

# Uganda Road Safety Performance Review

Final Report

28<sup>th</sup> February 2018

Kampala, Uganda

# Outline of presentation

- Introduction
- UN Decade of Action (UNDA)
- Executive summary key findings.
- Conclusions and Recommendations.

# Introduction

- The GoU, represented by the MoWT, requested support from the United Nations Secretary-General's Special Envoy for Road Safety<sup>1</sup> to prepare a Road Safety Performance Review (RSPR) for Uganda.
- The review forms part of a global initiative aimed at assisting governments in identifying the most critical road safety priority needs and offering recommendations. The review was implemented in four phases:

# Introduction (Cont'd)

- Phase I: A preparatory mission to Uganda took place in May 2017 comprising both the UNECA and UNECE.
- Road safety priority areas were agreed and the time schedule established. A team of national consultants was engaged to undertake the review process in July 2017.
- The identified priority areas the team focused on were: road safety management; infrastructure for protection of vulnerable road users in urban areas (quality of existing standards); driver training and testing; enforcement of traffic rules; road crash database; and post-crash care response and coordination system.

# Introduction (Cont'd)

- Phase II: Following the approval of the inception report, the national team proceeded to conduct fact-finding activities and consultations to assess the road safety situation in Uganda and produced the draft report.
- Phase III: The draft report was submitted for review to the Government of Uganda, stakeholders and UNECE/UNECA.
- During the validation workshop, which was held in Kampala on 17 October 2017, the national team discussed the report, focusing on the current situation, findings and recommendations

# Introduction (Cont'd)

- Phase IV: The recommendations, with suggested amendments from the stakeholders, including comments and peer review from UNECE and UNECA, have been incorporated in this final report.
- Phase V: Official launch of the Road Safety Performance Review and capacity-building support offered to the Government

# Key Findings

- In the last decade alone, recorded road crash fatalities rose from 2,597 to 3,503 in 2016 representing a growth of 25.9%.
- The accident severity index is 24 people killed per 100 road crashes. On average, Uganda loses 10 people per day in road traffic crashes, which is the highest level in East Africa. The overall annual cost of road crashes is currently estimated at approximately UGX 4.4 trillion (\$1.2 billion), representing 5% of Uganda's gross domestic product (GDP).

# Key Findings (Cont'd)

- Road safety culture and attitudes in Uganda are declining to the detriment of the safety of road users.
- This is largely due to weak leadership for road safety, declining priority of allocation of resources and diminishing capacity for road safety interventions,
- There is consistently low commitment to road safety matters, reduced interest of development partners in road safety, non-participation of crucial stakeholders in road safety, and private sector and civil society's reduced interest and lacklustre actions to mitigate the challenges.



## Key Findings (Cont'd)

- Road safety statistics show that urban areas have a big road safety challenge due to the high volumes and nature of transport operations.
- For example, in 2016, despite the fact that the Kampala city road network accounted for about 50% of the total number of crashes and 22% of all fatal crashes, the city lacks a major road safety programme.
- Also, road corridors such as the Northern corridor (which is the main route of transit traffic from Kenya to Rwanda and eastern Democratic Republic of Congo) have a poor road safety record.

## Key Findings (Cont'd)

- Although the country has a robust regulatory transport framework in place, various challenges compromise the implementation of such policies and regulations, leading to inefficient service provision.
- The entire country and, in particular, Kampala city, is served by an unregulated public transport system, with most of the vehicles in poor mechanical condition, coupled with poor driving skills that contribute to road crashes.
- Most vehicles operate largely outside the transport regulatory framework.

## Key Findings (Cont'd)

- Uganda does not have an up-to-date framework for monitoring and evaluating road safety on a regular basis as required by the African Action Plan for the Decade of Action for Road Safety, nor a practice of working towards a national road safety strategy.
- The National Road Safety Council exists within the Ministry of Works and Transport but is structurally underfunded and under resourced in terms of human resources and the institutional setting to coordinate road safety efforts effectively.

## Key Findings (Cont'd)

- The road crash data management system in Uganda is poor and below generally accepted international standards.
- The road crash data system (collecting, analysing and usage) are not well aligned. The Road Crash Data Systems (RCDS) project, which cost UGX 7 billion (\$2 million) and had reached 75% completion,12 stalled as a result of the cancellation of the Transport Sector Development Programme (TSDP).
- However, efforts by the Government to complete the project are yet to materialize.

## Key Findings (Cont'd)

- Uganda's road infrastructure is generally unsafe.
- Most of the roads are single carriageway without a median, many with steep shoulders and with few opportunities for overtaking, resulting in many head-on collisions.
- Most roads lack facilities for non-motorized users.

## Key Findings (Cont'd)

- Uganda relies on imports for its fleet. Up to 90% of the fleet imported are cheap used vehicles, particularly from Asia.
- Mandatory vehicle inspection was suspended over 20 years ago and the effort to re-introduce inspection has met resistance from different circles in the country, including from the political leadership.
- The Government contracted SGS, which has introduced automated vehicle inspection.
- Four centres are operational, but with limited usage.

## Key Findings (Cont'd)

- Uganda is yet to optimize the public road safety awareness programmes. The main event championed by the Government is the annual National Road Safety Week.
- The driver licensing system (training, testing and certification) needs to be urgently improved.
- Currently, driving standards in Uganda are of poor quality, with driver behaviour leading to a large number of accidents.

## Key Findings (Cont'd)

- Given its high road-crash rate, Uganda requires a robust emergency response and care system to address the high number of road injury cases.
- Post-crash response and care in Uganda is poor, particularly on up-country roads.
- However, the Government is setting up a national ambulance service to improve the pre-hospital care.
- There are challenges in regard to post-crash data and its quality, as well as in concerning underreporting of crashes.



# Conclusions and Recommendations

Road Safety Management			
1	<b>Accession to and implementation of the United Nations road safety conventions.</b>	<ol style="list-style-type: none"> <li>1. Become contracting party to and implement the six United Nations road safety conventions.</li> <li>2. Seek capacity-building support from the United Nations to implement the UN road safety conventions as necessary.</li> </ol>	Ministry of Transport and Works
2	<b>Strengthen the technical and financial capacity of NRSC to better conduct the functions expected of a lead national road safety entity as well as raise political priority on road safety</b>	<ol style="list-style-type: none"> <li>1. Advocate with Members of Parliament to increase financing to NRSC through the MoWT and ring-fencing [earmarked] for NRSC. (UGX 15 billion annually is estimated by NRSC to implement computerised driver testing system, maintenance of an injury surveillance system, mass sensitisation campaigns and road safety audits/infrastructure safety assessment).</li> <li>2. Advocate for an appointment, at a very high political level, of an independent national champion dedicated to road safety.</li> </ol>	Ministry of Transport and Works, Parliament, Cabinet
3	<b>Strengthen the traffic and road safety legislation.</b>	<ol style="list-style-type: none"> <li>1. Expedite amendment of Traffic and Road Safety Act of 1998 to include priority areas:               <ul style="list-style-type: none"> <li>— Enact traffic legislation and justice issues needed for an effective NRSC.</li> <li>— Prioritize implementation of reduction in pedestrian injuries through enforcement.</li> </ul> </li> <li>2. Address identified deficiencies in the mandatory third party motor vehicle insurance scheme by expediting the amendment of the Motor Vehicle Third Party Insurance Act.</li> </ol>	Ministry of Works and Transport, Uganda Police, Ministry of Justice and Judiciary, Ministry of Finance, Planning and Economic Development
4	<b>Establish and implement a road crash data base system</b>	Urgently revive and complete the RCDS project and subsequently roll it out. (Necessary funds have been appropriated in the 2017/2018 and 2018/2019 budget cycles for roll-out. Additional funds should be included in the medium-term expenditure framework of Government to ensure sustainability).	Ministry of Transport and Works

# Conclusions and Recommendations (Cont'd)

Safer Infrastructure			
5	<b>Improve implementation of road safety audits and assessments, especially in urban areas to address the safety of vulnerable road users.</b>	<ol style="list-style-type: none"><li>1. Ensure adherence to the MoWT 2004 road safety audit manual. This includes conducting capacity-building on road safety audits for all road works implementing agencies.</li><li>2. A national level road assessment program should be developed or formal cooperation between the Government and iRAP considered for assessments.</li><li>3. Implement the NMT policy through immediate development of NMT design manuals that account for the safety of vulnerable road users.</li></ol>	Ministry of Transport and Works

# Conclusions and Recommendations (Cont'd)

Safer Vehicles			
6	<b>Improve vehicle safety through periodic and mandatory vehicle inspections</b>	<ol style="list-style-type: none"><li>1. Implement and enforce periodic technical inspection of all motor vehicles as contracted by the MoWT to SGS and ensure nationwide coverage of the program. (Increase coverage from the seven current fixed inspection stations).</li><li>2. Commence enforcement of requirement for Certificate of Fitness to be on the Road.</li></ol>	Ministry of Transport and Works and Uganda Police

# Conclusions and Recommendations (Cont'd)

Safer Road User Behaviors			
7	<b>Improve road safety education in primary schools</b>	Re-launch / rollout of the Lower Primary (P1-P4) road safety education curriculum finalized in 2003 by National Curriculum Development Centre in Conjunction with Transport Research Laboratory and Uganda Road Accident Reduction Network Organisation.	Ministry of Works and Transport and Ministry of Education and Sports
8	<b>Improve drivers training</b>	Rollout the drivers instructors' curricula (2004) and driver examiner training programs (2008); Motorcycle, PSV and HGV Curricula and Manuals (2014) developed by Ministry of Works and Transport (Printing and distribution to licensed driving schools).	Ministry of Transport and Works
9	<b>Improve drivers testing</b>	Improve implementation of the Driver Testing Regulations developed by MoWT in 2012 and consider a computerised driver testing system to address issues with subjectivity in current testing process.	Ministry of Transport and Works and Uganda Police

# Conclusions and Recommendations (Cont'd)

## Post-Crash Care

10

### Strengthen and expand EMS

1. Finalise the EMS policy currently under development by Ministry of Health in line with WHO Guidelines.
2. Implement the WHO priority actions derived from the WHO ECSA tool (Annex 5).

Ministry of Health, MoWT to be included on the National Task Force for development of the policy