

**Newsletter
July 2024
Volume 3, Issue 2**

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Road Safety Advocates Commit to Reducing Crashes in Uganda by 2030

According to the World Bank, globally, road crashes kill an estimated 1.19 million people and cause countless serious injuries and disabilities each year. Road crashes are the leading cause of death for children and young adults aged 5 –29, and rank as the twelfth leading cause of death for people of all ages, surpassing HIV/AIDS, tuberculosis, and malaria.

Road safety advocacy institutions in Uganda have agreed on the need to step up efforts to reduce road crashes by 2030. This is inline with Global Plan for the UN Decade of Action for Road Safety (2021-2030), which focuses on the critical need to boost road safety investment to halve road traffic fatalities and serious injuries by 2030.

The call was made at the Uganda Road Safety Strategic Planning workshop for road safety stakeholders that was organised by the Road Safety Coalition Uganda (ROSACU) from 1st to 3rd May 2024 in Kampala. The objective of the workshop was to update and review 2023 action plan and agree upon a shared SMART action plan for May 2024- Dec 2025. The engagement was also attended by development partners from the Global Health Advocacy Incubator (GHA) and the Global Road Safety Partnership (GRSP).

“ROSACU and its membership have established a good working relationship with Government, especially through the Ministry of Works and Transport, and Parliament, which have recognised the participatory approach that all partners have taken in addressing road safety”, said Mr. Fred Tumwine, Chairperson ROSACU. This, he added, has contributed to the organisation’s milestones, including the contribution to Uganda’s road safety policies, and legal framework.

Speaking on behalf of the development partners, Mr. Taifur Rahman, the GRSP Lead, thanked all the funders for the continued support of the initiative. “GRSP has funded activities of many of ROSACU members, however, there is still more to do, espe-

cially as the scope of work increases and the GRSP ends the current phase of the commitments”.

Jackie Okao, the Advocacy coordinator GHA informed the team that in considering ROSACU's goal for contributing to reduction of road crashed in Uganda, 3% was considered after looking at the national goal, geographical reach and its membership. “Our goal looked at one year, while that of the government aimed at 25% at national level over a 5 year period”.

A review of the status of Uganda’s policy and legal framework on road safety recommended the need to have provisions for local authorities to adjust the national speed limits, and make adjustments on the provisions for child restraints. Provisions related to Drink Driving, Helmet and Seatbelt use were adequate, but require more enforcement.

Road traffic fatalities and injuries impose high costs on society, especially on the poor and the working-age population. In addition to the loss of life and toll on human health, they result in lost productivity, property damage, legal and judicial costs, out-of-pocket expenses, and public healthcare expenditures. Road crashes cost low and middle-income economies the equivalent of 2-6% of their GDP each year (the World Bank).

Without urgent action, road traffic crashes will keep rising as the demand for mobility in low and middle-income countries grows.



ROSACU stakeholders at the strategic planning meeting

Safe School Zones: A Priority in Achieving Road Safety Targets

Hope for victims of traffic accidents (HOVITA) facilitated a consultative workshop on 24th May 2024 to address road safety challenges related to traffic safety measures within school zones. This meeting is part of a project that aims to reduce road traffic fatalities and injuries among young people with a focus on awareness raising on the risk factors, speed management and implementation of safe school zones.

Some of the risk factors causing road traffic crashes involving students. These included Vehicle Speed where the Survival:Fatality ratio from a vehicle crash decreases exponentially from 90:10 at 30 kilometres per hour to 10:90 at 60 kilometers per hour. The other risk factors include shared lanes for motorized and non-motorised vehicles, visibility of school children, technical specifications of vehicles, road safety awareness and skills and visibility and identification of School Zones.

“The Safe School Zones (SSZ) Guide provides key considerations for adoption during construction of new schools, modifications to existing structures, road construction and upgrades near school zones, and Comprehensive safety assessments for school-related investments and renovations”, said Mr. Sam Bambaza CEO HOVITA.

Participants agreed on the need to put emphasis on the issue of human behaviour, especially so as infrastructure like roads and signage improves. “The guidelines should have a reference on safety inside the school, some parents speed from within the school premises, and incorporate a chapter from Ministry of Education and Sports (MoES)’s Basic Standards guidelines that talk about the safety of children/ speed limit inside schools,” he added.

A school zone refers to an area within a 300meters from the extreme edge of the premises along the road, and the absolute

protection area is within a 100meters radius of the school entry/exit.

In Designing safe traffic infrastructure for Safe School Zones, there is need to prioritising students travel needs as the primary focus of relevance



Top: Participants at the HOVITA workshop
Bottom. NF volunteers at the event



Global News: World Bank Establishes Road Safety Unit

In a landmark move, the World Bank has established a dedicated Road Safety Unit, making it the first multilateral development bank (MDB) to do so. This development underscores the World Bank's unwavering commitment to addressing the global road safety crisis.

Road crashes result in almost 1.2 million deaths every year and are the leading cause of death for children and young adults aged 5-29. According to the World Health Organization, 92% of all fatalities occur in low and middle-income countries.

Nicolas Peltier-Thiberge, the World Bank's Director of Transport, emphasized the significance of the new road

safety unit, stating, "Road traffic crashes are preventable tragedies with an unacceptably high toll for developing countries. The World Bank is a big supporter of the global road safety agenda, and regularly works with client countries to make road transport safer for all users. The establishment of this new road safety unit demonstrates our dedication to this issue, which we aim to elevate to an even higher priority level."

Source: <https://www.globalroadsafetyfacility.org/>

Uganda Records an Improvement in Road Safety Reporting

The Nicole Foundation participated in a networking meeting organized by the African Centre for Media Excellence (ACME) to bring together media practitioners, Civil Society Organizations (CSO) representatives and Government officials to discuss collaborative approaches to improving road safety advocacy.

Mr. Apollo Kakaire communication and advocacy manager at ACME, reported that ACME received grant in 2021, from the Global Road Safety Partnership (GRSP), that has implemented for the last 18-month under a project titled “Strengthening the capacity of the media to report on road safety policy.”

Under the project, ACME has trained and mentored over 60 reporters, producers, editors, talk show hosts and independent content producers on reporting on road safety issues from a point of knowledge. As a result, there has been a slight improvement in reporting as shown by media monitoring study (midline) – sourcing – more variety, prominence, story origins/prompts.

Six of the ten journalists awarded by the Makerere University School of Public Health (MakSPH) at the climax of the National Road Safety and Mobility Symposium 2022 were alumni of the training programme.

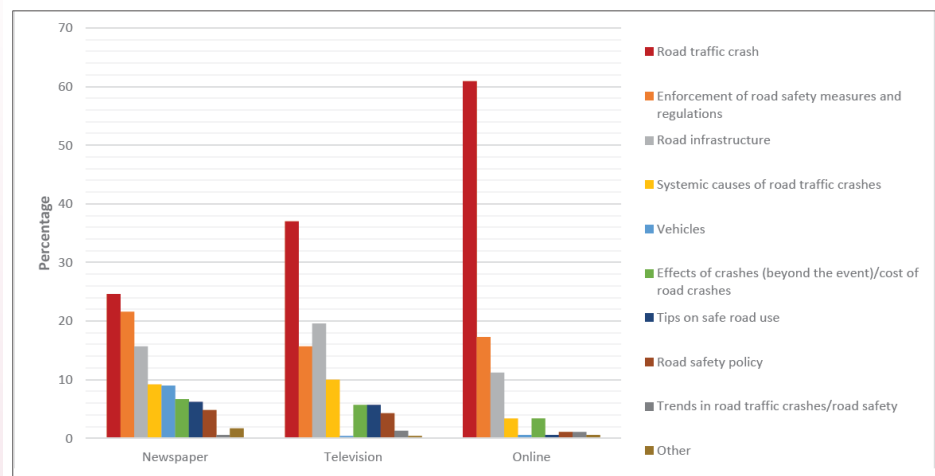
Mr. Kakaire emphasised that tackling road safety requires a multi-pronged and multi-sectoral approach to ensure sustainability of the outcomes. This requires that actors in this space must remain proactive,

and ready to share information. The journalists must develop and share compelling messages, document and share impactful/success stories

“Road safety is not appealing to the public unless there is a serious issue like the most recent case with pothole campaign. Journalists also need to be trained in packaging of the stories, which is very important if the issue is to get visibility”, emphasised a journalist from the Daily Monitor.

The meeting was attended by officials from the Ministry of Works and Transport, Kampala Capital City Authority (KCCA) Civil Society Organizations like Hope for Victims of Accidents (HOVITA), Uganda Road Accident Reduction Network (URRENO) & Safe Way Right Way (SWRW), together with the media, among others.

Through the lively discussion, a consensus was built around ROSACU continuity, and growth as mobilization, & rallying platform that tells compelling, impactful, messages constantly, as well as documents on road safety issues in the country.



Topics of focus for media reports on road safety (Source: ACME research for Mach to Nov 2023)

Nicole Foundation and Stanbic Uganda to Partner in Training of Motor Cycle Riders

The Nicole foundation in partnership with Stanbic Uganda will launch a motorcycle Taxi (boda boda) Defensive Rider Training for operators in Kampala, Jinja, Mbarara and Mbale during the last quarter of 2024. The goal of the project is to design and implement a motorcycle taxi operator training, aimed at nurturing the right attitude of road users and communities found along the project road particularly at the blackspot areas in Kampala City, Jinja City, Mbarara city and Mbale City. Nicole foundation aims at Delivering heightened road safety sensitization and awareness based on the best local practice and at the same time in a sustainable effective manner.



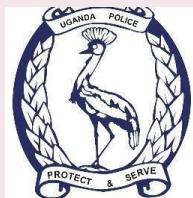


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- ◆ Go to the website www.nicolefoundation.org
- ◆ Click on the donate button
- ◆ Specify payment method (either visa or mobile money)
- ◆ Follow the prompts to fill required info

DIRECT BANK TRANSFER

- ◆ Account Name: Nicole Foundation
- ◆ Bank and Branch: Stanbic Bank, Garden City Branch
- ◆ UGX Account number: 9030018967374
- ◆ USD Account number: 9030019117706
- ◆ Mobile Money contributions to: 0776902307

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