been formulated and gazetted

INITIATIVES TAKEN IN UGANDA TO REDUCE ROAD ACCIDENTS (CONTD.)

REGULATIONS GAZETTED

- Traffic and Road Safety (Vehicle Registration) Regulations, 1998
- Traffic and Road Safety (Public Service Vehicles) Regulations Amendments, 1998
- Traffic and Road Safety (Parking of Motor Vehicles) Regulations, 2001
- Traffic and Road Safety (Speed Limits) Regulations, 2004
- Traffic and Road Safety (Use of mobile phones) Regulations, 2004
- Traffic and Road Safety (Motor cycle) Regulations, 2004
- Traffic and Road Safety (Rules of road) Regulations, 2004
- Traffic and Road Safety (Prescribed Alcohol Limits) Regulations, 2004
- Traffic and Road Safety (Express Penalty Scheme) Regulations, 2004
- Traffic and Road Safety (Speed Governors) Regulations, 2004
- Traffic and Road Safety (Wearing Safety Belts) Regulations, 2004
- Traffic and Road Safety (Driving Permits) Regulations, 2005
- Traffic and Road Safety (Weighbridges) Regulations, 2009
- Traffic and Road Safety (Driving Schools) Regulations 2010
- Traffic and Road Safety (Driver Instructors) Regulations 2010

UGANDA'S PARTICIPATION IN REGIONAL AND INTERNATIONAL ROAD SAFETY ACTIVITIES

- The International Committee of the Red Cross
- The World Health Organization (WHO)
- International Road Assessment Program (IRAP)
- African Union/Accra Declaration 2007
- Commission for Global Road Safety
- The United Nations Global Ministerial Conference on Road Safety/MOSCOW Declaration 2009
- Asia Injury Prevention Foundation (AIP)
- Regional Organisations

CONSTRAINTS AND CHALLENGES

- A road safety policy and strategy are not yet in place
- Inadequate funding/manpower for road safety activities
- The current lead agencies namely; National Road Safety Council and Transport Licensing Board are weak in terms of human resources and other logistics
- Weak enforcement of existing laws and regulations
- Resistance to enforcement of the laws and regulations mainly from pressure groups e.g. transport operators
- Insufficient data on road accidents
- Limited safety education as it has to be continuous and cover the entire country
- Inadequate rescue services/victim care facilities

FUTURE PLANS FOR ROAD SAFETY IN UGANDA

- Continue to collaborate with regional and international organizations in activities geared at improving road safety
- Institute more regulations intended to improve road safety
- Creation of a National Road Safety Authority to Enhance Road Safety
- Safety Education and Publicity
- Creation of road safety data base
- Pre - registration inspection of Motor Vehicles
- National Road Safety Policy and Strategy
- Improvement of Road Infrastructure Safety
- Promote Private Sector road safety initiatives

END

THANK YOU

COMMENTS ARE WELCOME