



SAFE WAY RIGHT WAY

Quarterly Newsletter

JUL-SEPT 2017

IN THIS ISSUE

Note from the Editor

Dear Stakeholders,

I am delighted to share with you our quarterly edition of the Safe Way Right Way-Uganda Newsletter. We remain encouraged by the positive feedback we receive from all of you as we continue to share an overview of our project activities and road safety news.

In this issue you will find a fair share of updates on the progression of the Professional Driver Training Uganda (PDTU) project. Since its official launch on the 6th of July 2017 and the start of the media campaign, the project has received great interest from the public and private sector and continues to receive support from Government agencies and the development partners.

This issue also shares the report from this year's World Health Organisations (WHO) Africa Regional Meeting that gives a brief on the status of road safety strategies highlighting the issues and challenges as well as the proposed actions we should all take a note of and implement.

The World Health Organisation has released a technical package to support and guide road safety decision-makers, governments and practitioners as they seek to achieve road safety targets that are part of the

Sustainable Development Goals. Halving the number of road traffic deaths and serious injuries by 2020 and providing access to safe, affordable, accessible and sustainable transport systems for all by 2030, are key challenges that require significant scaling up of resources to support road safety programs.

The package focuses on six core strategies for reducing road traffic deaths and injuries: Speed management, Leadership, Infrastructure design and improvement, Vehicle safety standards, Enforcement of traffic laws and survival (post-crash).

Safe Way Right Way has in the past 3 years implemented impactful speed management campaigns and supported enforcement interventions in partnership with the Uganda Police Force as well as infrastructural improvements to support vulnerable road users.

With the soon to be launched "Road Safety Legislative Action plan", a first time innovation; globally, SWRW has developed together with the Parliament of Uganda an action matrix that seeks to address legislative gaps across the 5 UN Decade of Action Pillars, including leadership, vehicle standards and post-crash response...more about that in our next communication.

We are excited about our delivery over the next 2 years and thank you all for your continued support and stewardship.



Status report on the implementation of the decade of action for road safety in the African region

The world Health Organisation released its status report on the implementation of the Decade of Action for Road Safety in Africa providing a brief that describes the level of implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020 in the WHO African Region.

Page 7

Sensitisation and registration of professional drivers commences

The Professional Driver Training Uganda (PDTU) project kicked off a media campaign to sensitize and register drivers for a programme aimed at improving the quality of training for drivers and driving instructors in Uganda.

Page 3

LAUNCH OF THE PROFESSIONAL DRIVER TRAINING UGANDA PROJECT

At least 12 driver trainers and 800 drivers of Large Commercial Vehicles are set to receive training in accordance with the East African Community Standardised Curriculum for Drivers of Large Commercial Vehicles.

This was announced during the launch of the Professional Driver Training Uganda (PDTU) project, which took place at KCCA football grounds on 6 July 2017.

GIZ E4D/SOGA - Employment and Skills for Eastern Africa, Safe Way Right Way and Transaid will implement the project, with support from industry partners, and in partnership with the Government of Uganda.

The PDTU project is a strategic intervention aimed at responding to anticipated high and increasing demand for qualified commercial drivers. In coming years, transport and logistics companies serving oil and gas infrastructure projects and other large scale investments in Uganda, will hire over 2,000 new drivers.

"The oil and gas sector in Uganda is now at the long-awaited take-off phase where a beehive of activity is expected with over US\$20 billion of investment expected in this economy," said the Minister of State for Energy, Hon. Eng. Simon D'Ujanga. "We have a responsibility to ensure that Ugandans tap into these opportunities and benefit from a significant share of this investment."

Hon. Aggrey Henry Bagiire, the Minister of State for Transport, who alongside Hon. Eng. D'Ujanga, conducted a symbolic flagging off of the training vehicle at the launch, noted the need for a multi-sectoral approach to influence road user behaviour especially for drivers.



Hon Bagiire- Minister of State for Transport, Hon. Fred Ruhunda- MP, Fort portal and Chairman PAFROS, Hon .Simon D'Ujanga- Minister of State for Energy, Mr. Katushabe- Ministry of Works & Transport and Marc Schwieger – MD Bollore Logistics flag off the PDTU project .

"Driving competence and knowledge is a key foundation on road safety that demonstrates the driver's abilities to use the road," said Hon. Bagiire. "A well-structured driver training and testing regime ensures that this knowledge and skills are acquired before road use."

He reiterated that as Uganda continues to position itself in the region as a logistics distribution hub, the country should be prepared with skilled drivers, ready to take advantage of these opportunities, whilst also contributing to improved road safety through standardised training of commercial drivers.

The PDTU project will provide training for at least 12 driver trainers, who will in turn train 800 drivers of Large Commercial Vehicles, in accordance with the East African Community Standardised Curriculum for Drivers of Large Commercial Vehicles. The training is expected to surpass all the currently available training in Uganda in both quality and relevance.

The training facility at Mukono will offer theoretical and practical training to drivers of Heavy Goods Vehicles and Passenger Service Vehicles. Three existing driving schools are also receiving support to strengthen and maintain the quality of their training.

"The development of skills is critical in ensuring that nationals are able to

participate in important sectors like oil and gas and industrialisation," said Ms. Sarah Mann, the British Deputy High Commissioner to Uganda. "Specifically for Uganda, the programme supports the government's ambitions in developing national content."

"The project is a model example of how development cooperation will have to work in the future to achieve the 2030 Sustainable Development Goals," said Mr. Christan Schnurre, GIZ Country Director. "It has already been seen that donor funding alone will not suffice if we are to achieve these ambitious, jointly set goals...this form of public-private partnership will be key in combatting many development challenges in Uganda."

The project is funded by the German Federal Ministry for Economic Cooperation and Development (BMZ), the UK Department for International Development (DFID) and the Norwegian Agency for Development Cooperation (NORAD).

PDTU CONTACTS

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Sensitisation and registration of professional drivers commences

The Professional Driver Training Uganda (PDTU) project kicked off a media campaign to sensitize and register drivers for a programme aimed at improving the quality of training for drivers and driving instructors in Uganda.

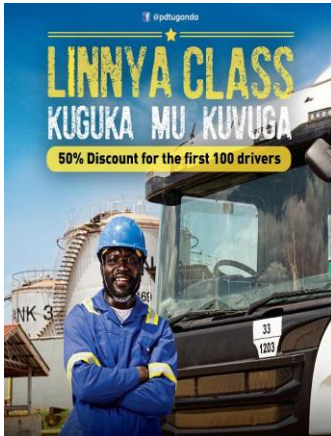
The first sensitization and registration exercise was held at the Old Taxi Park in Kampala, with local musician, Maro singing the campaign's signature song, "Linya Class". The song calls on drivers to take the step to get better jobs and improve their standards of living. Similar activations have taken place at the major taxi parks in Entebbe, Mpigi, Natete, Kisenyi, Mukono, Lugazi and Gayaza to mention a few. The bottom of the line campaign will last for two months covering 16 activations and five office storms during this period.

The aim of the sensitisation campaign through its ambassadors who carry out one on one interactions is to:

- 1) Educate the drivers and the masses about the need to upgrade their driving license
- 2) Register interested drivers for the training
- 3) Collect data about the drivers for future reference
- 4) Increase awareness about benefits of upgrading your license

Targeted drivers also receive information materials as well as an offer of a 50 per cent fees discount for the first 100 to register.

So far the feedback received on ground has been overwhelming with **2106 drivers** interested in registering with the school to upgrade their skills for better employment opportunities.



UNDERSTANDING iRAP

Interview with Rachael Nganwa- AfricaRAP Lead

FAST FACTS

2006

iRAP was founded and granted charity status in 2011.

iRAP is the umbrella organisation for road assessment programs worldwide e.g. EuroRAP, AusRAP, KiwiRAP and usRAP. iRAP also facilitates the development of road assessment work in low and middle income countries.

1,000,000 KMS

Of road have been assessed by partners using iRAP methodology.

The iRAP metrics have been adopted and used by national governments, state and local governments, development banks, mobility clubs and the private sector. They are recommended for use by the United Nations, World Health Organisation, FIA Foundation and other leading institutions.

1. WHAT IS iRAP?

iRAP (the International Road Assessment Programme) is an international charity and umbrella programme for Road Assessment Programmes (RAPs) worldwide that are working to save lives. iRAP was formed in 2006 and was granted charity status in 2011. It facilitates the development of road assessment work globally but especially in low and middle income countries and is primarily funded by the FIA Foundation. Like many life-saving charities working in the public health arena, we use a robust, evidence-based



A three star rated road.

approach to prevent unnecessary deaths and suffering.

Our Risk Mapping; Star Rating; Safer Roads Investment Plans; and Policy and Performance Tracking tools are helping partners across the world to reduce fatalities and serious injuries caused by crashes on the road. iRAP works on a global and regional basis to promote safer road infrastructure that saves lives and prevents serious injuries. We achieve this through our advocacy work, partnerships with those managing road networks, providing the global metrics to measure safety performance, support for projects and the provision of free software that enables road assessments to be carried out. The road improvements that we help to develop maximize the reduction in road trauma.

2. GIVE US A BRIEF ON HOW YOU CARRY OUT ROAD ASSESSMENT? WHAT METHODOLOGY DO YOU USE?

Our methodology for saving lives has been developed by the world's leading road safety researchers and organizations. Our main tools and techniques are known as the 'four iRAP protocols'. Working together they create a holistic methodology for

identifying risk in road infrastructure and proposing investment strategies for reducing that risk and saving lives. The four protocols are: **Star Ratings; Safer Road Investment Plans; Risk Mapping; and Performance Tracking.**

Briefly, this is what the protocols do:

Star Rating

Star Ratings are based on road inspection data and provide a simple and objective measure of the level of safety which is 'built-in' to the road for vehicle occupants, motorcyclists, bicyclists and pedestrians. Five-star roads are the safest while one-star roads are the least safe. Broadly speaking, every extra star rating results in a halving of crash cost in terms of the number of people who are killed and seriously injured. Importantly, Star Ratings can be completed without reference to detailed crash data, which is often unavailable in low-income and middle-income countries. iRAP believes that building all new roads – or updating all existing roads – to a 3-star or better rating is the most cost efficient and achievable way to reduce road deaths and serious injuries globally.

Safer Road Investment Plans

iRAP considers more than 90 proven road improvement options to generate affordable and economically sound

Safer Road Investment Plans (SRIP) that improve a road's Star Ratings and will save lives.

Because each road – and the community it serves – is unique, every Safer Road Investment Plan is different. By assessing and optimizing the 90 key attributes that are universal to all roads, we arrive at a clear network-level plan that will maximize the lives saved per unit of investment based on the road users on that road network. The investment plans take into account the existing road features, the speed and volume of traffic, the expected fatalities and injuries before and after treatment, the hierarchy of treatments, the expected economic benefits of investing in that treatment, the benefit to cost ratio and the internal rate of return. In this way, the road owner can have a full appreciation of the investment business case and have confidence that the interventions will deliver results.

Risk Mapping

In regions where detailed crash data is available, iRAP partners produce color-coded Risk Maps that represent the actual number of deaths and injuries on a road network. Risk Maps capture the combined risk arising from the interaction of road users, vehicles and the road environment. The maps provide an at-a-glance objective view of where people are dying and where their crash risk is greatest. Risk maps are a powerful tool for road safety policy makers, professionals and advocates. Risk Maps can help inform priorities across all pillars of road safety action (management, infrastructure, vehicles, road users and post-crash care). They include standard ways of expressing and benchmarking:

- crashes per kilometre or mile
- crashes per kilometre or mile travelled
- crashes per road user group, crash type or other metric

- crash costs per length or distance travelled

Performance tracking

Road environments – and the communities they serve – vary from region to region and are constantly in transition. Changing patterns in economic activity, traffic volumes, urban density and boundaries, road investment and wear and tear/misuse of infrastructure can mean that performance can vary over time. The regular risk mapping or star rating of a network can provide unique and transparent insights into the success of all road safety investment. Improvements in performance can be celebrated as lives are saved. Trends in performance can be monitored and early action taken to address new issues and persistently high-risk roads. Regularly updated risk maps have been used effectively by a number of countries. If crash data and risk maps are not possible, then a Star Rating reassessment undertaken every 3-5 years can be a powerful performance tracking tool.

3. WHO CAME UP WITH THIS IDEA/ WHAT BROUGHT THIS ON?

The Road Assessment Programme (RAP) was founded by the British, Dutch and Swedish governments working in partnership with leading European automobile clubs and safety charities. RAP programmes have been rolled out globally. The European RAP programme was developed with funding from automobile clubs, national governments and a series of staged EU grants to create a “permanent institution”. The focus, like NCAP, was to create a market for safety by raising consumer awareness. By 2005, some 20 countries were applying or developing the safety ratings in Europe with programmes established in Australia, New Zealand and initiated in the USA that included both likelihood and severity outcomes.

In 2006, following the suggestion of the World Bank, RAP techniques specifically

tailored for use in low and middle income countries were developed using a €3m grant from the FIA Foundation. These were piloted in Chile, Costa Rica, Malaysia and South Africa.

4. WHAT ARE THE PROS AND CONS OF USING THIS METHOD TO ASSESS ROADS?

The Pros are;

- Provides countries with a clear picture on where risks are, who is most at risk and at what severity
- Provides implementing agencies with information on what countermeasures should be implemented, where they should be implemented, at what cost over a period of time and how many lives they are likely to save.
- Internationally recognized standard that maximises the potential return on lives saved and serious injuries prevented.
- Delivers a quantifiable return on investment that, dollar for dollar, is one of the best investments in preventable health risks a country make.

Unfortunately, iRAP is faced with a rapidly motorizing world in which greater mobility means more people are at risk from road injuries. If our life-saving changes are to have the maximum benefit – and not be piecemeal – we need to change the international policy framework so that new roads are built to a 3-star or better standard, otherwise future deaths and injuries are being ‘inbuilt’ in new road projects. iRAP is working with partners to shape the policy framework and the initial signs are promising. This advocacy work is key to iRAP’s mission.

5. WHAT ACTIVITIES OR PROJECTS DO YOU CURRENTLY HAVE IN UGANDA?

At the moment iRAP has no ongoing projects in Uganda. An iRAP assessment was done in Uganda on approximately 2,000km of National Roads and 92km of Kampala City Roads in 2010. At the time this was the entire paved National Roads network under UNRA and the high risk roads in Kampala City under KCCA. Last year, we had some discussions with UNRA to undertake another assessment of the National Roads Network and develop Safer Roads Investment Plans to help UNRA prioritize safety projects based on available resources however, but that is yet to be realized.

It is important to note that the iRAP methodology works really well on existing roads as well as designs. Here, the impact a design is likely to have on an existing road can be determined and cost effective countermeasures can be developed to make the design even safer thus optimising safety in the road once constructed.

6. WHAT ARE SOME OF THE CHALLENGES YOU'VE ENCOUNTERED?

In Uganda specifically, the biggest challenge has been the lack of commitment to the project. I would like to think the will is there however, there are numerous competing interests for the seemingly meagre resources. Though I maintain that investing in saving lives is far more economically viable than losing lives to road carnage and as sector we need to prioritize investing in safer infrastructure if we are to improve our GDP.

Another challenge I have encountered is the lack of implementation of the recommendations. Since 2010, over 1,000kms of road have been

reconstructed and / or rehabilitated. However, I do not believe the recommendations from the 2010 assessment have been considered during design and / or construction. I believe that when the study / assessment was undertaken, there was some effort at the beginning to implement some recommendations however this has not been sustained.

On a global level, the iRAP model is a tool – A sophisticated tool but a tool non-the-less. Hence when we put rubbish in we are likely to get rubbish out. So, one of the challenges I face is the lack of reliable data especially in our region. The cost of countermeasures varies vastly and there is a lot of under-reporting of crashes - even where the data on crashes exists there is little / no information on causation. Hence, assumptions have to be made in order to determine the crash prevention solution and the less the assumptions, the more accurate the recommendation to prevent a crash type / minimise the severity of the crash type. We therefore need to strive to develop crash database systems that enable information sharing across agencies and stakeholders as well as enable for data-led solutions to be determined.

7. WHAT ARE YOUR FUTURE PLANS FOR UGANDA ROAD SAFETY?

Although there are a few whispers in the pipeline, iRAP itself has no planned programs for Uganda in the immediate term. We were approached by UNRA in July 2016 for a proposal on how an assessment could be undertaken but to date this has not progressed very far. As we wait for this project to kick off, it would be great to see some recommendations from the 2010 assessment implemented.

One of the things I would love to see is road safety assessments being embedded in the Ugandan roads agencies' day to day activities. One of the things that iRAP does is to build

capacity in all the countries we work in. We do this by engaging personnel in both the public and private sector to take part in the assessment themselves so they can understand the methodology and continue undertaking the assessments once iRAP has left. IRAP continues to support the Country projects by providing Quality Assurance and technical support on the projects but the knowledge and capacity stays in the country to allow future assessments to be undertaken. The iRAP software (www.vida.irap.org) is freely available on-line for use by trained personnel. This gives opportunity for sustainability of the program and helps build a safety culture from our road engineers. Ensuring Road Safety Audits or assessments are undertaken for all road projects to ensure safety is built in should be a key component of road development in Uganda. But of course there would be no impact if the recommendations are not implemented.

FOR MORE INFORMATION

The iRAP website is at www.irap.org or email Racheal directly on racheal.nganwa@irap.org



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STATUS REPORT ON THE IMPLEMENTATION OF THE DECADE OF ACTION FOR ROAD SAFETY IN THE AFRICAN REGION

The World Health Organisation released its status report on the implementation of the Decade of Action for Road Safety in Africa providing a brief that describes the level of implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020 in the WHO African Region, the key issues and challenges in achieving the targets and proposes priority actions that Member States should consider in order to meet these targets.

Highlights of the report are as below:

Issues & challenges

Weak Legislation on risk factors for road safety in the African Region:

While most countries in the region have legislation on the risk factors for road traffic crashes, including drink-driving, speeding, lack of motorcycle helmets, seat belts and child restraints, most of it does not meet the best practice legislative criteria as defined by WHO. Moreover, in most countries in the region, enforcement of the existing key road safety laws is weak, thus limiting the ability of legislation to achieve its full potential. There is also no strong legislation on other risk factors that affect safe driving such as medical condition, fatigue, and the use of narcotic, psychotropic and psychoactive substances, cell phones and other electronic and texting devices.

Inadequate multisectoral coordination of road safety activities. In most countries in the Region, there is weak coordination and partnership among stakeholders in key sectors involved in road safety such as transport, health, urban planning and law enforcement. Coordination of road safety efforts across multiple sectors and stakeholders is critical for success.

Low level of investment in road safety interventions. The Global Status Report on Road Safety 2015,6 showed that 367 Member States had a dedicated national strategy for road traffic safety that was fully or partially funded, compared with 118 in 2011. Twenty-six Member States had set targets for reducing fatalities in 2013-2014.9 Although in most Member States there is earmarked funding for road safety activities, this funding is often inadequate to ensure that the necessary infrastructure and capacities to rapidly scale up road safety are available and adequate. In addition, the level of investment in safe, clean, and affordable public transport systems is low.

Poor data systems for reporting of road traffic adverse events. Information on non-fatal injuries is scarce: 24 Member States.10 still have no classification system for non-fatal injuries, 16 reported11 having a national emergency room-based injury surveillance system and only three have data on disability arising from road traffic injuries.12 During 2015-2016, sixty-two persons from 21 English-speaking countries and 14 from 14 French-speaking countries were trained in road safety data systems.13 Most countries in the Region do not collect regular data on intermediate road safety indicators such as drink-driving, motorcycle helmet, seat belt and child restraint usage. In addition, the vital registration data collection system is weak. This, coupled with the non-standardization of the definition of road traffic death as well as cause of death has resulted in gross underreporting of road traffic deaths and severe injuries.

Actions proposed

Member States should:

(a) Develop or implement national road safety plans, and strengthen, adopt and enforce comprehensive legislation and its implementation on key road safety risk factors, in line with the Global Plan for the Decade of Action for Road Safety 2011-2020 and the Sustainable Development Goals.

(b) Fast-track the implementation of existing commitments such as the Brasilia Declaration on Road Safety; resolution WHA69.7 and UN General Assembly resolutions.

(c) Sign up to the minimum international vehicle standards as requirements for manufacturers and assemblers, and limit the importation and sale of substandard vehicles.

(d) Improve the quality of road safety data by strengthening efforts to collect appropriate, reliable, and comparable data on road traffic injury prevention and management, including the impact of road traffic crashes on health and development as well as the economic impacts and cost-effectiveness of interventions.

(e) Optimize the care of victims of road traffic crashes by implementing WHO recommended guidelines for pre-hospital and facility-based emergency care.

(f) Develop and conduct appropriate health promotion and social marketing campaigns to raise awareness.

(g) Strengthen surveillance systems in order to collect appropriate, reliable, and comparable data, including the impact of road traffic crashes on health and development.

(h) Develop a national road safety strategy, paying particular attention to the most vulnerable road users.

WHO and partners should:

(a) Support research and result-sharing to facilitate evidence-based approaches to preventing road traffic crashes, deaths and injuries and mitigating their consequences.

(b) Further standardize indicators and reporting practices, including on road traffic fatalities, injuries, and risk factors, with a view to producing comparable information; and building on existing best practices in this area.

(c) Continue to support Member States to prioritize key actions on road safety such as the implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020.

PDTU team participates in transport expo

The Safe Way Right Way (SWRW) team from the Professional Driver Training Uganda (PDTU) project participated in an expo at the Railway Station grounds from Thursday 21 September to Saturday 23 September. The three-day expo was an event organized to bring together stakeholders, key decision makers, policy makers, innovators, service providers and government agencies to showcase and publicize solutions within the transport, ICT and insurance sectors.

The PDTU stall received a substantial number of visitors, including partners from the Police, Ministry of Works and Transport as well as stakeholders seeking to find out more on how to partner with the project and ordinary citizens and representatives of companies finding out how they or drivers affiliated to them could participate.



On all three days, there were panel discussions that focused on different subjects including road safety in the transport sector. Participants continually pointed out the issue of a lack of professional driving schools across the country and its implications. As the ICT sector grappled with how they can use their skills to come up with a solution, representatives from the Ministry of Works and from the Traffic Police highlighted the presence of the PDTU project which is expected to create a significant difference in

capacity and skills building for drivers of large commercial vehicles.



Department for International Development (DfID) representative visits the PDTU project interim driving training facility in Mukono.

On the 30th of August 2017, Mr. Hannes Bahrenburg, a Private Sector Development Advisor responsible for the Skills for Oil & Gas for Africa (SOGA) Project at DFID visited the Professional Driver Training interim facility at Mukono to get a first-hand experience of the on-going project activities.

Mr. Bahrenburg was visiting Uganda to evaluate the overall SOGA project mainly to find out whether the different projects were on track with all the interventions put in place and whether the projects were delivering as promised.

He was accompanied by the GIZ project team at the PDTU facility and was taken through a presentation highlighting the project achievements and challenges thus far. He interacted with SWRW board members present who included Mr. Mahmood- General Manager of Toyota, Mr. Nathan Kagiri- Supply Chain Manager – Tullow Uganda Operations Pty Ltd and Mr. Marc Schweiger – MD Bollore Logistics. He also had the opportunity to watch the driver instructors carry out practical training.

Mr. Bahrenburg was quite happy with the PDTU project and was very encouraged to hear the commitment of the SWRW board members to the project especially since DFID's focus currently is strongly on establishing partnerships with the private sector.

DFID is one of the main founders of the GIZ E4D/SOGA initiative in Uganda together with Germany's Federal Ministry for Economic Cooperation and Development and the Norwegian Ministry of Foreign Affairs via Norwegian's Agency for Development Cooperation (NORAD).

SAFE WAY RIGHT WAY

Quarterly Newsletter

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