

# ROAD SAFETY NEWS



Quarterly News Bulletin  
ISSUE: APRIL-JUNE 2017



**GIVE LIFE A CHANCE  
SLOW DOWN**



## *dear stakeholders,*

Welcome to our quarterly newsletter. We are delighted to be back sharing the steps SWRW is taking to improve road safety in Uganda. Some of our achievements to date include; conducting two highway road safety inspections, educating 11000 children about Road safety, training 50 police officers in the use of laser guns, sensitizing over 7,000 speeding drivers as well as donating equipment to Mulago hospital and the Uganda Police Force.

In the past outcomes of these interventions have led to a 24% reduction in speeds across spots where SWRW had speed campaigns and a 54% reduction had in vehicle speeding over 80km/hr. We hope to achieve similar results along the Kampala- Gulu highway in the last quarter of this year.

SWRW has also realised a number of positive changes since last year having received approval of a grant proposal from the World Bank's Global Road Safety Facility to implement a legislative action plan for road safety which kicked off on April 27th 2017 with the reconstitution of the Parliamentary Forum For Road Safety (PAFROS).

We are steadily progressing with The Professional Driver training Project – Uganda which aims to build the capacities of large commercial vehicle driving schools, enhancing the employability of large commercial vehicle (LCV) drivers in the oil and gas sector as well as the broader transport and logistics sector and to improve road safety.

The project is delivered by the German Development Cooperation Agency (GIZ), Safe Way right Way and Transaid with support from industry partners, the Ministry of Energy and Mineral Development and the Ministry of Works and Transport.

Today the PDTU project has a functional interim driver and the Instruction of the first group of Instructors underway using the recently developed East African Community Driver Training Curriculum for Heavy Goods and passenger service vehicles.

Our fund base has grown as has our core staff to include two driver instructors and a Trainee manager dedicated to the driver training school.

We look forward to continued partnerships, we look forward to realising an infinite pool of synergies....that is what it is all about if road safety interventions should become sustainable.

Yours sincerely,

**Ms. Barbara Mwanje**  
**CHIEF EXECUTIVE OFFICER**

# SWRW KEY PROJECT UPDATE

## PROFESSIONAL DRIVERS TRAINING UGANDA PROJECT (PDTU)

The professional Drivers Training Uganda project is a GIZ funded project in partnership with SWRW and Transaid. Transaid is a UK based organisation founded by Save the Children, The Chartered Institute of Logistics and Transport (CILT), and its Patron, HRH The Princess Royal, the international development organisation shares 25 years' worth of expertise in 23 countries with partners and governments – empowering people to build the skills they need to transform their own lives through safe, available and sustainable transport.

The objective of the PDTU project is to build the capacity of heavy goods vehicle (HGV) and passenger service vehicle (PSV) driver training in Uganda in cooperation with industry partners, leading to increased employment of Ugandan drivers in the transport sector and to improved road safety in Uganda.

### Background

The Transport Sector plays a crucial role and is a principal driver for economic growth all over the world. There is a direct relationship between transport and growth. In Uganda the sector's contribution to total GDP at current prices was 2.8% in the financial year 2014/15. The Sector is divided into sub-sectors based on transport mode. These are: road, railway, water and air all of which collectively comprise the country's transport system. Road transport is the dominant mode, accounting for over 90% of cargo freight and passenger movement.

Efficient and effective transport infrastructure and services facilitate domestic and international trade, contribute to national integration and provide access to markets, jobs, health care, education and other essential social services. The National Development Plan (NDPII) recognises that an efficient transport system is a prerequisite for economic and social transformation and thus the high priority it has been accorded. An efficient transport system lowers production costs through timely delivery of inputs and enhances economies of scale in the production process. It also promotes better social services delivery. A good transport system creates economic opportunities by providing access to markets, promoting competition in trade (import and export), tourism and



investment (foreign and domestic), which further generates employment opportunities.

The Ugandan National Development Plan (NDPII) identified priorities for investment in all modes of transport (roads, railways, water, and air). It recognises that the infrastructure, particularly the road network, is inadequate and cannot enable significant growth in many sectors, particularly agricultural production.

Current infrastructure development projects both in the oil and gas sector and wider economy offer a chance for increased employment of Ugandans in the transport sector. Studies commissioned by the International Oil Companies (IOCs) (TOTAL, CNOOC, Tullow Oil) and the Ugandan Ministry of Energy and Mineral Development (MEMD) for instance speak of an demand of around 700 professional large commercial vehicle drivers in the near future for the transport of dangerous goods and potentially an equally high number for the transport of materials for the to-be developed oil and gas infrastructure.

Existing professional driver training capacity (PSV and HGV) is limited in Uganda and concerns have been raised over the sector's ability to cope with a projected increase in demand for their services. Current training and testing capacities are below the standard required by the professional industry. As a result, many drivers do not have the skills, knowledge, or attitudes required to drive safely on the roads in Uganda and many do not meet internationally recognised standards. This impedes them from accessing jobs as higher qualified industry drivers and at the same time leads to an increased number of road accidents.

At most driving schools training is not standardised and a variety of teaching methods are used with differing amounts of practical training available as a proportion of the total training.

This scenario applies to learner drivers and driver instructor training. Most learners are not given adequate time to learn and the training is largely aimed at fast acquisition of driving permits rather than imparting adequate driving skills. In many cases, the training vehicles are too few and too old to allow for adequate training lessons and to comply with requirements set by Uganda's Transport Licensing Board (TBL). In addition, these schools struggle financially with low enrolment in training classes due to a lack of incentive to receive training. Reduced revenues have led to a lack of investment in training materials, facilities, vehicles and instruction methodologies which in turn has affected the quality of training output. There is little external support for driving school operators to develop their businesses.





**Opoka coupling up the Suzie's/ air & electrical lines**



**John and Abel carrying out the daily vehicle check**

## Road Safety

Weak driver training provision and testing is also a leading cause for road traffic accidents and fatalities worldwide. The World Health Organisation's Global Status Report on Road Safety (2015) estimates that, in 2013, 1.24 million people lose their lives on the world's roads with a further 20 to 50 million people suffering injury and/or disability. Injuries from road traffic crashes are now the leading cause of death for young people aged 15-29, the majority of which are in developing countries. The cost of dealing with these consequences represents billions of dollars and the effects are felt from the household up to the national level. Road traffic injuries are therefore a huge burden for already stretched public health services and have a substantial impact on a country's development. Without action in a rapidly motorising world, the impact will only increase, with casualty rates being highest in the countries that can least afford it.

There were a reported 2,937 road traffic fatalities in Uganda in 2013 (WHO, 2015), however, the WHO estimates that this figure could realistically be as high as 10,280. The discovery of oil and gas reserves in the Albertine region of Uganda as well as a significant number of infrastructure projects taking place nationally will lead to a substantial increase in heavy goods and passenger service vehicle traffic in Uganda, increasing the risk of road traffic related fatalities and injuries.


Due to the challenges described above there is a need and a gap to be filled by the PDTU project. The project aims at training at least 12 driving instructors to enable them to provide professional LCV driver training to new and existing drivers. Of these 12, 4-6 shall be in a position to deliver trainings to HGV/PSV driver trainers as master trainers.

The newly trained LCV driver trainers shall train at least 800 new and existing HGV/PSV drivers according to the EAC curriculum. Of these 800 at least 600 shall find employment within the wider transport and logistics industry in Uganda.

In addition a number of selected driving schools will be supported to enable them to offer quality, relevant driver training according to the East African Community standardised curriculum for drivers of large commercial vehicles and Ugandan industry standards.

An interim facility hasss

To learn more about the PDTU contact the following:

 **0702 745 745** or **0775 659 067**

 **@pdtuganda**

## 2. THE ROAD SAFETY LEGISLATIVE ACTION PLAN – WORLD BANK

Road safety is a significant and growing burden in Uganda, with the daily press reporting ever increasing numbers of deaths on the country's roads. However, the issue is not getting sufficient attention and traction. One of the key actors in generating action is the Legislature (Parliament). The project action plan is based on a gap analysis of the current traffic and road safety act as well as best practice with regards to road design, construction and maintenance. It thus seeks to address legislative action: policy development, enactment and implementation and evaluation.

The legislative action plan will address road safety management in a sustainable and institutionalised manner addressing challenges such as stimulating debate in parliament and society on the urgent nature of action on road safety, the lack of requisite funding needed for road safety improvement across the United Nations Decade of Action Pillars and catalyze the action to combat this growing epidemic.

To kick start this project, SWRW hosted a Road Safety Stakeholder Engagement meeting on the 27th of April, 2017. The objective of this meeting was to announce the reconstitution of the Parliamentary Forum for Road Safety (PAFROS) for the 10th Parliament of Uganda. The Guest of Honour was the Rt. Hon. Speaker of the Parliament of Uganda with presentations being made by Ministry of Works and Transport, the chairperson of PAFROS, the Uganda Police Force, the Board Chairperson SWRW and the Senior Executive Vice President Total SA. The meeting was by several members of parliament, stakeholders and board members of SWRW.

The objective of pafros are:

1. To enact, implement and support enforcement of policy and legislation that address the improvement of the road safety situation in Uganda.
  2. To enable and conduct broad stakeholder engagement across the country led by legislators with an aim to create awareness about road safety.
  3. To manage and coordinate the efforts and activities of PAFROS as outlined in the legislative action plan for road safety.
  4. Act as a lobbyist at the country, regional and global level for improved road safety.
- SWRW is in the process of finalising the project terms of reference and will thereafter follow this up with an induction workshop with the Parliamentary Forum for Road Safety (PAFROS) members.



# ROAD SAFETY STAKEHOLDER ENGAGEMENT BREAKFAST PICTORIAL.



# ROAD SAFETY STAKEHOLDER ENGAGEMENT BREAKFAST PICTORIAL.





## TOTAL GROUPS MISSION TO UGANDA

Total being one of the board members of SWRW had a senior delegation visiting from Paris as part of commemoration of World Safety Day. The delegation together with other SWRW board members visited several Government and Non-Government project partners to discuss projects being undertaken by SWRW and to see how to offer support and synergise activities beyond Uganda. The Delegation met with the Minister of State of Works and Transport, Hon. Bagiire, the Commissioner Transport Regulations and Safety, the Secretary of the National Road Safety Council (NRSC) as well as the Senior Licensing Officer Transport Licensing Board. To discuss ongoing projects and enhanced collaboration between SWRW and the National Road Safety Council.



**On the 26th of April, Safe Way Right Way was honoured to host both Anne-Valarie Troy and Ms. Manoelle Le Poutre - Executive Vice President, Sustainable Development & Environment from Total SA and Total Paris respectively on a two day visit to Uganda.**



**The team met with the Minister of State of Works and Transport, Hon. Aggrey Bagiire**



## WORLD SAFETY DAY AT BOLLORE LOGISTICS

They are at least 100,000 boda-boda in Kampala and over 10 million operating in cities across

Africa. Boda boda are the lifeblood of the city however 50% of patients admitted to the trauma ward are due to boda accidents.

One in 10 Bollore Uganda employees use motorbike taxis to/from work or for leisure. This year at Bollore, staff had the opportunity to have Safe Boda present and sensitise them on the safe use of motorbike taxis (boda boda) given the high rate of accidents and fatalities associated with this mode of transport.



BOLLORE TRANSPORT & LOGISTICS UGANDA LTD HSSE STATISTICS				
				N <sup>o</sup> OF HOURS WORKED THIS YEAR
				256400
				N <sup>o</sup> OF DAYS FROM LAST LTS
				823
#	DESCRIPTION	2017	2016	2015
1	NUMBER OF FATALITIES	0	0	0
2	NUMBER OF LOST TIME INJURIES	0	0	0
3	NUMBER OF INCIDENTS	0	12	31
4	RECORDABLE INJURY RATE	0	0	1
5	NUMBER OF WEAR WEARS	10	18	12
6	NUMBER OF FIRST AID CASES	447	1576	956
7	HEE MEETINGS	5	24	24
8	HEE INSPECTIONS	9	37	63
9	SECURITY INCIDENTS	117	324	127
10	SECURITY MEETINGS	560	1821	1217
11	SECURITY INSPECTIONS	5657	7404	2636

PROMOTING HEALTH AND SAFETY AT OUR WORKPLACES

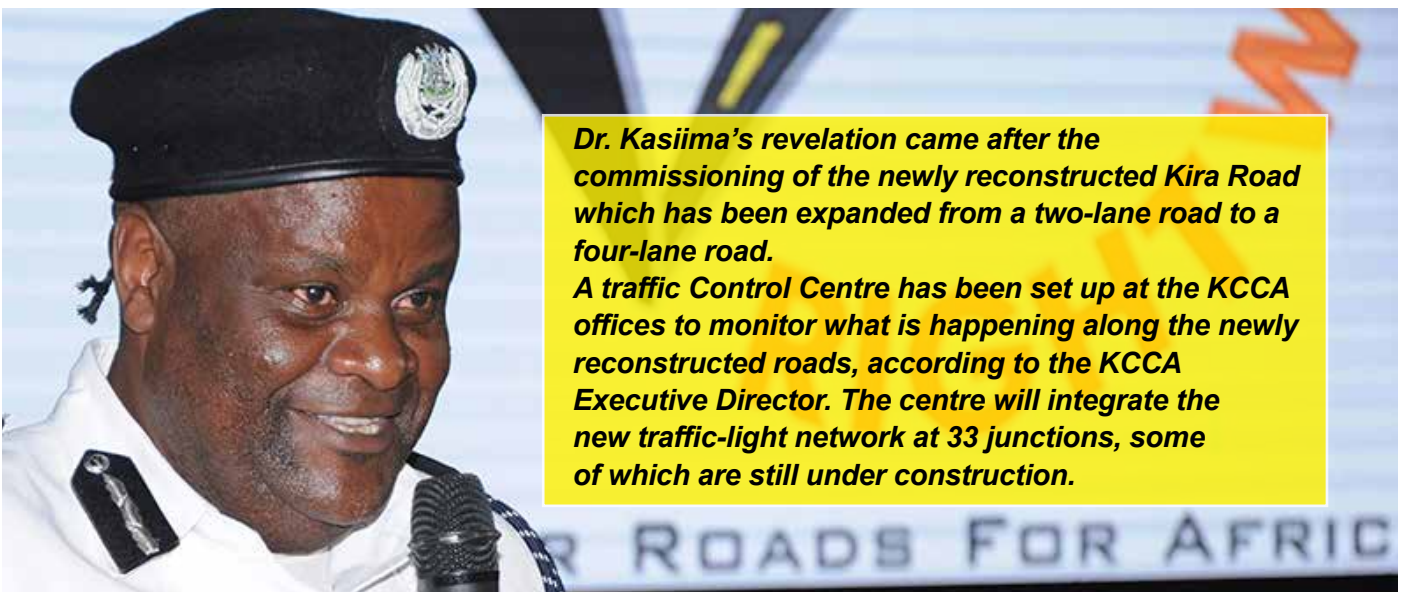
## ROAD SAFETY NEWS: SPOTLIGHT ON UGANDA

### Kampala traffic lights equipped with cameras.



The modern traffic lights installed on newly constructed roads in Kampala will boost road safety in Uganda by improving visibility for road users to better see road markings, road signs, corners and other road users such as pedestrians. The traffic lights were equipped with cameras and computers that capture and record data. As the traffic lights turn red the system becomes active and any vehicle passing over the sensor in the road after this time is recorded.

“For those who don’t stop, violate or commit any offense around traffic lights, we shall get you even after a year. We have computers that can keep data for over a year,” Dr Stephen Kasiima, the director of traffic and road safety said. The data captured will also enhance police knowledge on issues concerning road safety risk factors and help them come up with strategic interventions and solutions”



***Dr. Kasiima’s revelation came after the commissioning of the newly reconstructed Kira Road which has been expanded from a two-lane road to a four-lane road.***

***A traffic Control Centre has been set up at the KCCA offices to monitor what is happening along the newly reconstructed roads, according to the KCCA Executive Director. The centre will integrate the new traffic-light network at 33 junctions, some of which are still under construction.***

# ROAD SAFETY RISK FACTORS

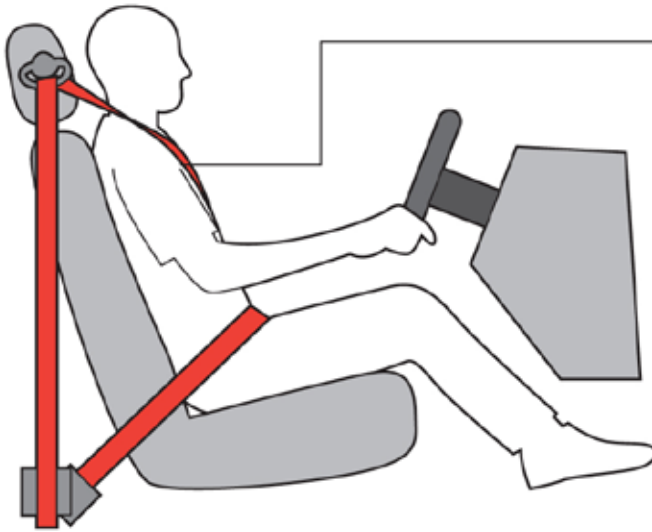
## Distracted Driving Global Fact sheet

According to the World Health Organization more than **1.2 million** people die in road crashes Worldwide each year – the equivalent of one traffic-related fatality every **30 seconds** and another **20 to 50 million** people are injured.

- The WHO reports that in 2004 road traffic injuries were the leading cause of death for all **15-to-29-year-olds**.
- By 2030, road traffic injuries are projected to be the fifth leading cause of death worldwide, surpassing HIV/AIDS, all forms of cancer, violence, and diabetes.
- The vast majority of global traffic fatalities – **91 percent** – occur in low-income and middle-income countries, while they are home to only 48 percent of the world's vehicles.
- Driver behaviour is responsible for **80 to 90 percent** of these road crashes, meaning that preventable behaviours contribute more to fatalities and injuries than road conditions or vehicle defects.
- One of the most dangerous driver behaviours is the spreading epidemic of distracted driving, which has increased with the proliferation of cell phones and increasing mobilisation of people across the globe.
- Today, there are more than **600 million** passenger cars and **4.6 billion** cell phone subscriptions worldwide.
- Distracted drivers are about **4 times** as likely to be involved in crashes as those who are focused on driving.
- Drivers who are texting can be more than **20 times** more likely to crash than non-distracted drivers.
- Drivers who send and receive text messages take their eyes off the road for an average of 4.6 seconds out of every **6 seconds** while texting. At **55 miles per hour**, this means that the driver is traveling the length of a football field, including the end zones, without looking at the road.



# How a seat belt protects you in an accident

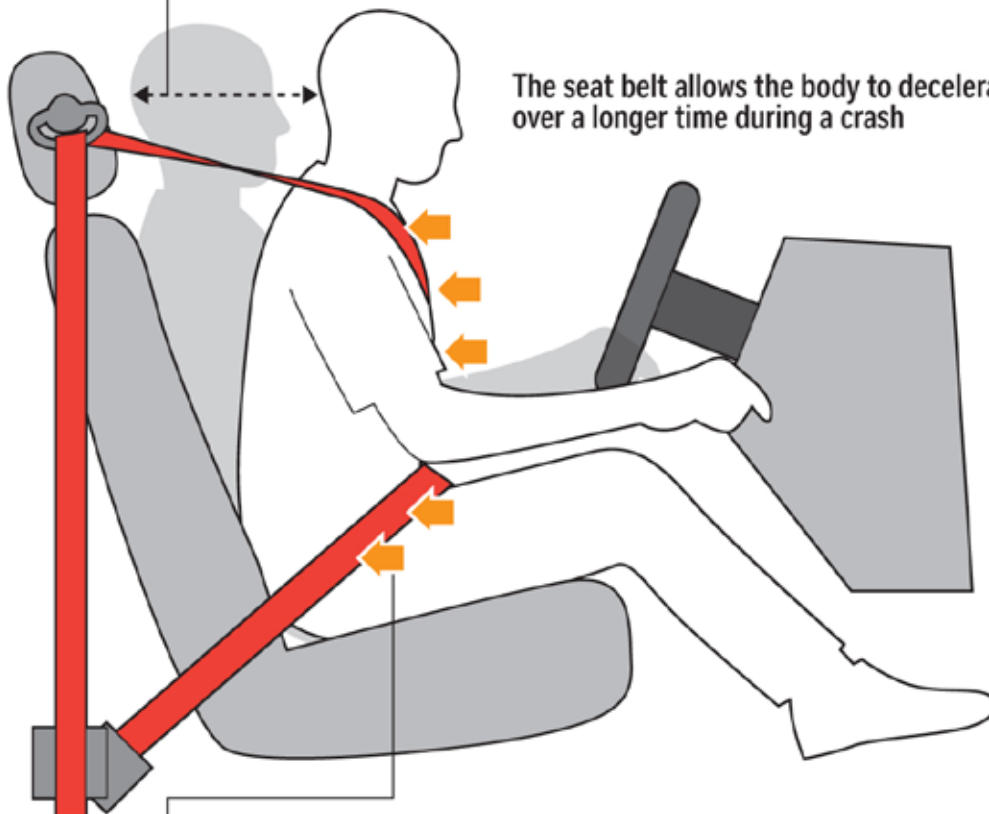


## Fixed position

It keeps the passenger in a fixed position in the vehicle, even when the vehicle is out of control and rolls.

## Force reduction

- It reduces forces on a passenger during a collision, when there is a change in momentum. The seat belt increases the amount of time it takes for the passenger to stop.



The seat belt allows the body to decelerate over a longer time during a crash

## Force distribution

A seat belt is also designed to distribute the force on the strongest parts of the body, the hip and the shoulder, hence protecting the spine and head.



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