



Uganda Road Safety Capacity Building Workshop

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Institutional Issues in Road Safety for Developing Countries

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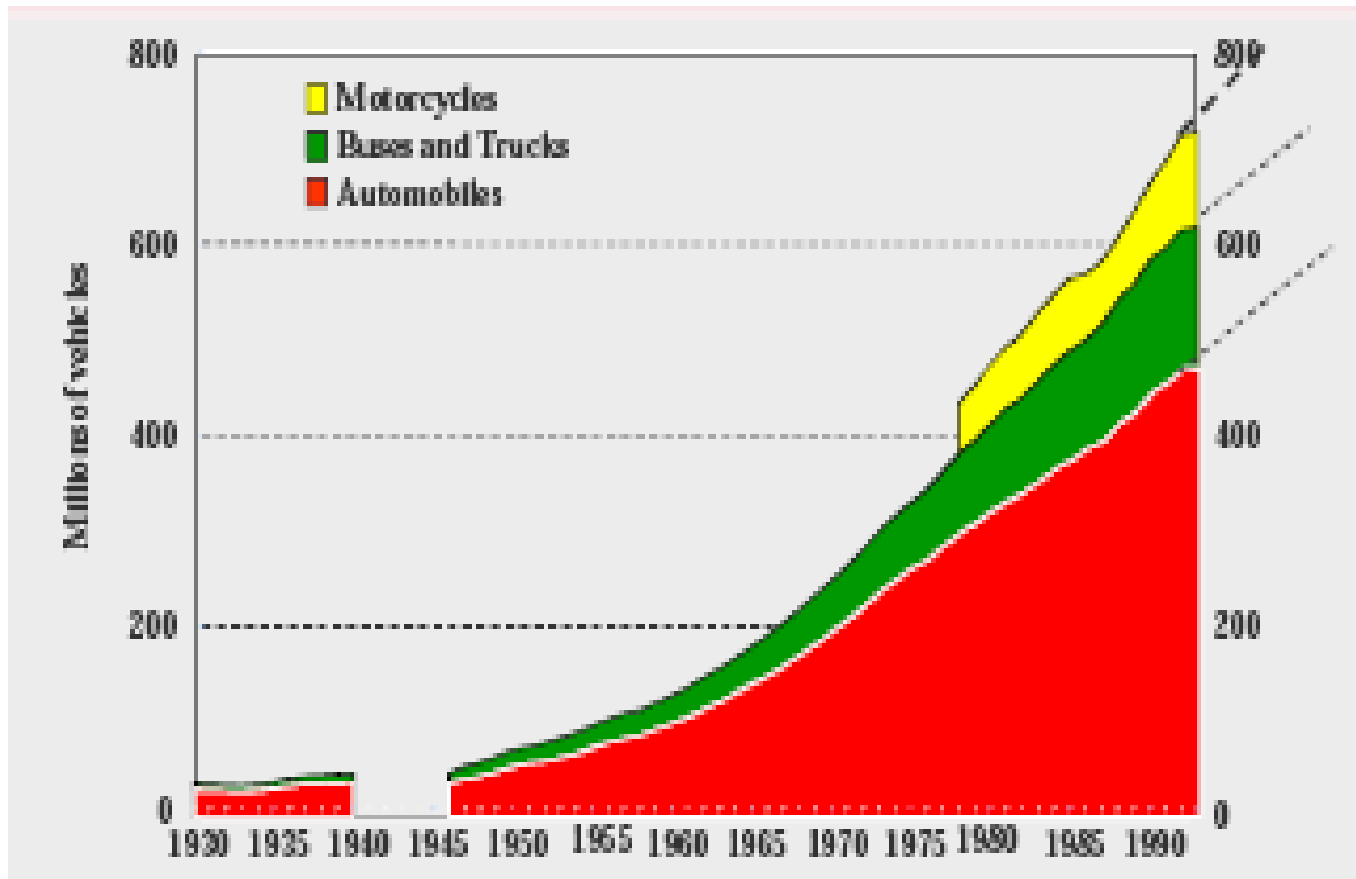
Overview of the Presentation

Important Questions considered

1. What is the problem and why is it urgent ?
2. Key issues to consider in understanding the problem ?
3. What lessons can be learned from the successful countries ?
4. Urgent need for a containment strategy
5. Global influences that will affect road safety activity in our countries ?

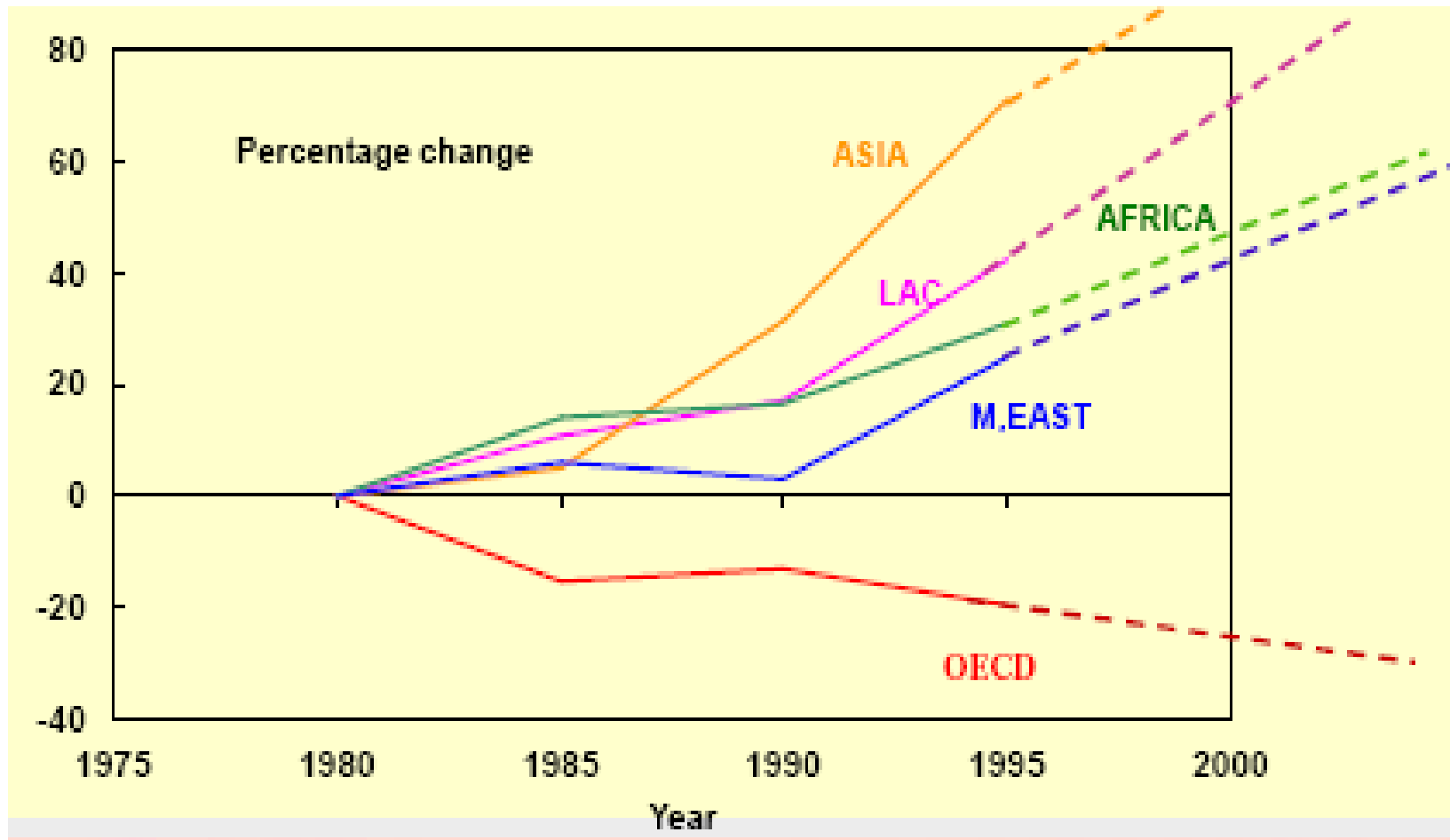


**In 1950 There Were About 60 Million Motor Vehicles World-wide.
By 1993 - - in Less than 45 Years - the Number Had Grown Nearly Twelve
Fold to About 700 Million (by 2007 there were over 1 billion vehicles)**





Percentage Change In Fatalities Since 1980





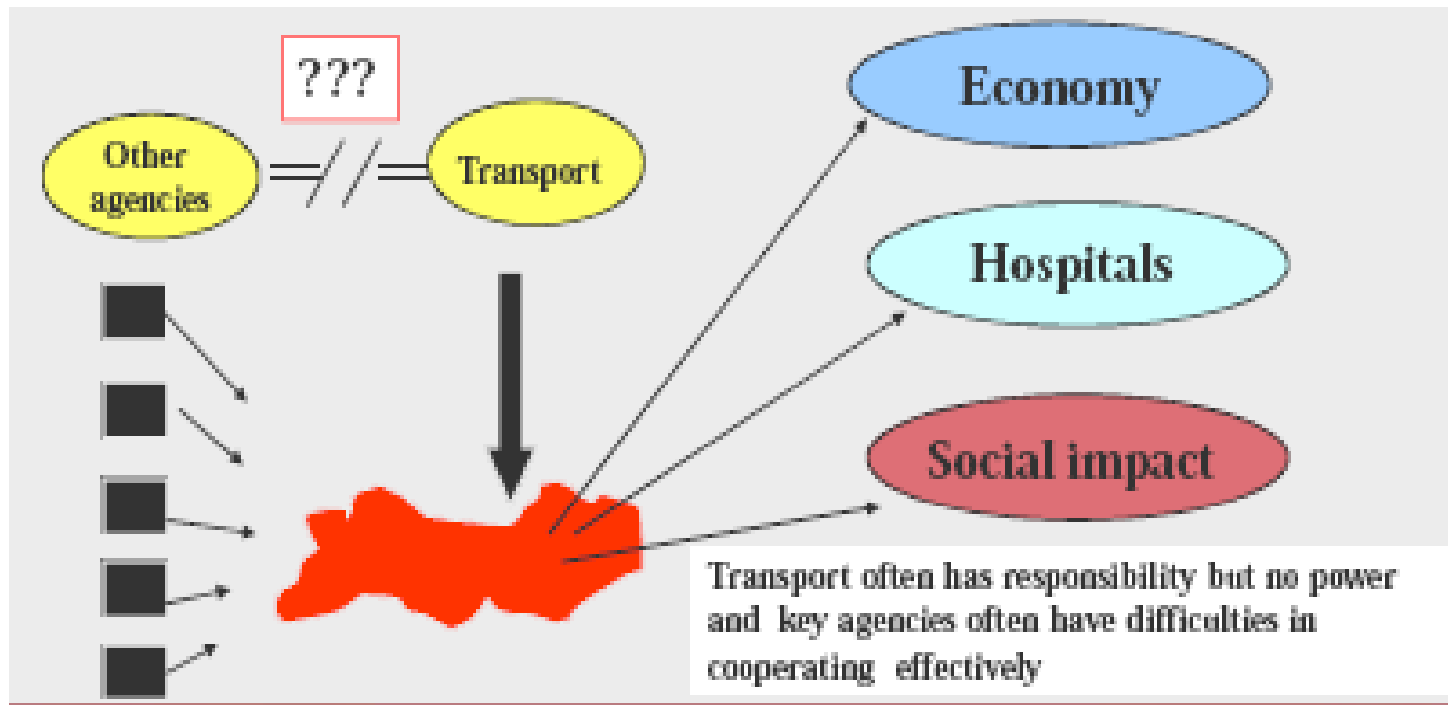
Understanding the problem ?

1. Road safety is NOT a transport problem.
 - It is an ECONOMIC problem
 - It is a HEALTH problem
 - It is an SOCIAL DEVELOPMENT problem



The Problem

- Happens in transport and many other agencies involved but effects/impacts/losses occur elsewhere





An urgent ECONOMIC problem?

1. All countries seeking to increase GDP
2. Typically 2-3 % of annual GDP being lost due to road crash related losses
3. Amounts can be hundreds of \$millions and over previous decade often \$billions – money that could have been applied to development, education & health

This is an urgent problem holding back economic development



An urgent HEALTH problem?

1. Globally 1.3 million persons die and up to 50 millions are injured (of whom around 13 million will be permanently disabled EACH year)
2. Hospitals using up one third or more of emergency beds for RTA victims
3. RTAs currently 9th most important drain on health resources internationally in terms of DALYs* and WHO predict this will rise to 5th most important within next 20 years (some countries already exceeding this.)

This is an urgent problem holding back health development of many countries

* Disability Adjusted life Years (DALYs) The sum of years of potential life lost due to premature death and the years of productive life lost due to disability



An urgent SOCIAL problem?

1. RTA deaths and disabling injury can have a devastating impact on families
2. Over 14 million families EACH YEAR will lose a wage earner or have the added cost of having to support a permanently disabled family member for the rest of their lives
3. Many millions of these families will have to borrow money to survive and many them will be driven into poverty due to loss of income or increased medical and care costs for their disabled family members



An urgent SOCIAL problem? (Cont'd)

4. Over the last 10 years at least 50 million families will have suffered significant loss in income and /or additional unexpected costs of lifetime caring and support of disabled family members
5. Even If each family is only 4 persons—over 200 million persons will have been directly affected financially and if elderly dependent grandparents are included, perhaps 400 million people around the world will have suffered severe financial stress as a result of a family member being killed or permanently disabled in a RTA

This is an urgent problem holding back the social development and welfare of developing countries and their people



1. The Silent Epidemic

- One 747 crashes 400 killed - **international media attention**
- 10 planes crash / week 4000 dead - **international outcry**
- 100 planes crash / month 40,000 dead - **panic**
- 1,000 planes crash / year 400,000 dead - **boycott**
- 3250 planes worth (1,300,000) dead /year from road accidents but no one seems to care - **?**

3500 people killed (a twin towers tragedy every day)
137,000 injured/crippled and 38,000 families driven into poverty **EACH DAY** but no outcry

Why ???

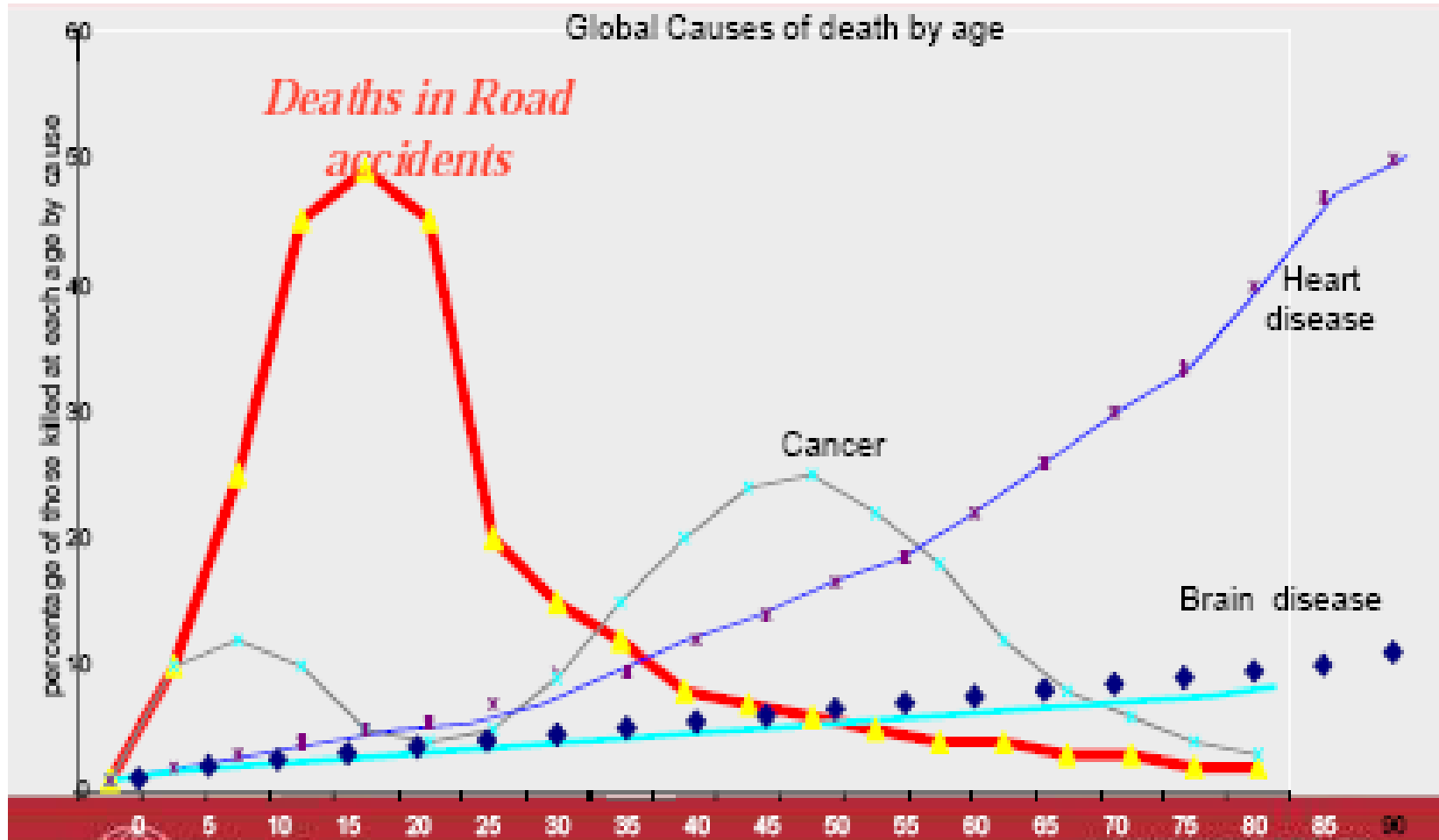


Why is it so urgent ?

1. This a silent epidemic or enemy that is sabotaging the economic , health and social development of the developing world
2. The problem needs to be treated by Nations and their Leaders just as seriously as any other major serious threat to their nations and their people eg. war

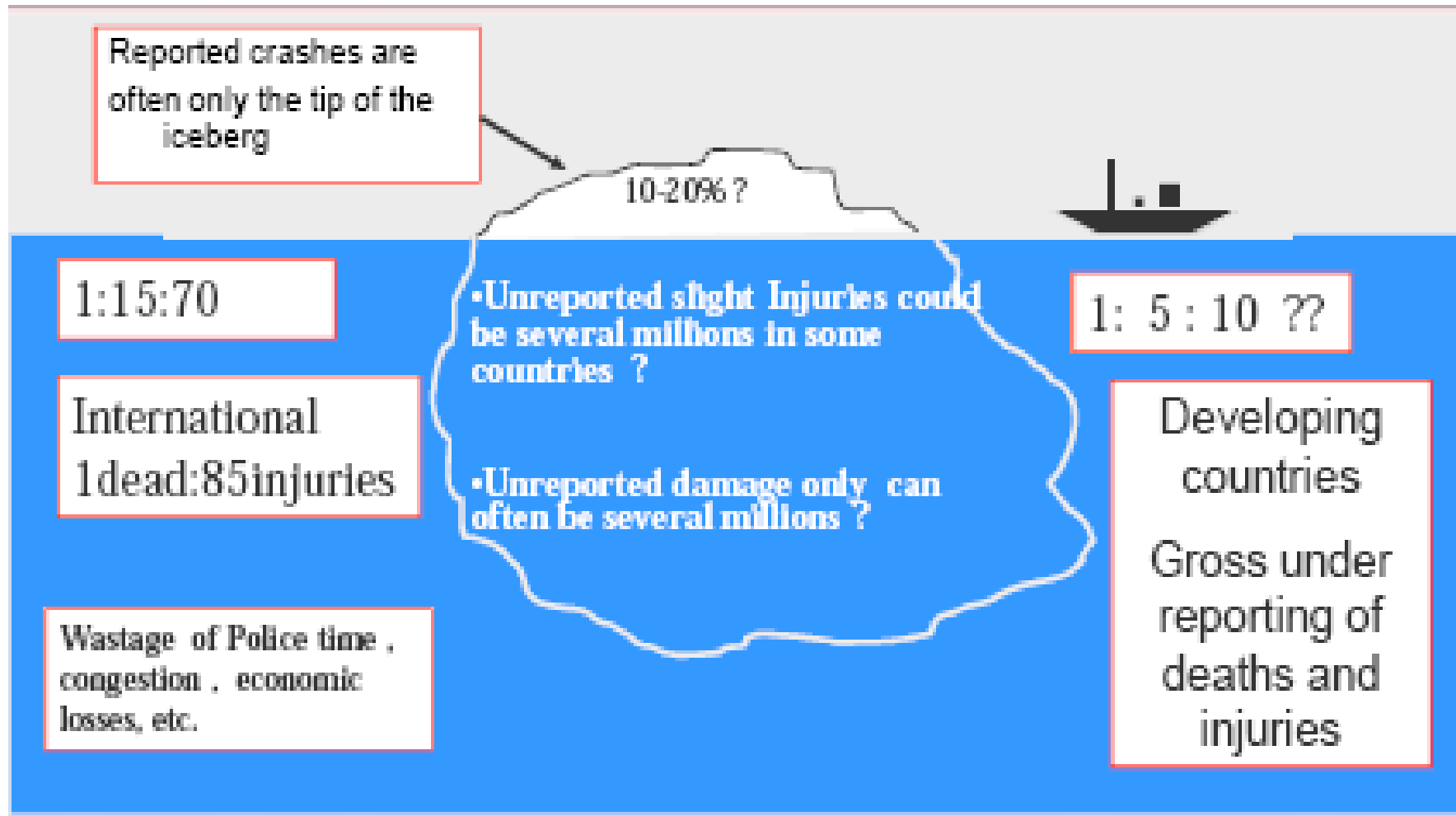


Global Causes of death by age





The problem is much bigger than we think (the rest of the iceberg?)



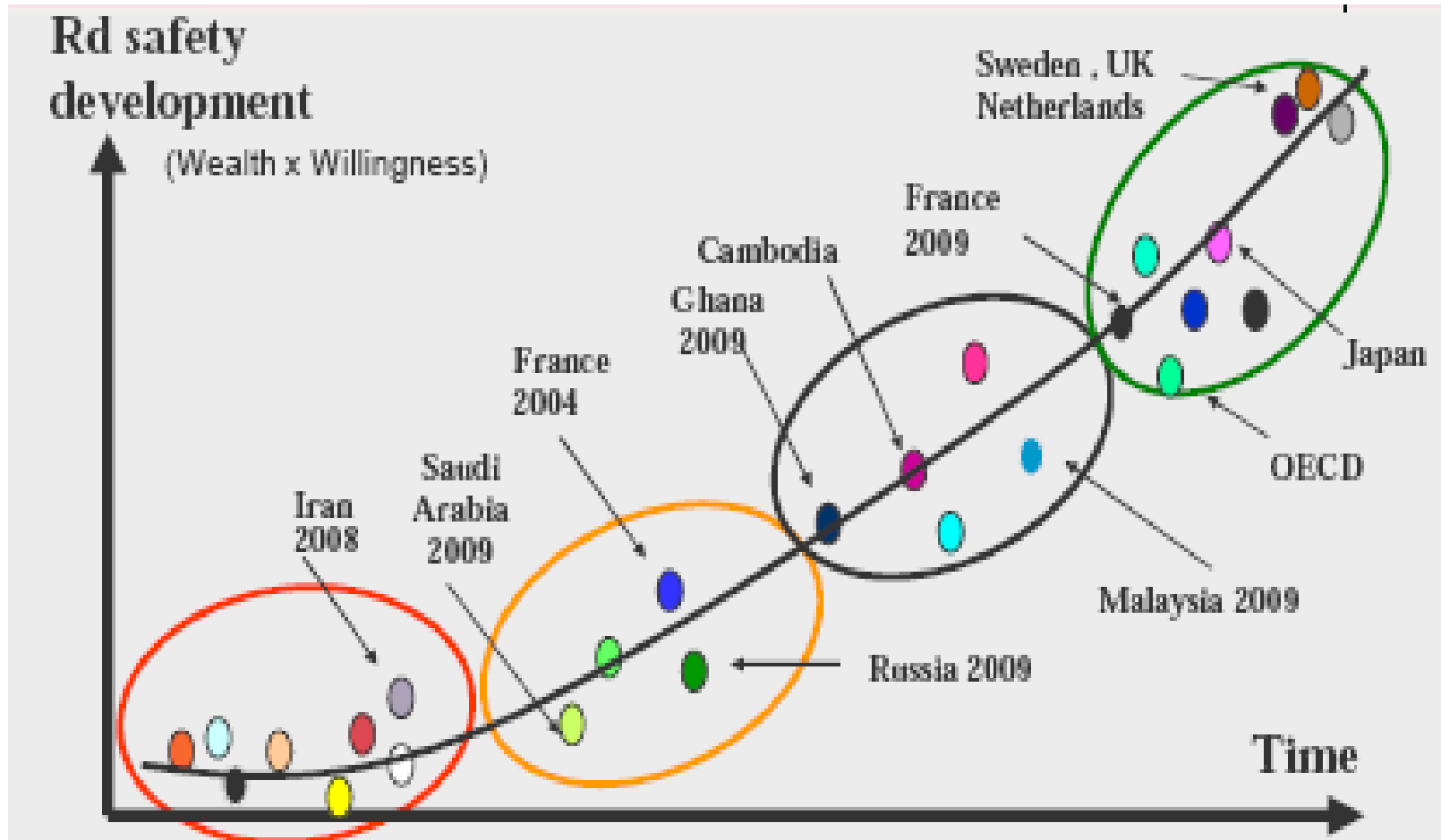


Key Issues To Consider

2. KEY ISSUES TO CONSIDER

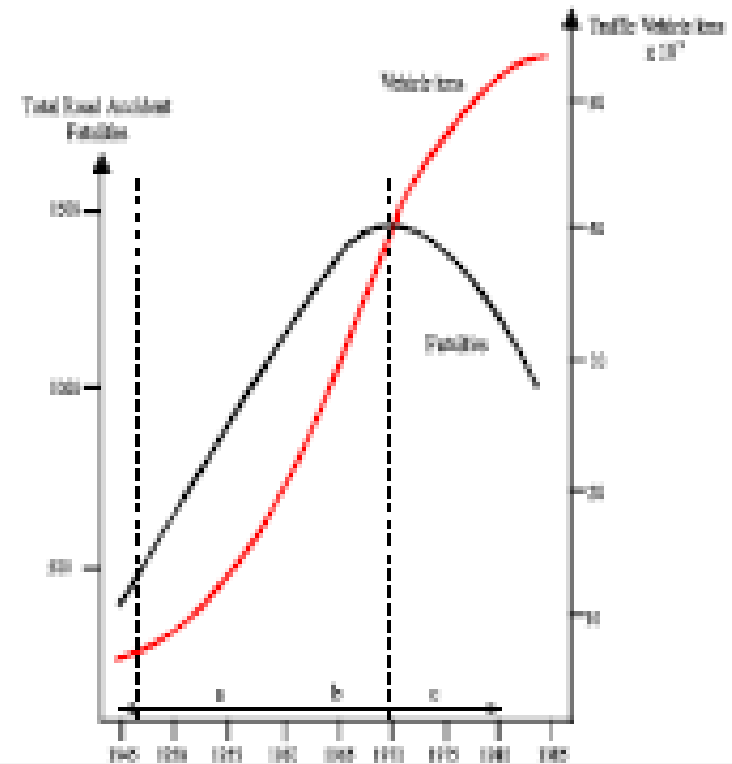
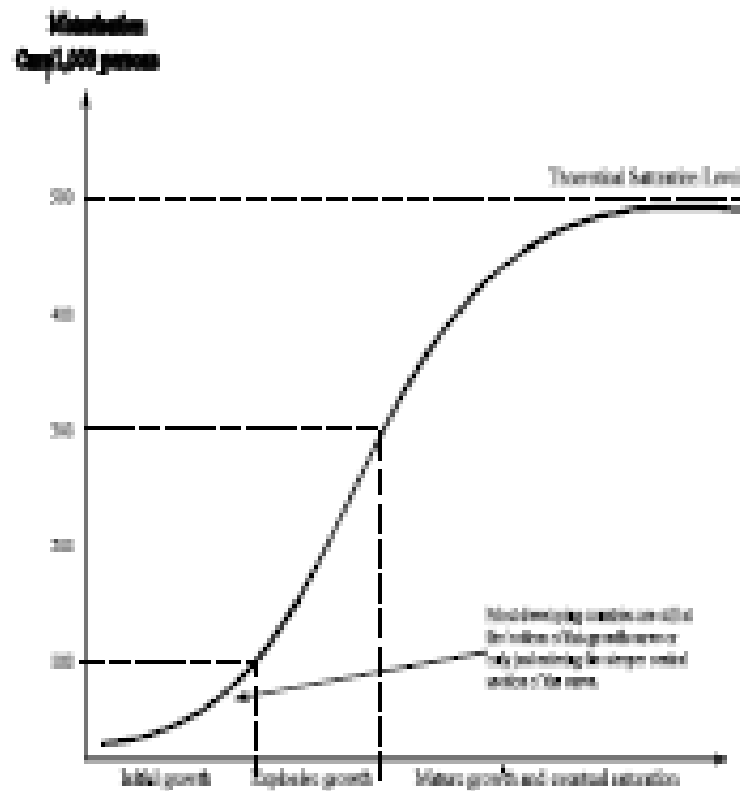


Road safety Development curve



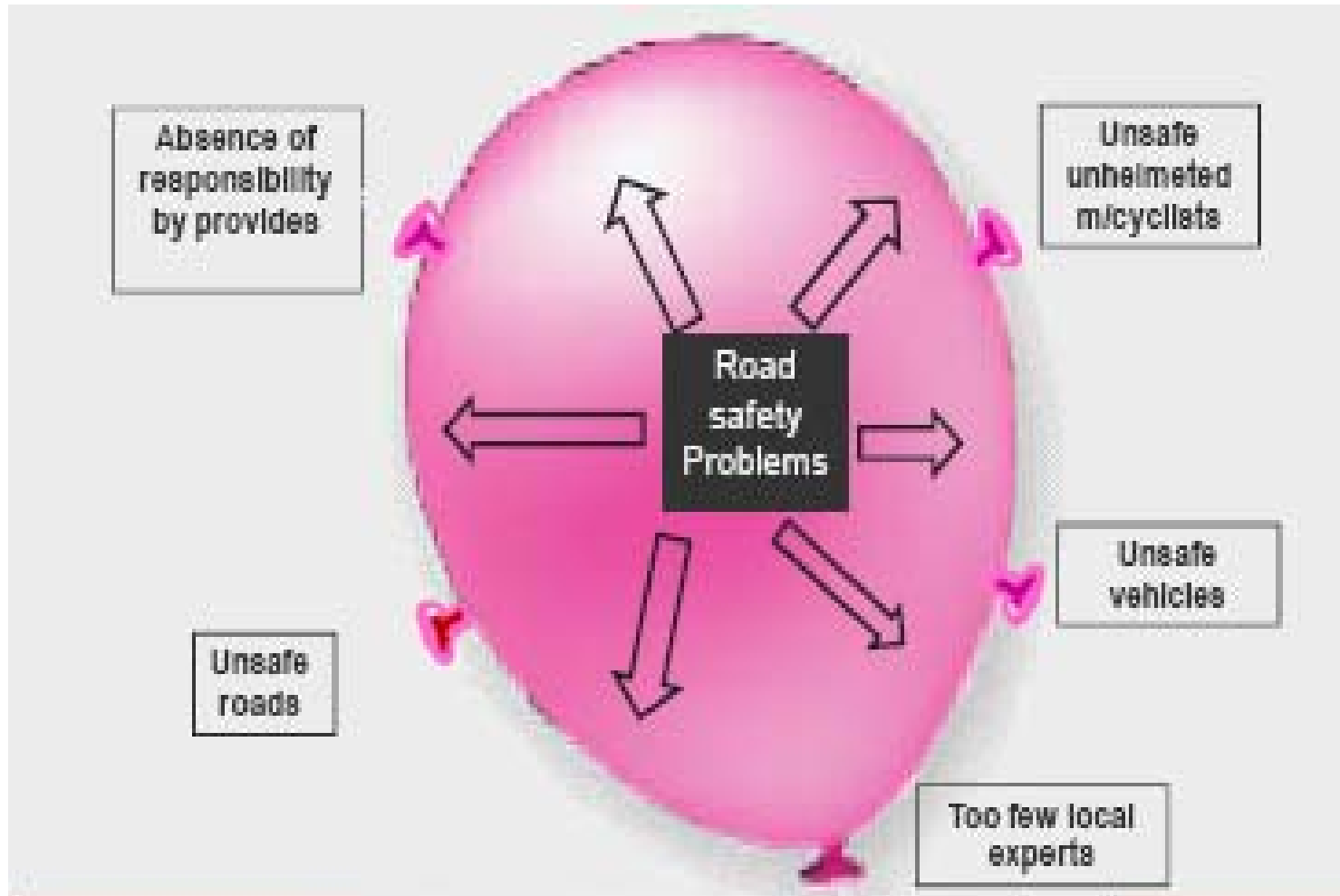


Safety and Motorisation



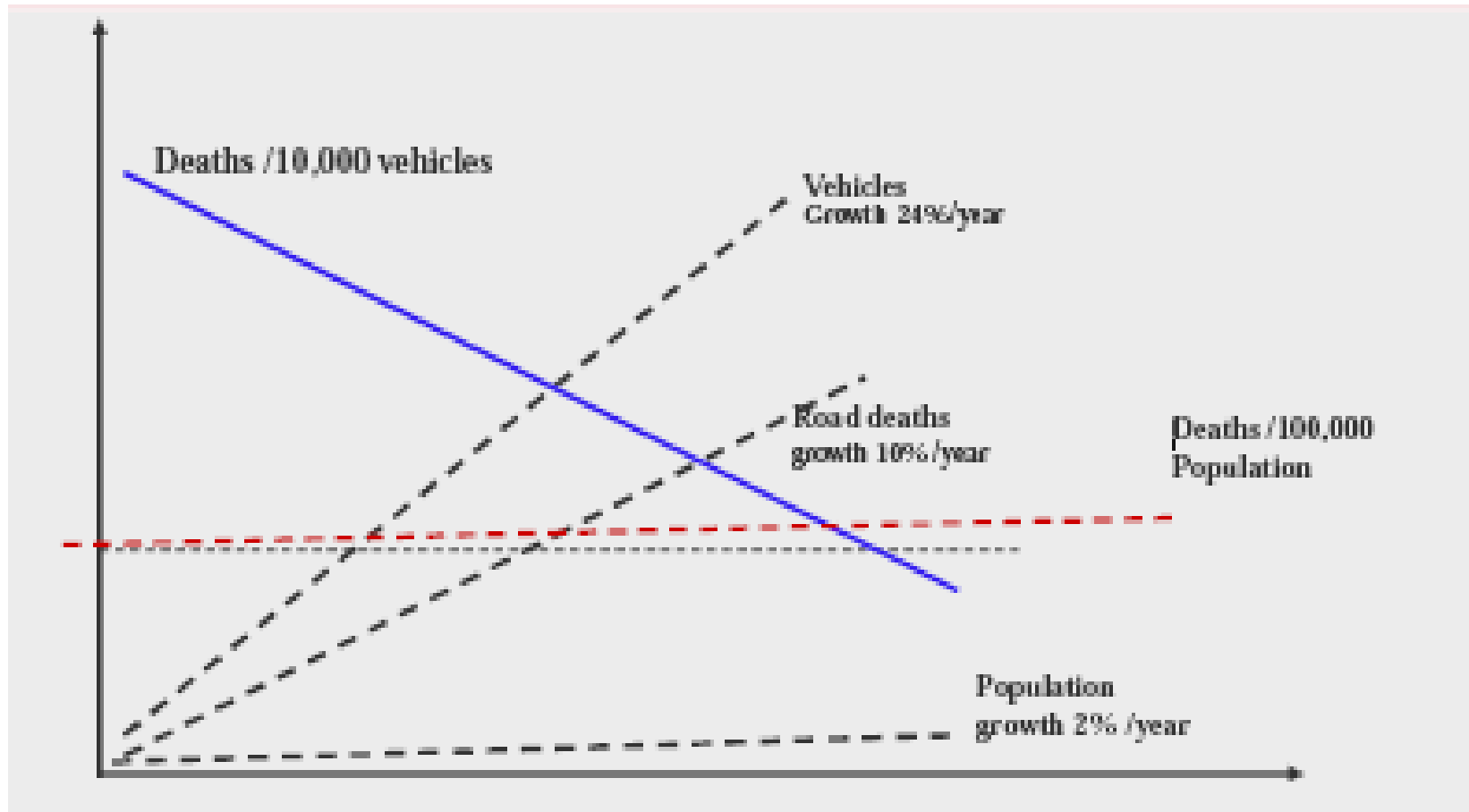


The problem is growing !





Ratios misused in road safety



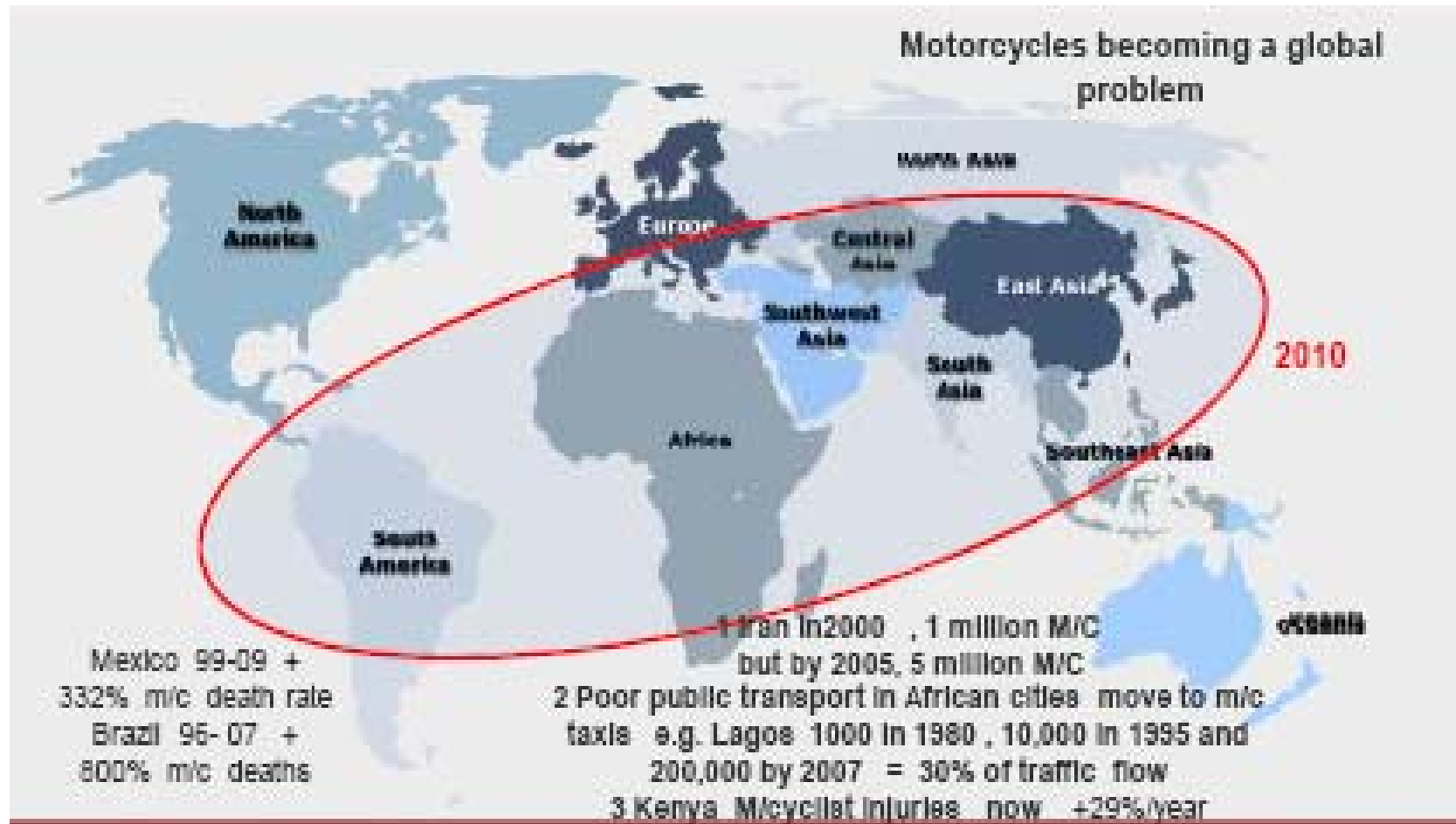


The plague is spreading





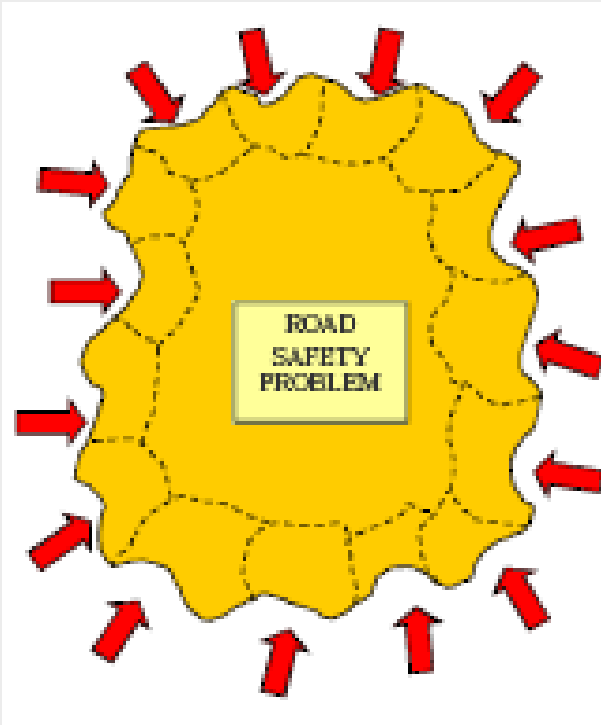
The plague is spreading!





Multi sector problem requires and Multi agency action and detailed understanding of the problem

1 Multi Sector activity



2 Detailed Crash Data

Who?
When?
Where?
How?
Why?
What?

Unless we get the detailed information to understand the underlying problem we cannot improve road safety

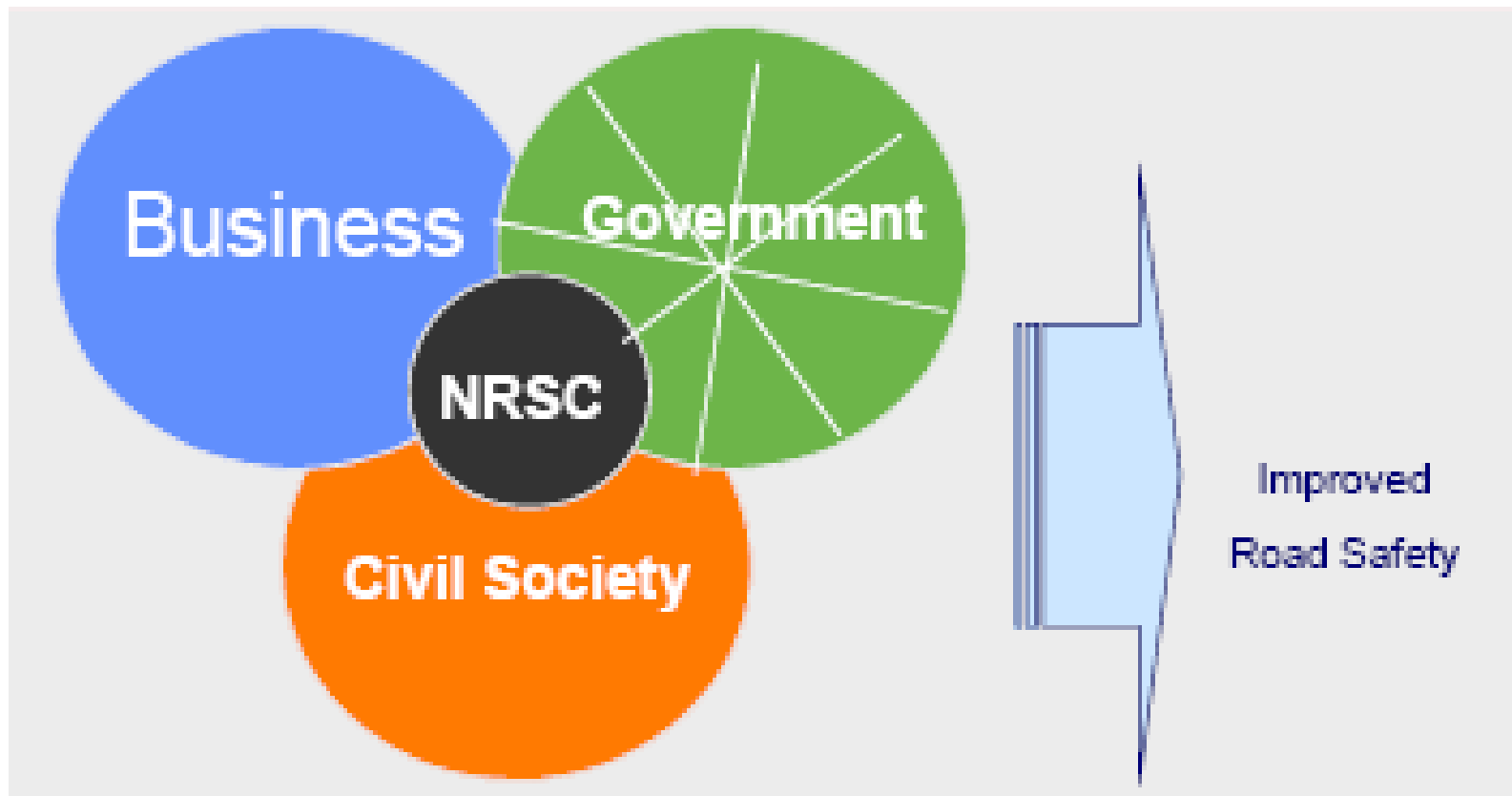
2 pre requisites for effective work



3. HOW DID OTHER COUNTRIES DO IT ?

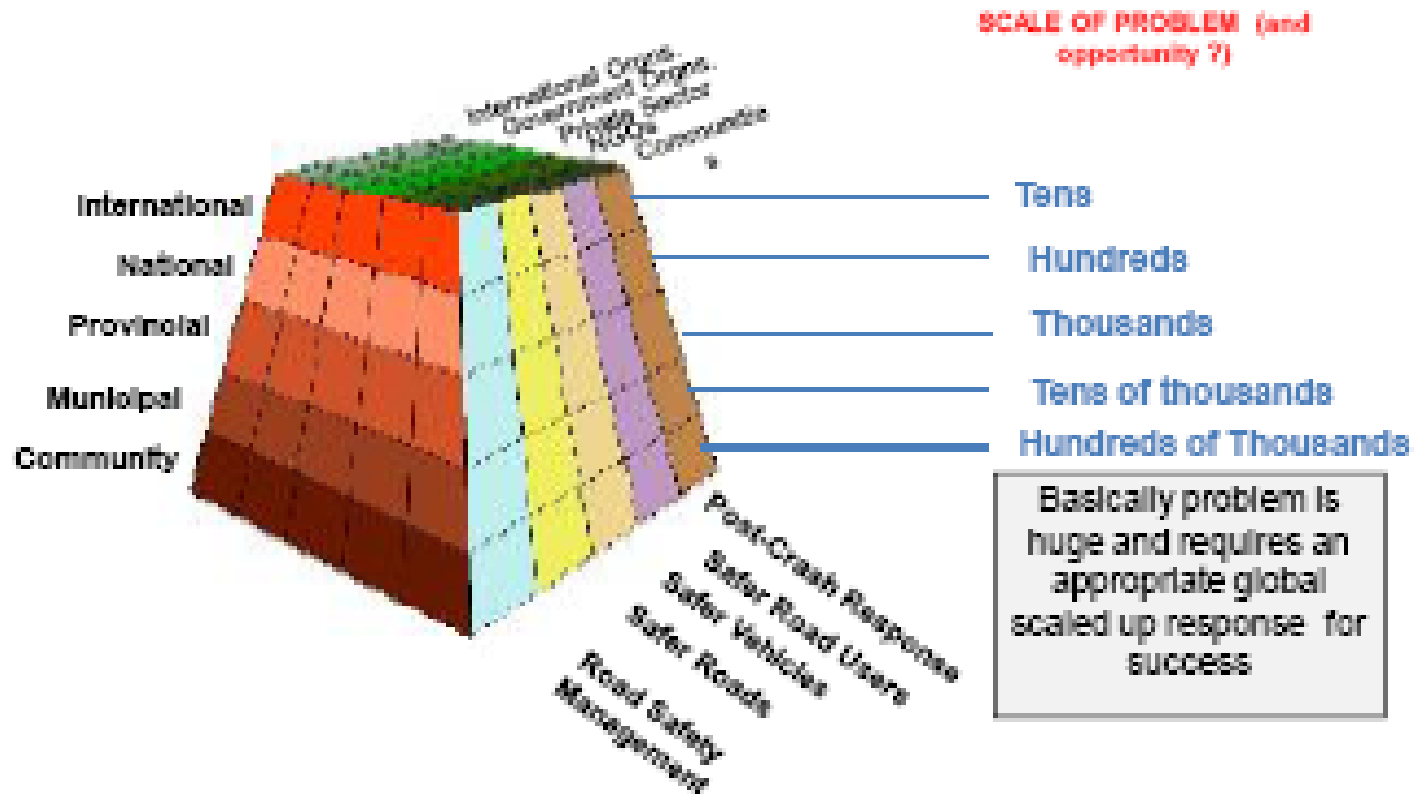


A broad Partnership approach to Road Safety is the most effective way to improve safety



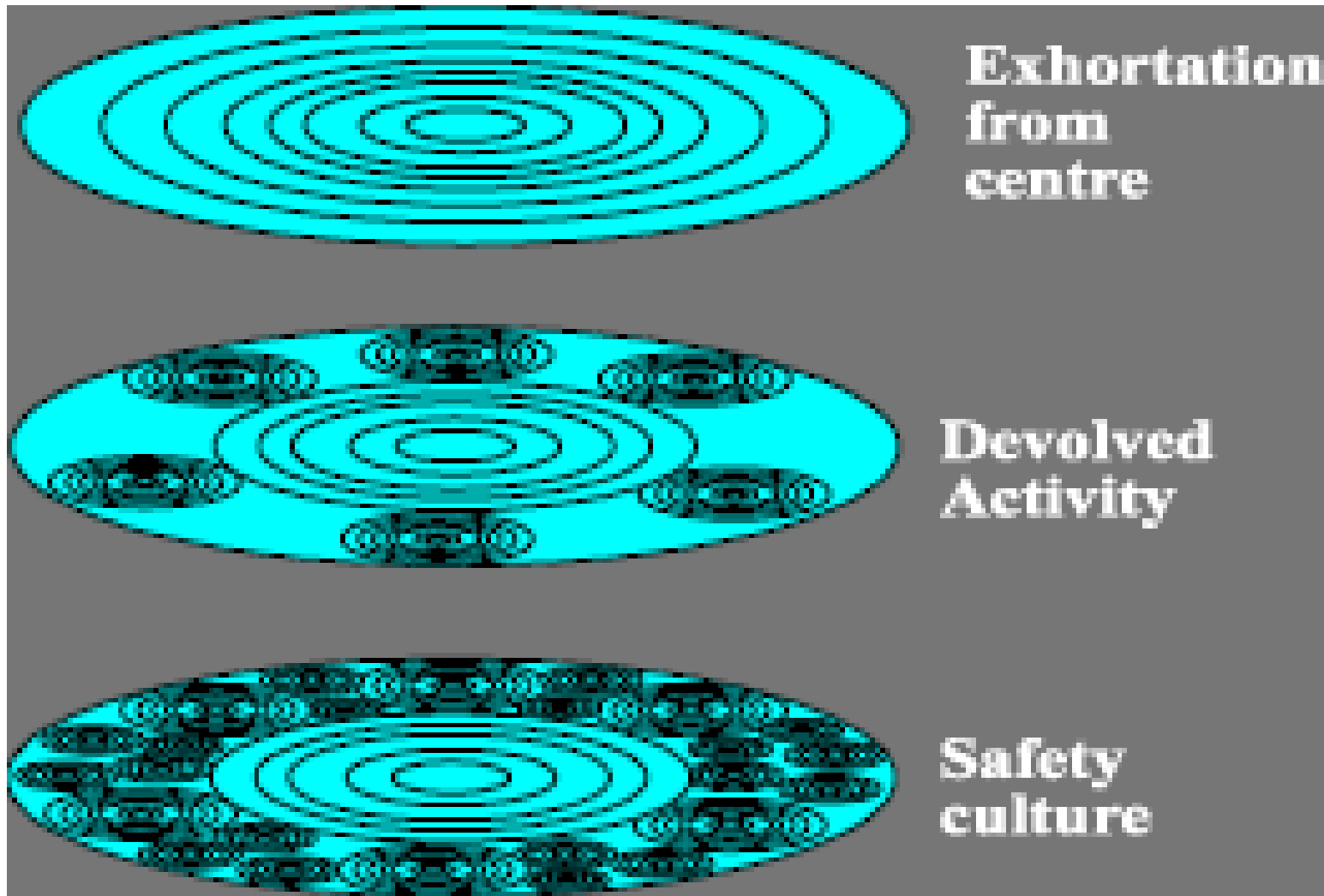


The Problem is Complex (a truncated pyramid!)



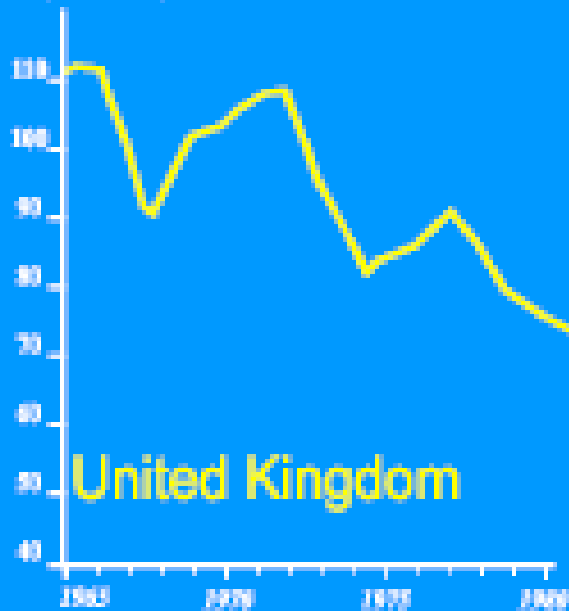


Safety Ripples





Road Deaths Index
(1971=100)



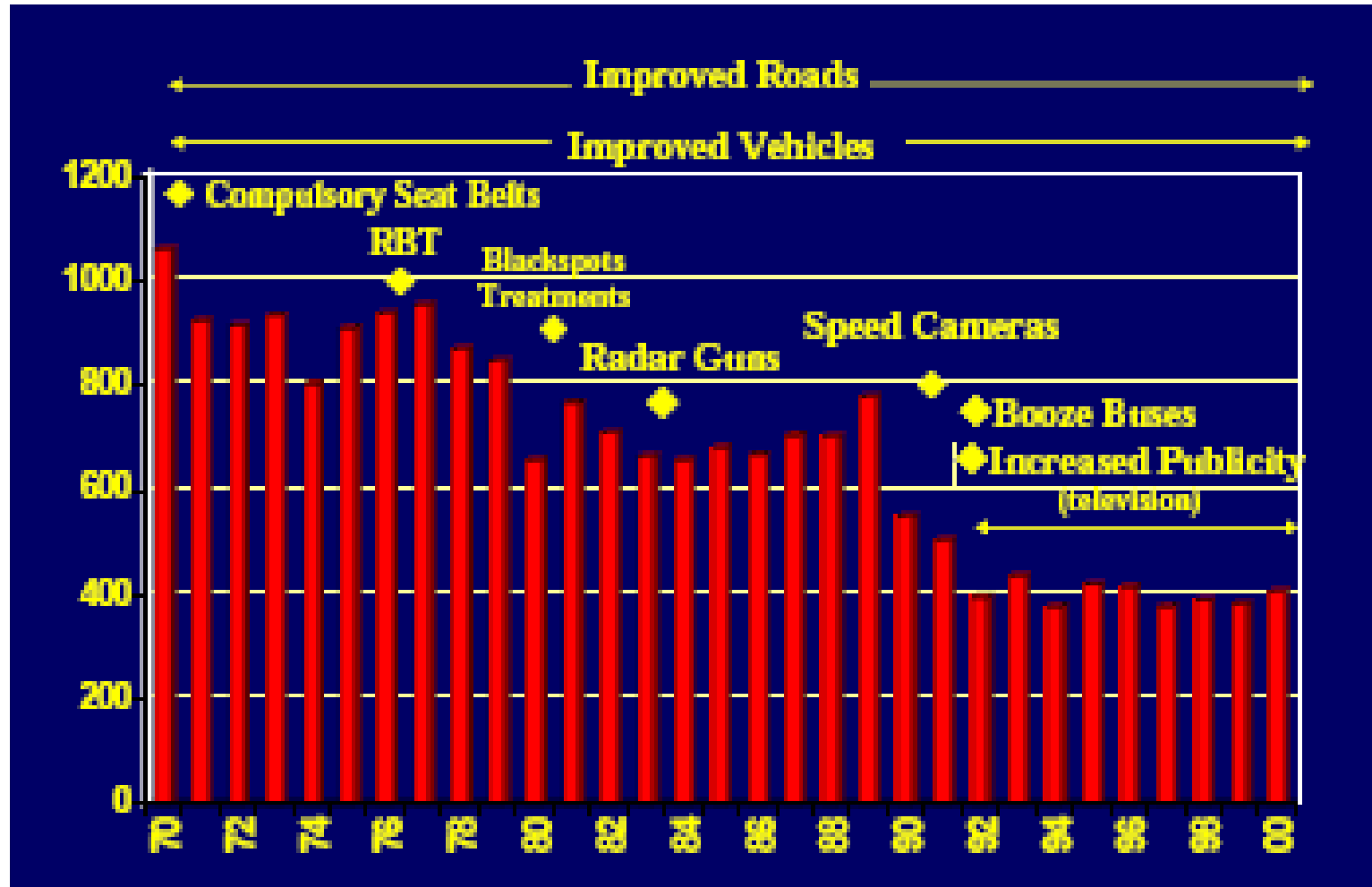
SPECIFIC STRENGTHS

- ★ Accident blackspots work at local level
- ★ Co-operation between police and engineers
- ★ Central issuance of design standards supported by continued updating
- ★ Centralised research (TRL)
- ★ Nationwide publicity (RoSPA)
- ★ Small units in different depts working to improve safety

Accident Death Reduction



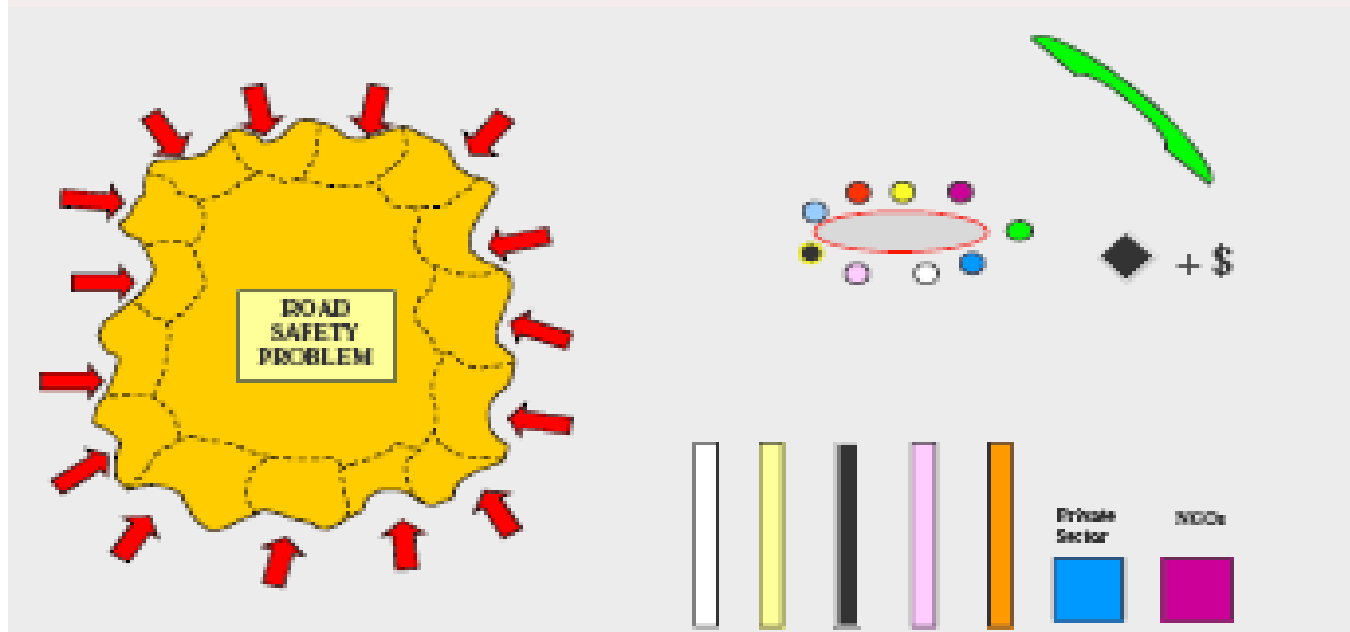
Victorian Road Toll Trend 1970 to 2000





Road safety is a multi-sector problem

- Road safety is a multi sector problem often requiring higher authority intervention during early stages of safety development to ensure that all key agencies cooperate effectively





Other countries at early stages of safety development have used higher authority intervention to ensure that all key agencies cooperate effectively to reduce road deaths

- Japan under PMs Office, 50% reduction in 10 years
 - France President/PMs Office, 43% reduction in 5yrs
 - Russia Presidents' Office , 30-40% reduction since 2009
 - Australia 3 Minister* Task 49% reduction in 4 years Force (Victoria State)
 - Malaysia under PM's Office some improvement (including cabinet committee)
 - **Uganda??????**
- * Ministers responsible for/Police +Transport + government insurance (TAC) company /health

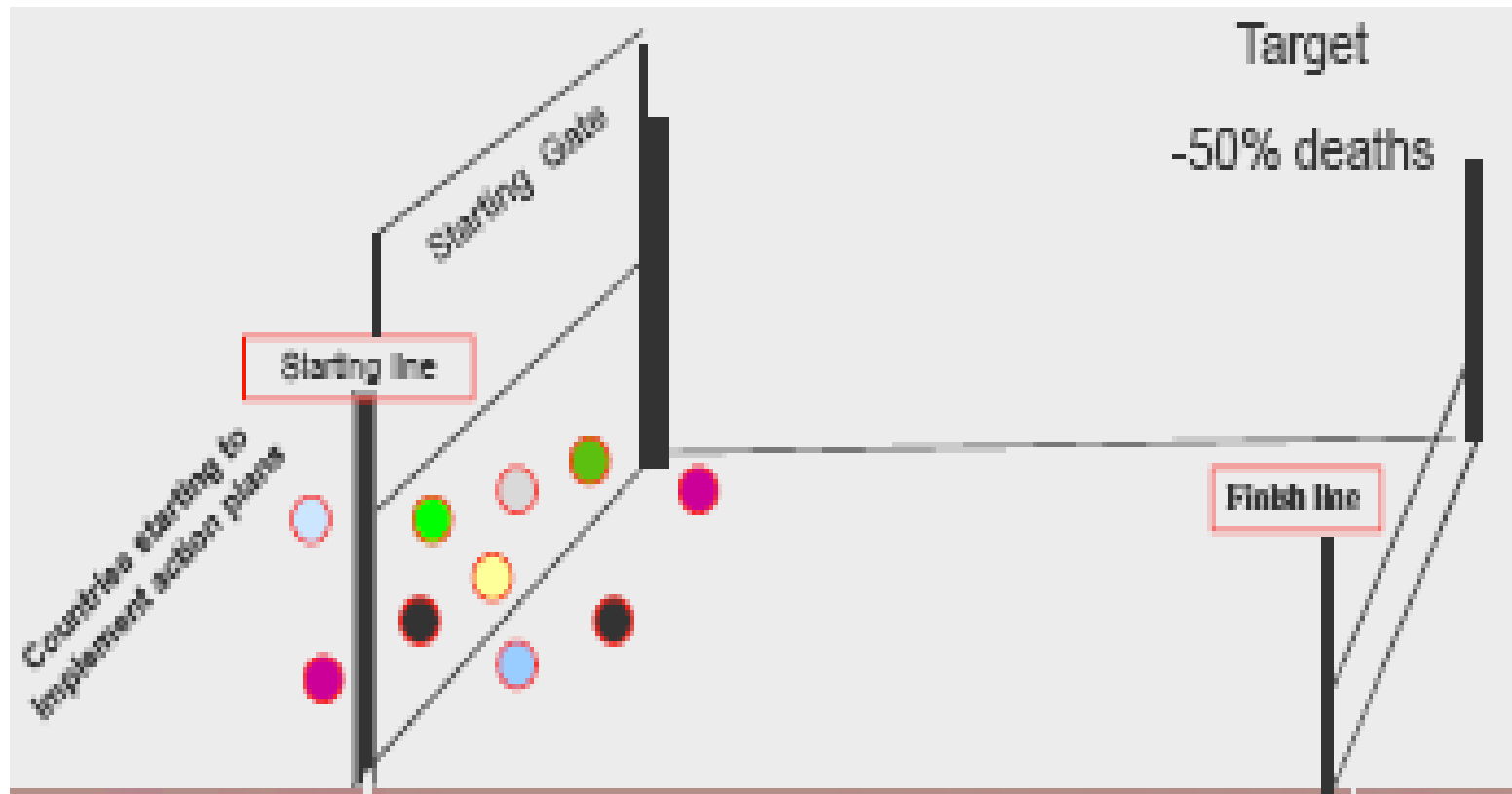


4. Common management and institutional problems preventing effective action

What can we do ?

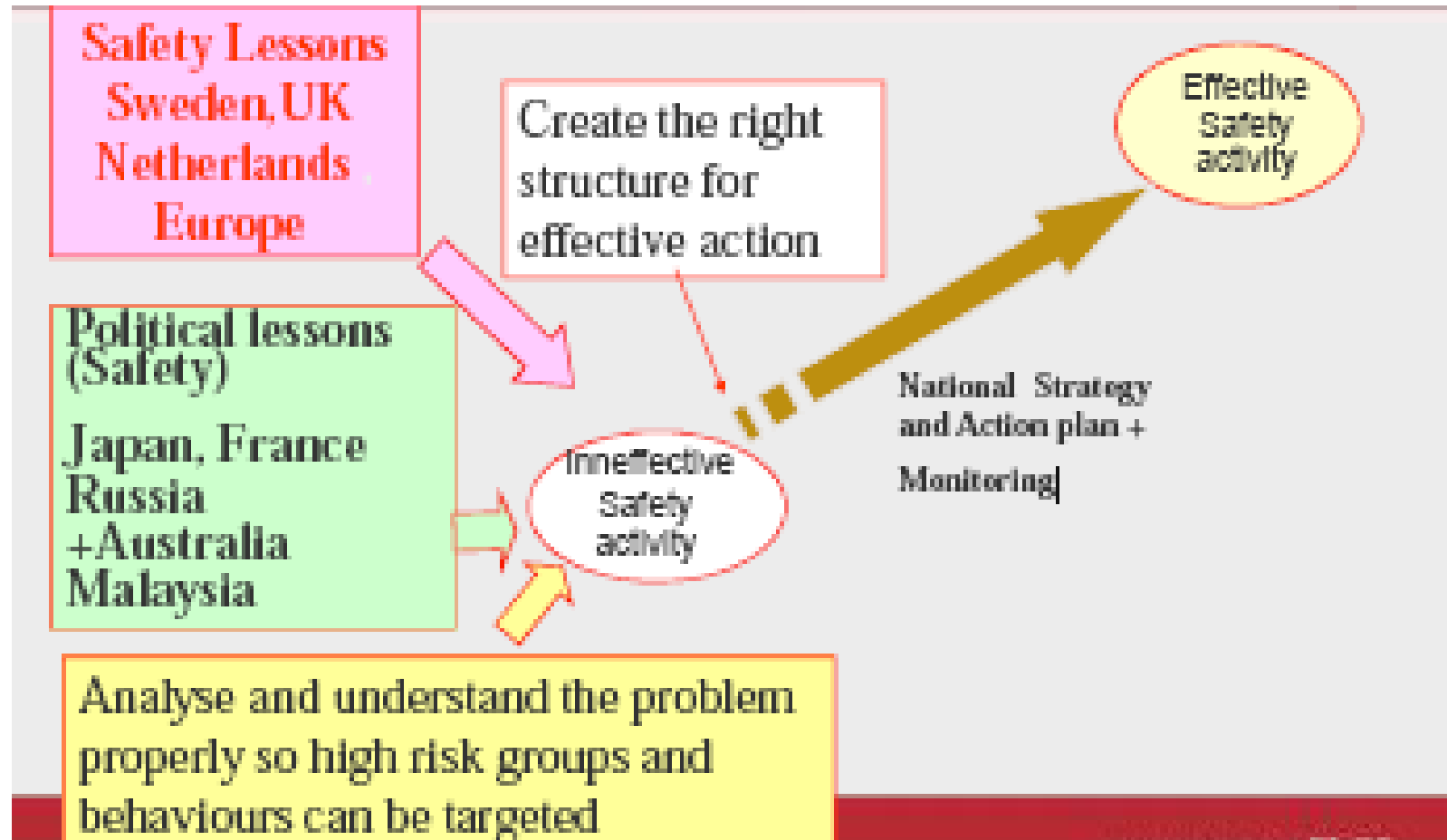


**Global developments raising road safety to a high priority in all countries (WHO, Moscow Declaration, UN Decade of Action)
multilateral development banks harmonising and increasing lending**





How can Uganda reach its Road safety Goals and Targets ?





How can Uganda be successful?

- Make it an economic, health and social problem !
- Learn from the experiences of the countries which have been successful (multi sector, multi agency and crash data)
- Establish appropriate management structures for relevant stage of road safety development Early stages need higher level input
- Establish funds for NRSC Secretariat activity and separately via annual budgets key ministries with road safety responsibilities



How can Uganda be successful? Cont'd

- Safest countries have already developed solutions ,tools and vaccines to the problems that developing countries are facing so solutions and vaccines are known and proven
- These can be transferred to local experts and key organisations with road safety responsibilities
- Target the known high risk factors
 1. motorcycle helmets
 2. Seat belts
 3. Driver impairment
 4. Speed reduction
 5. Safer roads for vulnerable road users
 6. Enforcement



Why we can be very successful (2) ?

- First 25-30% reduction in deaths can be achieved from the “low hanging fruits” since little has often been done in the past seatbelts , helmets , drink drive , speed reduction
- If our road safety team can be placed under high level political power to provide adequate funds, technical support and to ensure cooperation - success is very likely
- We have the proven vaccines and solutions and we just need to apply them using a systematic and scientific approach



Important additional benefits

1. Reduces losses and improves welfare of people
2. It can help to unite whole population on a National task against a common enemy “unsafety” (as in Japan)
3. International kudos from other developing countries wanting to replicate the success achieved
4. Opportunity to be a Sub regional role model and to get beat neighbours and competitors by “winning the race”
5. Opportunity for country to shine internationally as a good example as the decade proceeds



Urgent actions needed

- Police in all countries must improve crash data system and immediately make all non confidential information in existing crash database available so all stakeholders can take action in their respective areas
- Establish a road safety fund to finance strategic activities related to the National road safety action plan (NRSAP) and NRSC activities
- Place road safety and NRSC under President or Prime Ministers office or similar higher level office and allocate (like Japan) an annual national road safety budget of half of annual losses from road crashes to be spent by government Ministries in consultation with NRSC in support of the NRSAP (Initial year only need a smaller sum as we must first develop the capacity to use funds)



Urgent actions needed Cont'd

- Appoint immediately, a senior respected powerful political leader with full authority to establish a more effective management structure, funding, staffing, targets etc as necessary to improve road safety and require presentation of an annual report to parliament showing progress towards casualty reduction targets
- Explore possibility of establishing twinning arrangements with an OECD country to access the very best international experience, techniques and tools for transfer to the local experts so they can solve the road safety problems

Every DAY that we delay, we kill 3560 , we injure nearly 137,000 , we put 38,000 families into poverty and the world loses over \$1.4 billions /day



Universal Road safety Principles Especially for roads engineers

1. Take personal responsibility
2. Do no harm to others
3. Protect the Vulnerable
4. Be Forgiving. People are humans and humans do make mistakes from time to time so allow for human weaknesses



Thank You and Good Luck!

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