

# Drink Driving in Cameroon

Surveys of the General Public and  
the Traffic Police/Gendarmes.

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*Road Safety Workshop, 12 – 13 November 2014,  
Addis Ababa, Ethiopia.*

# Cameroon Road Safety Foundation (CAROSAF)

In 2008, a pool of experts in Highway Transport Engineering, Medical & Paramedical Practitioners, Educationists and other individuals involved in Road Safety activities created CAROSAF.

CAROSAF is a Not-for Profit, Non-Governmental Organization(NGO) advocating Road Safety & Highway Injury Prevention.

## **Objectives amongst others include:**

- Promoting a culture of Safety amongst road users,
- Raise awareness on Road Safety,
- Build Road Safety Partnerships,
- Create /strengthen Road Safety Stakeholder Groups,
- Help in the implementation of Road Safety measures the international community to include Road Safety as a Global Policy issue.

# Activities of CAROSAF

- Since its creation in 2008, Cameroon Road Safety Foundation has been a **THINK & DO TANK** in issues of Road Safety and Highway Injury Prevention.

Amongst other activities we have:

- 1) Conceived, developed and are implementing the *School Traffic Controllers Project* in Buea & Limbe.

With the view to contributing to efforts to protect vulnerable road users, especially school children, trained traffic controllers are stationed at selected locations within the township to help pupils cross roads at peak periods in the morning and afternoon during school days.



2) Since 2010 carried out yearly celebrations of World Day of Remembrance for Road Traffic Victims.





3) Acted as the technical partner to the administration of the south west region in the organization of the landmark *Special Road Safety Campaign for the Celebration of 50 years of Reunification of Cameroon*



## 4) Started a pilot *School Road Safety Club Project* in some schools within the Buea municipality.



National Advanced School for Public works Annex Buea



Bilingual Grammar School Buea



Government high school Buea



Government Technical High School Buea



5) Being involved in periodic Road Safety sensitization campaigns in collaboration with the Transport syndicates within Fako division.



Sensitization of Buea Township  
Taxi Drivers (1<sup>st</sup> Quarter 2014)



Sensitization of Buea Township  
Taxi Drivers (2<sup>nd</sup> Quarter 2014)

6) Periodic distribution of key holders and car stickers with road safety messages to motorists within Fako division.



7) Since August 2013, CAROSAF has a partnership agreement with Buea Council on Road Safety & Highway injury prevention. The school Traffic Controllers project is the permanent ongoing project under the partnership.



Road Safety Partnership  
BUEA COUNCIL- CAROSAF

# Future outlook of Road Safety activities by CAROSAF

- With the reputation of creating partnerships that unites working teams in Road safety – from the highest levels of government, through state corporations, Top Business institutions, Councils and the grass roots, we have the following projects in our short & medium term plans:
- Broaden the scope of the *SCHOOL TRAFFIC CONTROLLERS PROJECT* to cover the entire south west region. For this to happen, we have to go into partnership with the Local authorities (Mayors and Government delegates) of the various townships.



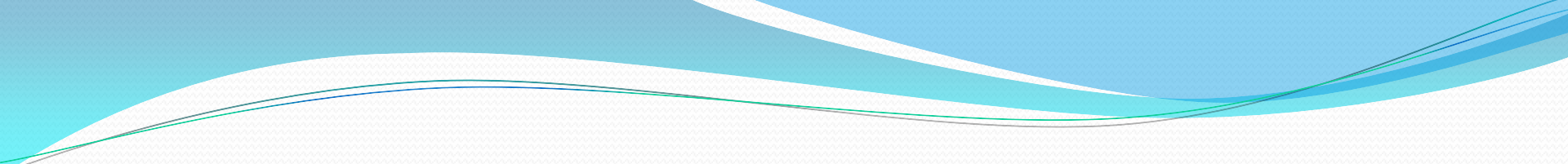
- Expand the School Road Safety Club project to involve all schools within the entire region situated along major highways and within proximity to crash hotspots.
- Start a program of Capacity Strengthening of Township taxi drivers in the major townships of the south west region. This entails sessions of lectures grouped in modules by certified driver trainers.
- In collaboration with the councils, start a project of *Road Safety Crusaders* at major motor parks within the south west region.
- Organize a yearly Road Safety Award Ceremony.  
The award recognizes achievements and innovations that will improve Road Safety within the community. As well, outstanding examples of Road Safety initiatives are given public recognition through the award event.

# Drink-driving Survey in Cameroon

## 1-Introduction

Everyday more than 3,000 people around the world lose their lives due to Road Crashes. It's the equivalent of 10 jumbo jets crashing, yet it goes relatively unnoticed

Road crashes kill at least 1.3 million people each year and injure 50 million others, a toll greater than deaths from malaria. 90% of these road casualties are in low and middle income countries.



In Cameroon, road accidents are one of the leading causes of death. On the triangular road network, Douala-Yaounde-Bafoussam-Douala, popularly known as “le triangle de la mort” (triangle of death), averagely 100 deaths are registered within a month. 2010 holds the record for deaths on Cameroon’s roads for the past 05 years(between 2010 – 2014) registering 3,269 deaths.

The consumption of alcohol, even in relatively small amounts increases the risk of being involved in a crash for motorists and pedestrians.

# 2-Methodology

## 2.1- General Public

The survey was conducted at four (4) locations within Buea Sub-division:

- 2 urban (mile 17 and Muea motor parks),
- 2 rural (Tole and Bojongo motor –bike pick-up points), which are the main parks for intercity buses within the Buea municipality.

In Buea urban, the survey was administered to 102 people.

In the Buea rural area (Tole & Bojongo), we administered the survey to 50 people.

Two languages were used to carry out the survey: English & Pidgin English.

It took an average of 8 minutes to conduct an interview.

The main limitation was the small sample size for the survey.



## 2.2- Traffic Police/Gendarmes

The survey was conducted at four (4) Police/Gendarme locations both in their offices and in the field:

- Regional Police Department for Highway Transport and Circulation,
- Brigade du Peleton Routiere Mobile du Sud Ouest, Buea.

Two languages were used to carry out the survey:  
English & French.

The small sample size was the main limitation in the survey.

### 3- Data Analysis and Discussion of Results

The data presentation involved Normal frequencies and percentages to provide statistics for the population under study. The data interpretation was provided by data collected on the field and keyed in to excel spread sheets, then analysed using the SPSS (*Statistical Package for Social Sciences*) version 21.0 software

## 3.1 GENERAL PUBLIC

### 3.1.1. Demographics:

In total, 152 persons were interviewed in four different locations of urban and rural Buea; 102 respondents for the urban settings while the rural settings had 50 respondents.

Table 1: Age distribution

	<u>Urban</u>	<u>Rural</u>
Age	Percentage	Percentage
Less than 20	7.8	12.0
21-25	17.6	46.0
26-30	20.6	16.0
31-35	18.6	8.0
36-40	14.7	10.0
Above 41	20.6	8.0
Total	100.0	100.0

Source: CAROSAF 2014

All in all, 57 (55%) of the 102 respondents in the urban locations were male while 45 (45%) of the respondents were female. In the rural areas, 33 (66%) of the 50 respondents were male; 17 (34%) female. In total there were 90 (59%) male and 62 (41%) female. Males were more willing to participate in the interview.

## 3.2- Key Findings

### 3.2.1: It emerged that in rural Cameroon:

30 % of the population under study either ride motor-bikes or drive cars.

12 % of rural populations who ride motor-bikes or drive cars say they have been breath tested at least once.

12 % of rural populations have been involved in accidents where the driver had been drinking before driving.

94% of persons in rural Cameroon acknowledge the fact that, drinking can impair people's ability to ride a bike or drive a car

96% of the population under study agrees to the fact that bike riders do drink sometimes before they ride.

70 % of the population have seen bike riders drinking before riding.

80 % of the population would not board the bike of a rider who had been drinking .



### 3.2.2: In urban Cameroon:

63.73% of the population under study either ride motor-bikes or drive cars.

18.81 % of urban populations who ride motor-bikes or drive cars say they have been breath tested at least once.

5.9 % of urban populations have been involved in accidents where the driver had been drinking before driving.

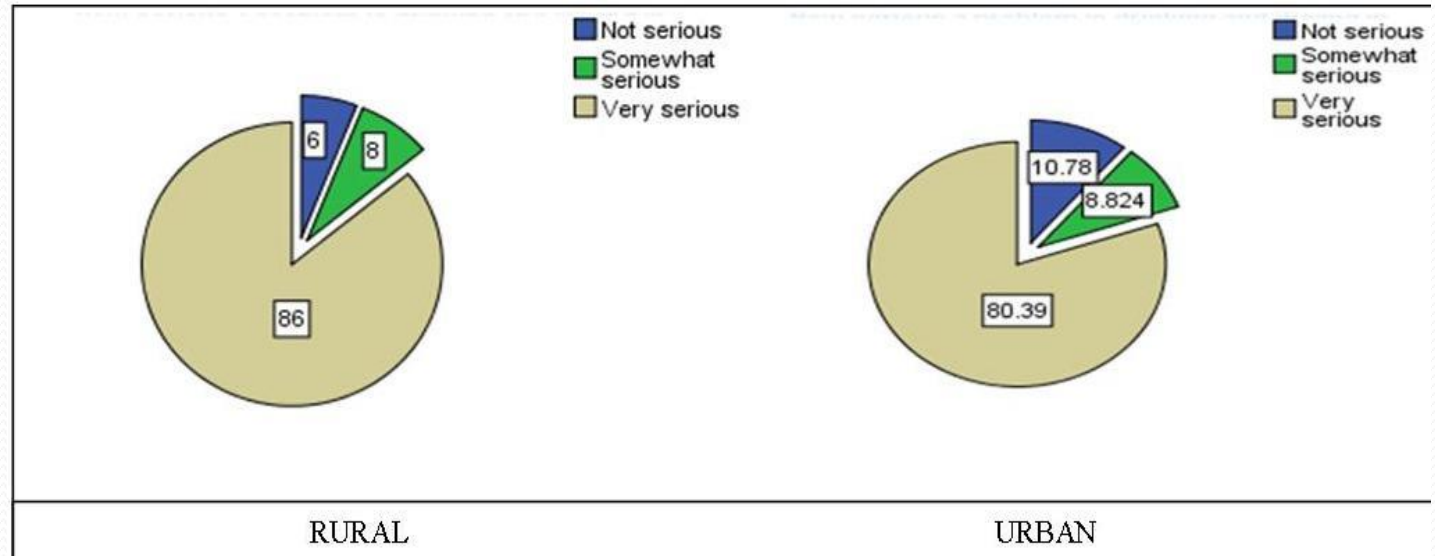
88.24% of persons in urban Cameroon acknowledge the fact that, drinking can impair people's ability to ride a bike or drive a car.

76.47% of the population under study agrees to the fact that intercity bus drivers do drink sometimes before they drive.

89.22 % of the population would not board that bike of a rider who had been drinking .

### 3.3 Other Findings

In general it was revealed that drinking and driving is a serious problem in Cameroon. 86% of the populations in rural Cameroon say drinking and driving is a serious problem. While 8% of the population suggests that drinking and driving is a somewhat serious and 6% say it is not a serious issue. On the other hand 80.39% of the populations in urban Cameroon say drinking and driving is a serious problem. While 8.9% of the population perceive drinking and driving as a somewhat serious issue and 10.8% say it is not a serious issue.



*Fig : Representation of how serious drinking and driving is in Cameroon*

### 3.3 Other Findings Cont'd

It was observed that the traffic police does not generally play its role in ensuring that drivers respect the laws on drinking and driving in Cameroon. 92% of the population in rural Cameroon and 69.7% of the population in urban Cameroon says the police does not play its role ensuring that drivers respect laws on drink-driving.

8% and 30.4% of the population under study said the police play its role in curbing drink-driving in rural and urban Cameroon respectively. (See figure 2)

In the same line, 98% of persons in rural Cameroon and 90.2% of persons in urban areas do not know the laws and penalties for drink-driving.

### 3.4. Law Enforcement Officers (Police/Gendarme)

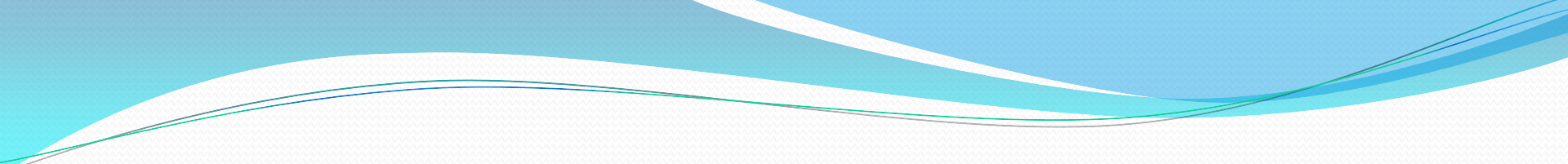
81.1% of the security officers affirm spending 8 hours per shift while on duty and 18.92% of the security officers said they spend 6-12 hours per shift, all in mixed shifts.

72.97 % of road security officers work for 30 days in a month while 27.03% work for 15 days a month.

59.5 % of Road security officers encounter at least 1 driver who had been drinking before taking to the wheels every shift. Another 16.2% came across 2-3 drink drivers per shift, while 21.6% encountered 4-5 drink drivers and 2.7% had almost 5 persons who do drink then later drive. 64.87% were car drivers while 29.73% were motor bike riders.

75.7% of road security officers arrest at least 1 driver on drinking charges per shift while 5.4% arrest at least 2-3 drivers per shift. 94.59% road security officers issue citations to at least 1 drivers for drink driving while 5.5% do so to 2-3 drivers per shift.





75.7 % of security officers in Cameroon use visual means to determine if a driver or rider had been drinking. 18.9 % used the breathalyzer to determine whether a driver or rider had been drinking while 5.4% of security officers use other methods to determine drink driving.

62.2% of security officers in Cameroon say the BAC level in the country is 0.80%.

56.8 % of road security officers interviewed had no knowledge on the legal punishment for drink driving in Cameroon. Others gave diverse ideas as to what the sanction may be such as; 13.5% said a fine of 25000frs is levied, 5.4% proposed immobilization of car and seizure of license. 10.8% gave other suggestions.

Drivers/riders are rarely penalized for drink driving in Cameroon. 48.6% of security officers say drink drivers are rarely punished, 37.8% of drink drivers are sometimes punished while 13.5% of the security officers think that drink drivers are always punished.

83.78% of Cameroon security officers think drinking and driving is a serious problem in the country. On the other hand, 16.22% of the security officers say drinking and driving is not a problem in Cameroon.

## 4-Policy Implications and Recommendations

- Public sensitization through awareness raising campaigns. Drivers union could play a role in the campaign, for instance through peer sensitization,
- Intensify alcohol testing on the road,
- Strict enforcement of alcohol limits,
- Tougher penalties for offenders,
- Ensure the police is adequately equipped with breathalyzer test kit.

# Survey Photos



Interviewer on drink- driving explaining questions to motor-bike rider



Interviewer on drink- driving explaining questions to Police Officers



Interviewer on drink driving explaining questions to respondent



Interviewer on drink driving with National Gendarmerie



THANKS