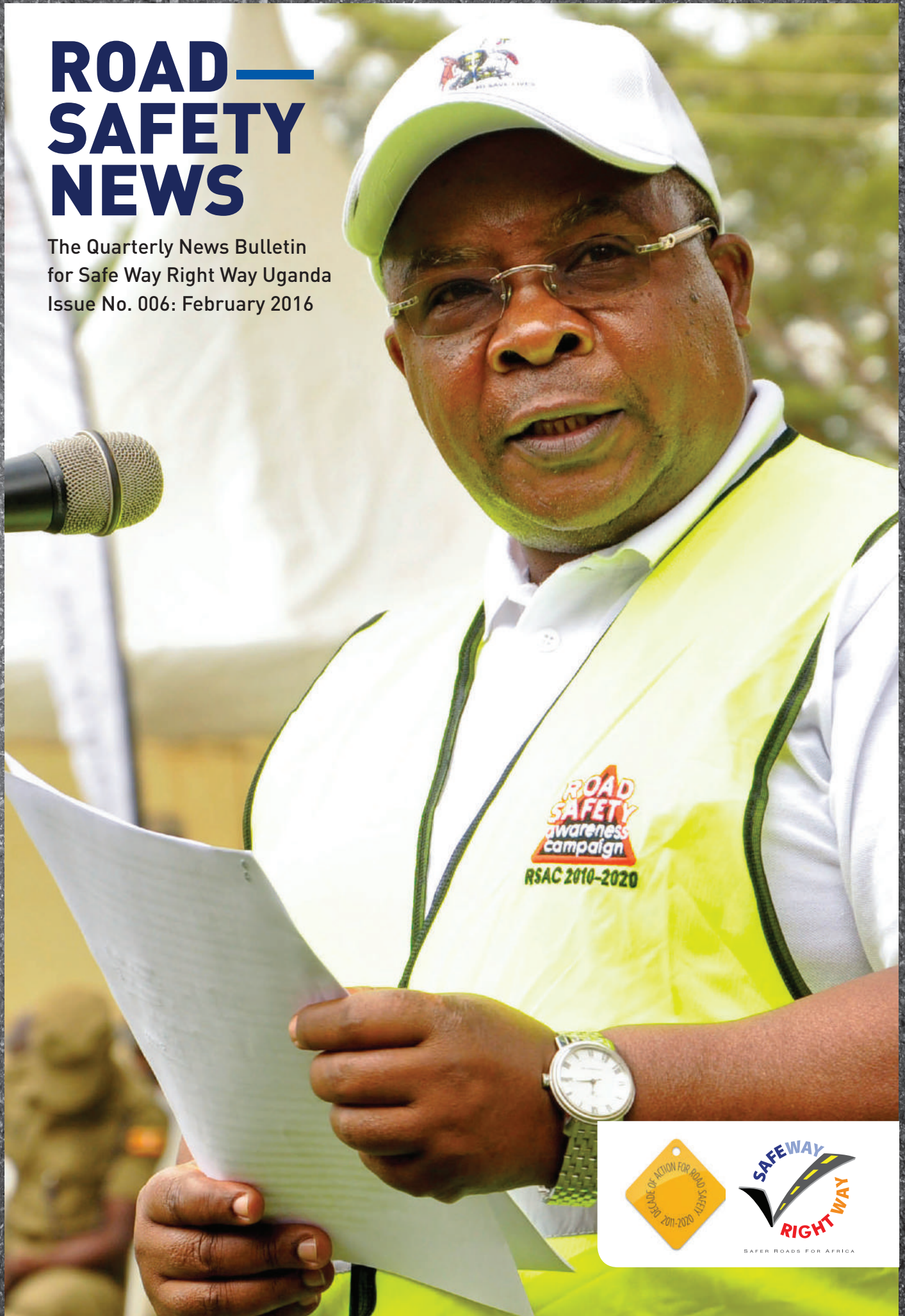


ROAD SAFETY NEWS

The Quarterly News Bulletin
for Safe Way Right Way Uganda
Issue No. 006: February 2016





(L-R) The Managing Director - Toyota Uganda, the Chairman of the board and Chief Executive Officer, Safe Way Right Way



The Executive Director, Uganda National Roads Authority makes a clear position on Road safety at the National Road Safety Week Policy Workshop.

EDITORIAL: NATIONAL ROAD SAFETY WEEK AND PROJECT UPDATE

Safe Way Right Way joined the Ministry of Works and Transport together with other stakeholders including the United Nations to organise the National Road Safety Week 2015. The theme of the week was **“Share the road, Save Lives”** with events spread across seven days from 14th-20th December 2015.

The highlight of the week was a walk that took place on 14th December led by the Minister of Works and Transport, Hon. John Byabagambi, and the Director of Traffic in the Uganda Police Force, Dr. Steven Kasiima. Participants marched from Forest Mall to the railway grounds where a reception was held. Key on the agenda was the national launch of the Global Status Report on Road Safety from the World Health Organisation. We shall be covering highlights from the report in a three part series beginning in this edition.

The new members of the National Road Safety Council were introduced by the Ministry of Works and Transport. They include Dr. Myers Lugemwa (Chairperson), Barbara Mwanje (Vice Chairperson and C.E.O. SWRW) and Ronald Amanyire who is the Secretary to the Board. Hon. Byabagambi pledged his continued support towards road safety and promised to push for more punitive penalties against those who engage in dangerous driving.

Many SWRW members were in attendance with Toyota, Tullow Oil, Total Group, Schlumberger and Bolloré Africa Logistics well represented.





The Project coordinator (L) with staff from Total E&P

On the 15th December, a workshop funded by the United Nations was organised at Hotel Africana. A keynote address was given by Allen Kagina, the current Executive Director at Uganda National Roads Authority who called on all stakeholders to take action without delay to bring an end to the devastating effects of accidents on our roads.

Safe Way Right Way managed the Boda-Boda sensitisation programme, which lasted five days and saw teams moving across the five divisions of Kampala, identifying large stages and gathering motorcycle riders to teach them about safety using an animated version of the Traffic and Road Safety Act. Each rider was then handed a copy of the regulations and those who answered road safety questions correctly were given reflector jackets donated by SGS. We are grateful to Kampala Capital City Authority and the Uganda Police Force for the support they rendered to make the week a success.

Through the Inter Religious Council, the organising committee was able to send a road safety message to all places of worship throughout the country. This message was then read out during the designated prayer days of the different sects.

The SWRW media campaign was launched in November 2015 with road safety messages airing on Radio Simba, Capital FM and Hoima FM.

On the advocacy front, our efforts saw articles being published in the East African Business Week, The C.E.O. Magazine and the Daily Monitor. One of these articles is available here: <http://www.monitor.co.ug/OpEd/Letters/Set-up-road-safety-authority/-/806314/2919792/-/ulmxcz/-/index.html>

Our online presence has been enhanced with an active Facebook page called "Safe Way Right Way Uganda". Please visit and like the page for real time updates on our ongoing project. The page is available here: <https://www.facebook.com/safewayrightwayuganda/?fref=ts>

In this edition, we are sharing a travel policy from Interactive Driving Systems Ltd which is a British road safety consultancy. We hope to spread this good practice as widely as possible to ensure a greater degree of safety on our roads.

Thank you for your continued support as we embrace a new year and continue with our efforts towards creating Safer roads for Africa.

Joe Erem Eyoko
Project Coordinator



A cross section of staff from Bolloré Africa Logistics, Total E&P and Tullow Oil during the National Road Safety Week awareness parade.



Hon. Byabagambi(C) launches the Global Road safety status report together with stake holders including Dr. Kasiima, The Director of traffic police




Dr. Hafsa Kasule from the World Health Organisation

THE GLOBAL STATUS REPORT ON ROAD SAFETY 2015; PART 1

The World Health Organisation released its Global Status Report on Road Safety 2015 in line with a recommendation made by the UN General Assembly calling for updates to be given on progress made towards achieving the goals outlined in the Decade Action for Road Safety 2011 – 2020.

While a population increase of 4% between 2010 and 2013 and an increase of 16% in registered vehicles over the same period was noted, the report found that the number of fatalities remained constant with those recorded in 2007 at 1.25 million. This suggests that efforts to slow the increase in road traffic deaths may have prevented deaths that would have otherwise occurred.

Although this plateau of road traffic deaths amid rapid motorisation is encouraging, it remains essential for an actual decline to take place if the decade of action and SDG targets are to be realised.



Much more political will, attention and resources will need to be pooled together especially in low and middle income countries where 90 percent of road traffic deaths occur. This high number is even more shocking when studied against the level of motorisation which stands at only 54% of the world's registered vehicles.

While the global rate for road traffic deaths is 17.5 per 100,000 there is great disparity by income, with rates doubling in low and middle income countries when compared to high income countries. With 68 countries seeing a rise in the number of road traffic deaths since 2010, the report shows that 84% are low or middle income countries with Uganda losing 27 lives per 100,000.

The likelihood of dying on the road as a cyclist or pedestrian is highest in the African Region where these deaths account for 43% of all recorded road traffic deaths while South East Asia remains relatively low. This is a reflection of the predominant forms of transport in the different regions and the levels of safety enforced by the different countries. While walking and cycling remain the preferred mode of mobility in Africa, motorcycles are the family vehicle of choice in South East Asia and the western pacific.

Among the goals outlined in the decade of action is the need to promote non-motorised forms of transport. Making walking and cycling safer will therefore play a significant role in achieving this goal and improving public health by encouraging forms of travel involving physical activity. While filing the report, 92 countries were found to have introduced policies to increase walking and cycling. Uganda is among those having put in place a national Non - Motorized policy.

Motor cyclist safety is an area of concern especially in South East Asia where 34% of the world's motorcyclist deaths occur when compared to the African region which accounts for 7% of these deaths. On a national level, Uganda's records show that this user group accounts for 21% of fatalities.

While the report found no change in the proportion of deaths among motor cyclists in the African region, this may be due to the fact only 15 of the 43 participating African countries provided data on deaths by type



of road user. However, many African countries are reporting a rise in motorcycle use and this is having an impact on the figures of road traffic accidents where they are recorded. The report cites Tanzania which has seen motorcycle ownership rise from 46% to 54% in the last three years, with motorcycle deaths consequently rising from 13% to 22% of the total number of road traffic deaths. The figure from Uganda indicate a 12% rise in motor cycle deaths.

The report found that vital registration systems that provide cause of death information are of a very low quality or non - existent in many countries, with 74 countries reported to have no records. Even the alternative police data turns out not be helpful most of the time due to the lack of a consistent definition of a road traffic death for use in police databases. The report found that progress had been made with 100 countries now using a 30 day definition for their official road traffic fatality data. However, this means that those dying of their injuries after 30 days are not necessarily recorded as road traffic fatalities in police or databases. Linking data sources including vital registration records, police data and insurance data would improve official road traffic fatality records according to the report.

Glaring loop holes were found in the collection of data on non-fatal injuries. These included the failure of police, which is the primary source of data, to record all accidents and also the failure of victims to report all incidents. In the absence of specialised training, the police were also found to be unable to accurately assess injury severity leading them to rely on proxy indicators such as whether the injured person required hospital admission. However, these severity indicators are not standardised across countries. Many countries have now turned to hospital data as the primary source for figures on non-fatal injuries. The Health sector in Uganda is yet to segregate road traffic injury and death from those of other unintentional injuries.

Post-crash care was found to contribute directly to the disparities in injury outcomes between high income and low and middle income countries. Some held the view that over 500,000 lives could be saved annually if the level of post-crash care in the latter countries was equal to those in the former.

Training of lay-people such as community leaders, police or taxi drivers in basic injury care could play a significant role in improving emergency

care at the accident scene. Implementing accredited courses on trauma care for doctors and nurses in hospitals receiving a high volume of trauma victims would also have tangible results for low income countries where only 53% of countries in the bracket reported the presence of such schemes compared to 85% and 81% in high and middle income countries respectively.

The existence of a National Strategy remains vital to any efforts aimed at achieving sustained reductions in road traffic injuries. According to the report, such an effort should have input from all sectors including health, transport, police and non-governmental agencies. Implementation also requires tangible objectives and in particular intermediate targets, which would help to raise – and keep – the subject on the political agenda. The study found that 126 countries had set out fatality targets in their national strategies, with a much lower number specifying reductions in non-fatal injuries.

The report concluded that coordination of road safety efforts across multiple sectors and stakeholders ideally under a lead agency would have the most feasible results for road safety efforts. 167 countries reported the existence of such an agency. This could take the form of a stand-alone entity such as has been done in Norway or it could be housed within a government ministry, such as the French Ministerial Committee which is housed within the Ministry of Internal Affairs.

A MODEL TRAVEL POLICY

1) Aim

Safe and sustainable travel for our people.

2) Rationale for the travel policy

The travel plan aims to promote safe and sustainable transport solutions including rail and bus travel, walking, cycling facilities and working from home to:

- Reduce risk of collision and ensure safe travel.
- Reduce costs and time spent on commuting and business travel.
- Encourage effective retention and recruitment as well as improve the fitness levels of our people.
- Protect the environment and enhance our image with community and members.
- Ensure all our people know about the sustainable travel options available to them.
- Comply with Transport, Corporate and Health and Safety Laws, including travel during commuting time.

3) Who is covered?

- People commuting and travelling for work.
- New colleagues are informed as part of their induction.
- Our visitors, suppliers and partners are encouraged to engage wherever practical.

4) Process

People should consider the following journey planning tips for work travel.

Before ANY journey:

- Ask yourself 'is this journey necessary?'
- Investigate alternatives - such as video conference WebEx, telephone conference and email.
- Consider all modes of transport.
- Try to link together necessary journeys rather than making many trips.
- Plan your journey to know where you are going and reduce unnecessary mileage.
- Consider fatigue and stress when planning the journey.

If the journey DOES have to happen, ask:

- How can I make it as safe as possible?
- Which form of transport is safest and most fuel efficient?
- Am I fit to drive?
- What is the best time to travel?
- How long will I be driving for?
- Have I scheduled breaks?
- What is the best route?
- Could I share the journey with anyone else?
- Is my vehicle prepared for the journey?

5) Commuting to work

For environmental, safety and health reasons, people are encouraged to live within a reasonable commuting distance, and if reasonably practical to journey to work by public transport (bus, train, walking).

Cycling is encouraged if safe cycling routes are available. Bicycles can be securely stored at all our offices. All staff who drive to work are required to hold an appropriate and up to date driver's licence and to endeavour to comply with the local rules of the road at all times.



The police band at the launch of the road safety week



Participants during the walk



The Red Cross demonstration on how to handle a road accident victim.



6) Using a company car

On some occasions people may have to drive on business. They should, however, do so only with the authority of a Director. In such a case, car insurance must cover business use. All such journeys are recorded and reviewed. Drivers must endeavour to comply with speed limits and other road safety laws at all times and avoid driving during the periods of the day when falling asleep at the wheel is most likely (2am to 6am and 2pm to 4pm).

7) Taxi use

Wherever possible, people must only use approved taxi services. People should not get into any vehicle that they consider to be in a potentially dangerous condition, and are required not to travel with any driver that they consider may not drive safely. If travelling by road, including by taxi or accepting a lift, employees are required to belt up at all times. When travelling on business by taxi or as passengers in someone else's car, people are required to politely ask the driver to drive carefully and well within the speed limits. Late at night and early in the morning personnel security should also be taken into account when deciding on the choice of travel mode.

When organising external meetings and events we also consider public transport access.

8) Key tips for employees when travelling for work

1. Ask yourself if you need to make the journey. Check with a Director.
2. If yes, and it's safe to do so, try to use public transport, cycle or walk (as appropriate).
3. If you absolutely must take your car you should always comply with the above conditions.
4. When planning meetings either in your offices or elsewhere, factor in access and make sure that there are public transport options for visitors.
5. Consider fatigue and stress when planning journeys for work.
6. When commuting, try to use public transport, cycle or walk where it is appropriate, safe and secure to do so.

Many thanks to Brake and the European Transport Safety Council for sharing their Safe Travel Policies as a template.

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