



Republic of Uganda

The Road Safety Situation in Uganda

A presentation at a Workshop on
**UN Transport Legal Instruments – a Tool for Improved
Road Safety Management**

By

Ronald Amanyire, Secretary/NRSC – MoWT

&

Dr. Steven Kasiima – Director of Traffic and Road Safety/UPF



Overview of Road Safety situation in Uganda



- Uganda is a land linked country in the East Africa region with a population of 34.8 Million People.
- The Vehicle population is estimated at 1.8 Million including motorcycles.
- There was a lot of vigour towards achieving the 50% reduction of the forecast level of Road Traffic fatalities by 2020 as contained in the decade.
- Unfortunately most of these efforts were at a technical and proposed actions have suffered numerous setbacks
- However, there is still hope because like Obama said “there has never been anything false about hope”



Past Efforts to Improve Road Safety



- Establishment of a Self-Accounting Autonomous Government Funded Lead Agency to effectively manage and coordinate road safety interventions and activities
- Formulation and adoption of a National Road Safety Policy by Cabinet.
- Improvement in Road Designs especially for new roads funded by development partners e.g WB, AfDB
- Establishment of Periodic Motor Vehicle Inspection system for Roadworthiness
- Computerisation of Driving Licence making it verifiable on line.



Overview of Road Fatalities/Injuries in Uganda



- In the year 2016, **14,474** accidents were reported of which **2,981** were fatal, **7,153** were serious and **4,340** were minor
- This resulted into **3,503** deaths on Uganda Roads during the year **2016** up from **3,224** in **2015**
- **Pedestrians** comprised the largest group of road user category killed accounting for **(40%)** of all casualties followed by **passengers** at **27%**, **motorcyclists (23%)**, Pedal cyclists 6% and drivers at (4%)
- This trend of percentages has been repeated in the same almost the same ration for the last five years



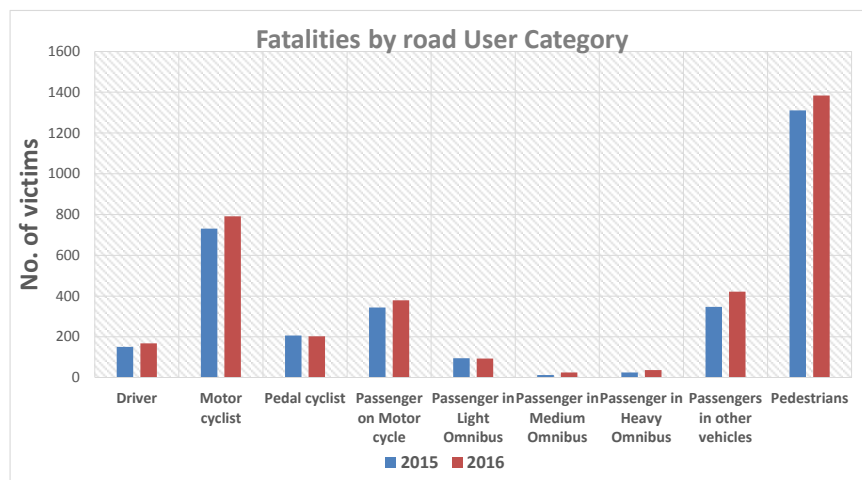
Fatalities/Injuries in Perspective



- The 3,503 people reported as dead in 2016 can equals 9 Boeing 777 Commercial Airplanes
- Almost 10 people died daily on our roads in 2016
- 78 percent of those killed were male
- 64% were below the age of 35.
- The Kony War in our country did not kill over 3,000 people per year
- A number of accidents are unreported



Road Crashe Graphs





Challenges



- Lack of Political Will to fight Road Carnage
- Lack of a strong Lead Agency
- Poor Infrastructure especially for pedestrians
- Motorcycles being used for Pubic Transport driven by untrained or ill-trained riders
- Driver discipline (Lack of patience, inconsiderate use of the roads, outright defiance of all traffic rules)
- Inadequate funding for all government departments tasked with managing road crashes “across all the 5 Pillars”



Opportunities



- Cabinet approval of a Road Safety Policy in November 2014 was a major milestone
- Private Sector Financing of a Computerised Driving Permit can be enhanced with an enhanced Driver Testing Regime
- Public Private Partnership on Periodic Motor Vehicle Inspection for Roadworthiness
- New management at the National Roads Authority which is very concerned about its image
- Strength in numbers of the Uganda Traffic Police if was augmented with Traffic Wardens by City Authorities/local authorities



Opportunities



Government is implementing interventions guided by a road safety policy which was adopted by Cabinet in 2014. The policy in summary encapsulates the five pillars of the Decade of Action:

- Road Safety Management;
- Safer Roads and Mobility;
- Safer Vehicles;
- Safer Road Users;
- Post – Crash Care.

Implementation of these pillars will take place in a phased manner



Opportunities - RSPR



- Offer by the UN SG'S Envoy on Road Safety to conduct a Road Safety Performance Review focusing on the following areas:
 - The need for a Lead Agency/Strengthening existing departments/structures
 - Infrastructure for Safety of Vulnerable Road Users such as pedestrians
 - The Driver Training and Testing Process and enforcement procedures
 - Coordination of the response system to Road Crashes
 - A consolidated and well coordinated data system for the Country



Possible Benefits of the Review



- It might re-invigorate the political leadership of the country through
 - Reporting and showing them progress or lack thereof on commitments made in the Decade of Action on Road Safety
 - Promoting dialogue between different government departments
- An independent review is always viewed in different way by concerned stakeholders: for example a Road Safety Authority is likely to take a criticism from the UN than another government department.
- This applies to all department that would be found wanting in implementation of the above areas.



THANK YOU