The Road Safety Situation in Uganda

A presentation at a Workshop on

UN Transport Legal Instruments - a Tool for Improved Road Safety Management

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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 online.

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 ratio 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 Crash Graphs

![Road Crash Graphs](image-url)
Challenges

- Lack of Political Will to fight Road Carnage
- Lack of a strong Lead Agency
- Poor Infrastructure especially for pedestrians
- Motorcycles being used for Public 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