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ISSUE

HOVITA - Advocating for Safer School Zones in Uganda

Traffic Police Talk: What you need to know

ROAD SAFETY MAGAZINE

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Jan - June 2021 | Issue 014

The status of **Uganda's Road Safety**

Can the new National Road Safety Policy; improve road usage and carnage in Uganda?

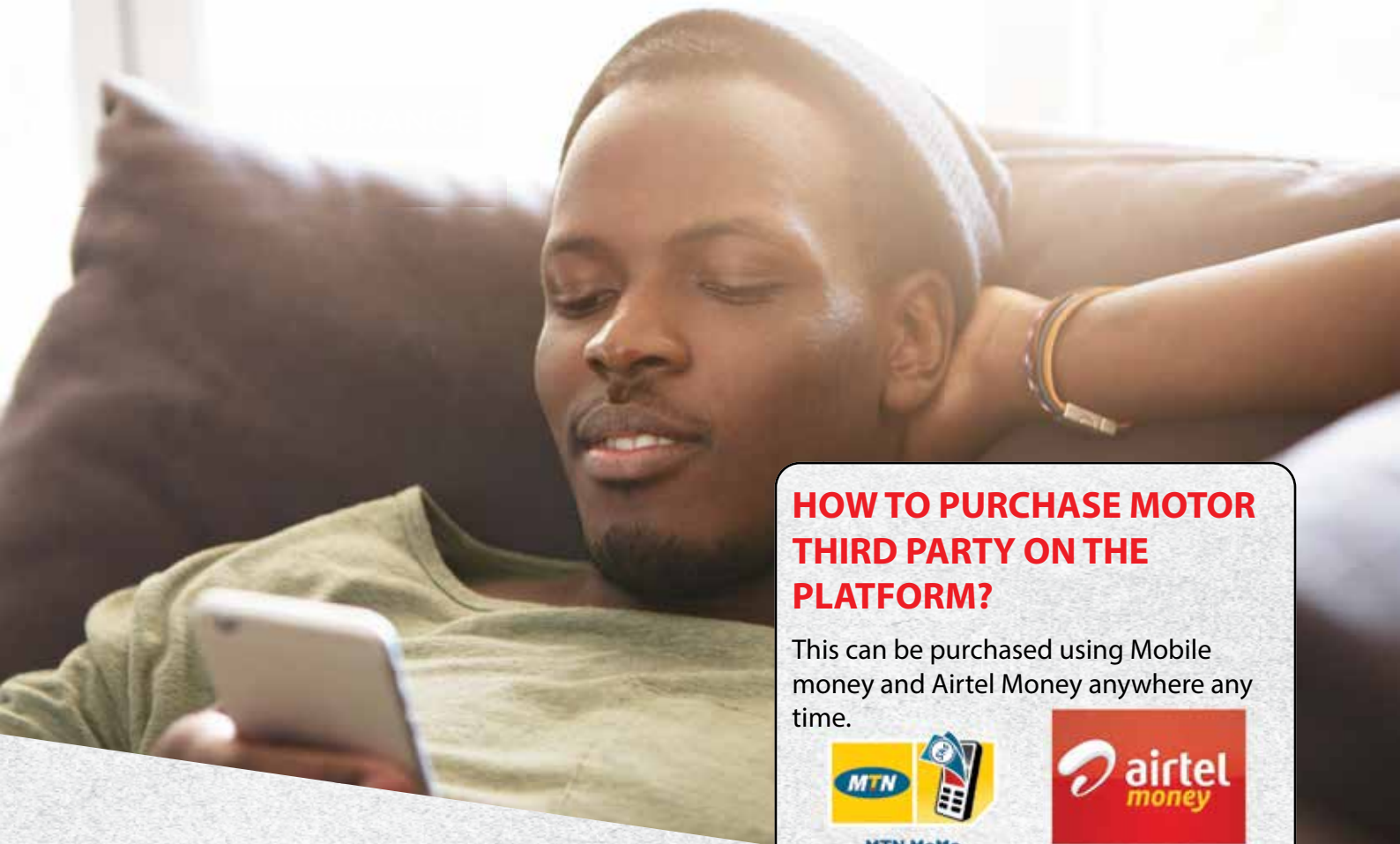


The launch of
**"SMART TRAVEL
CAMPAIGN"** in
Uganda



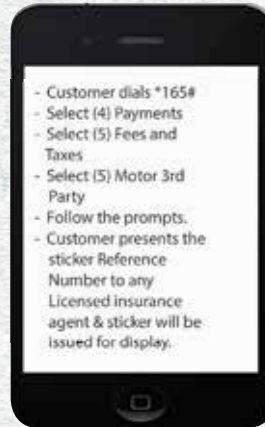
**Know Your
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Updates of the
Key highlights of the
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ROAD SAFETY; A critical element for an efficient road network

Road accidents mostly happen as result of recklessness, carelessness, overconfidence and illiteracy among others. Drivers, especially of trucks and buses sometimes do not pay attention while on the road. They disrespect road safety regulations, jump the red light and overtake unnecessarily especially on the highways endangering other road users who need to access their fair share of the road.

In Uganda, overloading has become normal and acceptable to the extent that buses that should take about four passengers on a row now take six passengers instead. All these factors and more contribute to the many fatal accidents we witness on our roads daily.

Authorities such as the National Road Safety Council under the Ministry of Works and Transport and other stakeholders are working back and forth to bring sanity to our roads, unfortunately the cancer still persists. It is time to have a collective approach towards reducing road accidents to the barest minimum.

A lot has been put in place to sensitise the public about road usage by government and other stakeholders for instance well marked good roads, installation of road furniture like road signs and cameras. Uganda National Roads Authority, a government department has installed cameras along major high-

ways to monitor road usage, Programs like operation Fika Salama, demonstration of accident Tips by Red Cross Uganda, breathalyser commonly known as kawunyemu, Twedeko caravan runs by Vivo Energy, weigh bridges, speed guns, deployment of traffic officers and ambulances by Ministry of Health on the roads have also been introduced.

It's therefore every body's responsibility as stakeholders to encourage good road safety practices and its for this cause that G.K Media Investments Limited created this communication platform and calls for all stakeholders in road safety advocacy to join hands and make it a more strong publication.

In addition to other communication platforms about road safety, GK Media Investments partnered with the Ministry of Works and Transport, in publishing a road safety magazine as one of the platforms to sensitise the public.

I wish you good reading and usage of this publication and also call upon more partners in making this magazine a success.

GK Media Investments the publisher of Road Safety Magazine, would like to appreciate all those who have contributed to the first edition 2021. For those who have not been able to contribute to this issue and are interested to contribute to the journey, you can reach the publisher on the email; godrickdambyo@gmail.com.

Mr. Godrick Dambyo,
C.E.O, GK Media Investments Ltd





6th UN Global Road Safety Week 2021

Uganda joined the rest of the world in marking the 6th UN Global Road Safety Week under the theme “Streets for Life #Love30”.

The theme calls for a 30 km/h speed limit on streets where people Walk to Save Lives. Speeding is one of the contributing factors accounting for 36% of all fatalities in Uganda according to the Police Annual Traffic report 2020. Speed is a factor in over 50% of road crashes in Africa.

"My Ministry as a Lead Agency for Road Safety Management pledges to strengthen Inter Sectoral coordination and collaboration, and improve road safety legislation and to create a safer, more accessible, and sustainable

environment for transport systems as well as for all road users," said the Minister for Works and Transport Honorable Katumba Wamala while launching the week's events at the Uganda Media Center.

Low speed streets save lives and are the heart of any community. Therefore 30 km/h speed limits where people and traffic mix make streets healthy and serves to make our Ugandan roads safer for children, pedestrians, the elderly and people with physical challenges who are more vulnerable while crossing the roads.



The Global Road Safety Partnership (GRSP)'s Report on Road Safety in Uganda

The road safety situation in Uganda has deteriorated rapidly over the last years.

Road transport is the dominant mode of transport in Uganda, as road transport carries about 95% of the country's goods traffic and about 99% of passenger traffic. However, the road safety situation in Uganda has deteriorated rapidly over the last years, mainly due to the growing vehicle population and the lack of appropriate road safety interventions from the regulatory authorities (*Report by; Global Road Safety Partnership- GRSP*).

Over 90 percent of the vehicles imported in Uganda are second hand and there is no clear mechanism to inspect vehicles on a regular basis. The high number of road accidents in major urban areas is also due to the rapid increase in the use of commercial motorcycles – Boda Boda.

According to the Uganda Police majority of the road accidents in Kampala are due to the use of commercial motorcycles. However, in reference to the above report, I implore you to read the Road Safety Magazine and know governments effort to improve road safety issues in Uganda. Good reading.



HOVITA Team making road measurements on Gulu road.

Hope for Victims of Traffic Accidents (HOVITA); Advocating for Safer School Zones in Uganda

HOVITA with support from Global Road Safety Partnership and Global Health Advocacy Incubator is implementing an 18 months' road safety project aimed at reducing the road crashes and injuries among school going children in Gulu city as pilot thereafter to be rolled out to other cities and districts in Uganda with focus on speed management.

The two schools selected from Gulu city are Gulu PS and Mother Angioleta PS to act as pilot schools.

The project is aligned to the Third National Development Plan (NDP III), specifically intervention 5, "Increase urban resilience by militating against accidents and flood" of Objective 3 in the Sustainable Urbanization and Housing section.

Furthermore, the project supports implementation of the 2030 Agenda for Sustainable Development, especially SDG 3, target 3.6 which states that, "By 2030, halve the number of global deaths and injuries from traffic accidents", and SDG 11, target 11.2 which states that, "by 2030, provide access to safe, affordable, accessible and sustainable transport systems

for all, improving road safety, notably by expanding public transport with special attention to the needs of those in vulnerable situations like women, children, persons with disabilities and older persons."

The project will also contribute to addressing the 4th pillar Global Plan for the Decade of Action for Road Safety on Safer road users.

In order to achieve the project aspirations, the following objectives will be addressed;

1. Advocate for the review of Traffic and Road Safety Speed Limit Regulation (2004) to include the provision of a speed limit for school areas
2. Strengthen capacity of road safety stakeholders in Gulu City to advocate for safer roads
3. Support the design and implementation of safe school zones around selected schools in Gulu city.

HOVITA carried out awareness rising of community members on school zone areas was done to garner the support of the community in advocating for road safety in school zone areas.



The Executive Director of HOVITA Mr. Sam Bambanza showcasing the road risk factors along Nsambya.

HOVITA at the 6th United Nations Global Road Safety (UNGRSW) Event

Uganda joined the rest of the world in marking the 6th United Nations Global Road Safety on the 19th May 2021 at St Peter's Primary school Nsambya under the theme:

“Streets for Life # Love 30”



This event was jointly executed by Hope for Victims of Traffic Accidents (HOVITA) and Uganda Road Accident Reduction Network Organization (URRENO) and Consult Afrika Usalama.

The objective of the week was to garner policy commitments at the national and local levels

to deliver 30km/hr. speed limits and zones in urban areas; generate local support for such low-speed measures and build momentum towards the launch of Global plan for the Decade of Action for Road Safety 2021-2030 in late 2021 and the High-Level meeting of the UN General Assembly in 2022.



Photo: IECs for Smart Travel Road Safety Campaign

The launch of “SMART TRAVEL CAMPAIGN” in Uganda

At the end of the year 2020, the Uganda Insurers' Association and Hope for Victims of Traffic Accidents (HOVITA) launched the Smart Travel Road Safety Campaign.

The Campaign slogan was “A safe Journey Starts with You”. Its main focus was on Bus Drivers and Passenger Safety. Often during festivities of December, there are more Crashes by Buses and this campaign aimed at reducing the road crashes.

The main objective was to engage stakeholders

in bus transportation for instance the Traffic Police, Bus Terminal Managers, the transport Regulators and Bus transport users to establish their compliancy to COVID 19 SOPs and their road safety knowledge and awareness levels.

The baseline survey was conducted on 2 highways of Uganda that is

Kampala- Gulu and Kampala- Jinja Highways.

The survey data collection points were Police Check points (Mabira, and Matugga) and Bus Terminals (Namayuba). The survey also covered 2 Police Stations (Lugazi Police Station and Watutuba Police Station-Matugga).

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THE GLOBAL FLEET CHAMPIONS AWARD EVENT



THE GLOBAL FLEET CHAMPIONS AWARD 2019 UGANDA EVENT

AT KAMPALA SERENA HOTEL UGANDA

Photos by:
GK Media Investments Ltd





The Minister of Ministry of Works & Transport, Gen. E. Katumba Wamala (centre) shaking hands with one of the Directors of Markh Investments, at the Global Fleet Champions Award 2019 event.

The Global Fleet Champions Award; Ugandan transport and logistics operator presented with Global Fleet Champions Award

A Ugandan transport and logistics operator has been presented with a Global Fleet Champions Award for Sustainable Journeys in recognition of its outstanding commitment to reducing road risk and fuel emissions.

The award was presented to Markh Investments Company by Hope Against Victims of Traffic Accident (HO-VITA) during an evening reception and award dinner held in Kampala, Uganda, on Friday 31 January.

Global Fleet Champions Awards celebrate the best safety and sustainability standards of fleets anywhere in the world, including in low- and middle-income nations where occupational road risk management is in urgent need of promoting and encouraging.

The Sustainable Journeys Award, sponsored by Verizon Connect, recognises organisations that have done the most to reduce risk and fuel emissions by enabling active and shared travel (cycling, walking and

public transport use), or by improving journey routing to reduce distance travelled by motorised vehicles, and reduce motorised vehicles posing the highest risks to people walking and cycling (for example, avoiding routes around schools).

The Sustainable Journeys Award was judged by members of the Global Fleet Champions standards committee. The judges commended Markh Investments for its strong commitment to road safety through route hazard

training and journey plans, and to sustainability through investment in modern vehicles. They also praised the organisation for the successful adoption of journey management principles in what is often a difficult operating environment, making it an exemplary role model for other operators working in Uganda and across sub-Saharan Africa.

More than 1.35 million people are killed every year in road crashes across the world and many more are seriously injured. Road crash injuries are the leading killer of young people aged 5-29, according to the latest Global Status Report on Road Safety 2018 published by the World Health Organization (WHO).

The risk of dying in a road crash remains much higher for low- and middle-income countries than high-income countries. In Uganda,

the rate of road traffic deaths far exceeds the global rate and is higher than the average for Africa. In 2016, Uganda's road traffic fatality rate stood at 29 deaths per 100,000 people, compared with a global rate of 18.2 deaths per 100,000 people, and the African average of 26.6 deaths per 100,000 people.

Uganda Police report that 3,689 Ugandans died in crashes on the country's roads in 2018, and a further 9,539 received serious, life-changing injuries.² The actual figures are likely to be even higher. In 2018, the United Nations Economic Commission for Africa reported that roads in Uganda are the most dangerous in East Africa.³

Leading road safety practitioners in Uganda have repeatedly raised concerns about the country's poor road safety record, citing poor

road infrastructure, importation of poor quality vehicles and dangerous driving manoeuvres as key problem areas.

They are calling for road safety to be recognised as a national problem that requires dedicated financial investment and human resources to address the social and economic costs to the country.

At the awards ceremony, Hope for Victims of Traffic Accident (HOVITA) unveiled its manifesto for safer transport in Uganda, calling on the Government of Uganda to end deaths and serious injuries caused by road crashes.

HOVITA is calling for a national year-round campaign to raise awareness of key road safety issues; an action plan to reduce the risk of driver fatigue; and high safety standards for the maintenance and condition of all vehicles.

Photo

Markh Investments Limited, MAN Trucks assembled for duty





Pedestrians take a walk on the new Namirembe road. The Non-Motorised section from Namirembe Road to Clock Tower Flyover.

KCCA; unveils a robust city road safety plan to palliate accidents

The strategy is in line with the country's commitment to the second United Nations Decade of Action for Road Safety 2021-2030 with support from the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRIS).

Kampala Capital City Authority (KCCA) unveiled the road safety strategy that seeks to reduce accidents and traffic fatalities in Kampala by 50 per cent by 2030.

The strategy is in line with the country's commitment to the second United Nations Decade of Action for Road Safety 2021-2030 with support from the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRIS).

While launching the strategy, the Kampala Initiative Coordinator for BIGRIS, Ms. Jemima Nalumansi, said the road strategy aims to achieve safety for all road users.

"The strategy reviews existing policies, interventions and efforts already in place towards improving road safety in the city, then identifies opportunities to improve existing infrastructure and policies, and proposes new data-driven ideas

to reduce crashes and enable safer roads," Ms. Nalumansi said.

She added that the strategy outlines interventions that will be executed in accordance with phased implementation plans over the 10-year period.

Ms. Nalumansi said each phase would be guided by a two-year implementation plan, which identifies priority, high-impact investments, financing and implementation.

Other targets are improving road safety data management system, harmonization of existing standards, road rules and legislation, improving road user behaviors, improve safety of road infrastructure, reduce economic burden of road traffic crashes and promoting active travel within the city.

According to World Health Organization's health observatory data, road traffic injuries are the eighth leading cause of death worldwide with the age group of five to 19 being the most affected. Uganda's Annual Crime Report for 2019 shows that there was a 0.4 per cent spike in the number of road crashes reported from 12,805 in 2018 to 12,858 in 2019, of which 3,407 were fatal. In Kampala alone, the report shows that 3,000 accidents were registered in 2019.

Ms. Nalumansi said by reducing road crashes, the country's economic resources would be directed to activities fostering development as opposed to covering expenses from road crashes.

Kampala Lord Mayor Erias Lukwago said while the road safety strategy is a good thing, the city authority should look at other underlying factors that contribute to road accidents. He said the current system of public transport does not guar-

antee safety of both motorists and passengers. He added that both KCCA and the traffic police do not have complete data on the number of vehicles and boda bodas in the city, which complicates data collection.

"We have to put emphasis on funding because when you look at our road network of 2,100km, only 600kms are paved. This means that we can't achieve road safety when our roads are still in a deplorable state. We, therefore, need more funding to improve the city infrastructure," he said.

Mr. Lukwago tasked KCCA technocrats to ensure that the road safety strategy is implemented, adding that the authority has previously unveiled a number of masterplans, which have never been implemented.

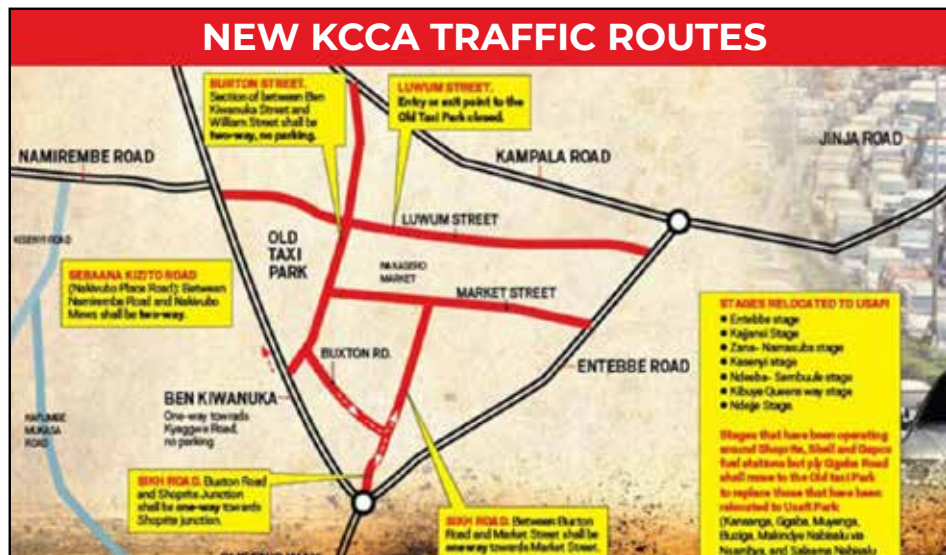
These are the transport masterplan for Kampa-

la metropolitan area and the drainage masterplan. KCCA technocrats attribute the stalled implementation to limited funding.

The Uganda Traffic Police director, Mr. Lawrence Niwabiine, said there is need for city technocrats to act instead of just unveiling plans. Mr. Niwabiine said there is need to separate politics from administration if Kampala is to improve. For instance, he wondered how a boda boda, taxi, trailer and other motorists could compete for the same space.

"Mr. Lord Mayor, you wouldn't want to be called Lord Mayor of the city where about six people perish in motor accidents daily. If we have the legal standard in place then where is the problem? I think we need to come together and find a solution to this problem once and for all," he said.

Photo above:
A section of one of the new Kampala City Authority Roads.
Map below:
KCCA new city traffic routes.





Isimba bridge connecting Kayunga district

The status of **Uganda's Road Safety**

Uganda did not achieve the goals of the United Nations Decade of Action for Road Safety, of stabilizing and reducing the forecast level of road fatalities by 2020.

At present, Uganda did not achieve the goals of the United Nations Decade of Action for Road Safety, of stabilizing and reducing the forecast level of road fatalities by 2020. On the contrary, unless effective interventions are implemented, road crashes are likely to increase and even double within the next ten years.

The first United Nations Road Safety Performance Review for Uganda established that the magnitude of the road safety

challenge is serious and has unfortunately failed to attract the necessary attention for appropriate interventions.

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).

Within this challenging context, 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, mainly driven by consis-

tently 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.

Whereas there are efforts by the Government to address road safety, the country lacks a national focus. Even though there is a national policy in place, there is no mechanism to ensure its implementation.

Several challenges also exist in institutional management functions regarding coordination, legislation, funding and resource allocation, promotion, monitoring and evaluation, research and knowledge transfer, design and infrastructure issues, compliance with safety standards, and emergency medical services.

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.

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.

Given the severe road safety challenges, most road safety stakeholders believe that there is minimal commitment from both political and technical leadership at central and local government levels. Even though national road safety targets exist, there is no agreed

nationally set final, intermediate outcome or output target.

All local governments and education sectors do not participate in the current road safety efforts in the country.

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.

Uganda also missed an opportunity to set up a lead agency as it had secured funding for the same from development partners in 2012.

Photo:

A section of the newly constructed Mbale - Soroti Highway by DOTT Services.

FACT

The Road Crash Data Systems (RCDS) project, which cost UGX 7 billion (\$2 million) and had reached 75% completion, stalled as a result of the cancellation of the Transport Sector Development Programme (TSDP).

The decision to create a lead agency was deferred by the Government and the preferred approach was to strengthen the National Road Safety Council. Albeit this directive is yet to be implemented.

The current Road Safety Performance Review has established that whereas Government has a strong commitment to improving road infrastructure with the aim of stimulating economic and social development, this commitment should be extended to road safety promotion given the high cost to the economy resulting from road crashes.

Road safety has not benefitted from the increased funding of the transport sector, which in recent years has been in the range of 18.7% of the national budget. Instead, for several years road safety allocations have remained at less than 1% of the transport budget.

As a result, the lack of improvement in road infrastructure provision is likely to have contributed to increased road fatalities and injuries.

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, 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.

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. And most roads lack facilities for non-motorized users.

There is inadequate land-use planning, with numerous examples of unsafe accesses to the highway. Road safety engineering knowledge within the responsible government agencies at national, municipal and local level is very limited.

There is no deliberate and systemic road safety engineering work and road safety audits are not regularly undertaken as appropriately qualified and experienced staff are lacking.

As road safety is often considered to be of secondary importance by those designing new road projects or those maintaining the roads, there is an urgent need

for technical assistance in road safety aspects.

Not being a vehicle manufacturing country, 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 (Société Générale de Surveillance), which has introduced automated vehicle inspection. Four centres are operational, but with limited usage.

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. There is opportunity to strengthen both the child and youth safety programmes, which could contribute towards greater road safety awareness.

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.

FACT

Efforts by the Government for the police force to retain the earnings from traffic fines have not yielded the expected results, although about \$4.1 million was collected in 2016.

The enforcement of traffic rules is one of the main strategic efforts to improve road safety. The police enforce the traffic laws largely based on roadside checks and speed management operations.

Traffic rules are well established and provided for under the Traffic Act but despite police efforts, enforcement activities are not yet sustainably deterring unsafe behaviour: e.g. speed, alcohol and non-seat-belt use. The recent traffic operation code named Fika Salama has shown that efforts to increase enforcement can be effective, as this led to a decline in poor driver behaviour during its implementation.

The enforcement function needs to be strengthened by addressing the political challenges encountered during the enforcement of traffic rules.

The ubiquitous challenges in the implementation of traffic rules are further exacerbated by the traffic police operating with just 40% of staff. The severe manpower shortage has compromised effective enforcement of traffic rules.

Furthermore, the force has severe logistic challenges including lack of speed guns and patrol vehicles. Efforts by the Government for the police force to retain the earnings from traffic fines have not yielded the expected results, although about \$4.1 million was collected in 2016.

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.

Recommendations

The Government of Uganda should address the capacity constraints of the relevant institutions engaged in road safety management so that they can address the severe road crash challenge.

In addition, the Government's prioritization of road safety efforts should focus on the provision of technical assistance, and financial and political commitment to optimize the benefits of the investment made in the development of the road transport infrastructure.



Photo:

Traffic officers enforcing traffic, road safety laws and regulations.



Traffic Police Talk

NORMAN MUSINGA
Kampala Metropolitan Traffic Commander

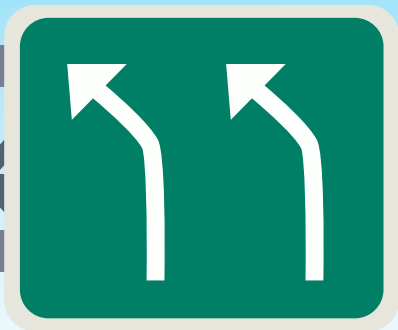
Enforcement and Penalties

The Uganda Police Force is mandated with the duty of ensuring security and public safety of all citizens of Uganda. Each citizen has rights and role obligations to fulfill so as to ensure a peaceful living and working environment.

- 1 No traffic officer is allowed to get and keep your license, they are only allowed to get your details off it. You are not required to have a category (professional driving permit) if you are driving a vehicle for private use.
- 2 If you do not have your licence on you, no police officer is allowed to charge you on the spot. You should be given time to produce it (according to the law its 21 days)
- 3 When stopped for speeding, there is an allowance of up to 8kms above the speed limit. You should not be charged for over speeding
- 4 You are within your rights to ask for the calibration certificate of the radar gun used to capture your speed.
- 5 You are within your rights to ask for a police officer's man number, WHICH should be worn on the uniform.
- 6 If you feel a check point has illegally been mounted, drive to the nearest police station and handle your issues from there.
- 7 They have no right to jump in your car
- 8 Every traffic officer is required to greet you politely - they are a service not a force!
- 9 No traffic officer is allowed to cause undue delay to a motorist.
- 10 It is within the law to record a video or capture photos of your encounter with a traffic police officer.
- 11 Walk to Save Lives. Speeding is one of the contributing factors accounting for 36% of all fatalities in Uganda according to the Police

✓ ALL ROAD USERS

Know Your TRAFFIC SIGNS



The signing system

There are three basic types of traffic sign: signs that give orders, signs that warn and signs that give information. Each type has a different shape. A further guide to the function of a sign is its colour. All triangular signs are red.



Circles
give orders



Triangles
warn



Rectangles
inform



Blue circles generally give a mandatory instruction, such as "turn left", or indicate a route available only to particular classes of traffic, e.g. buses and cycles only



Red rings or circles tell you what you must not do, e.g. you must not exceed 30 mph, no vehicles over the height shown may proceed



Blue rectangles are used for information signs **except** on motorways where blue is used for direction signs



Green rectangles are used for direction signs on primary routes



White rectangles are used for direction signs on non-primary routes, or for plates used in combination with warning and regulatory signs



There are a few exceptions to the shape and colour rules, to give certain signs greater prominence. Examples are the "STOP" and "GIVE WAY" signs

The words "must" or "must not", when used in the descriptions that follow, refer to legal requirements that have to be obeyed.

Warning signs

(other than those for low bridges, railway and tramway level crossings, bus and pedal cycle facilities, traffic calming and road works)



STOP 100 yds

Distance to STOP line



GIVE WAY 50 yds

Distance to GIVE WAY line



Traffic signals ahead



Part time signals

Traffic signals that operate only at certain times



Crossroads



T-junction



Side road



Staggered junction

The priority through the junction is indicated by the broader line



Traffic merges from the left



Traffic merges onto main carriageway



Roundabout



Bend to right (left if symbol reversed)



Double bend first to the left (right if symbol reversed)



Junction on a bend (symbols may be reversed)



Adverse camber

Plate used with "roundabout" or "bend" signs

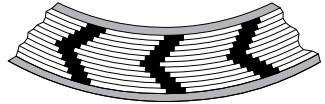
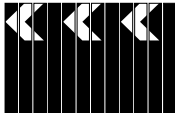


Adverse camber

Risk of lorries overturning on bend to the left (right if symbol reversed)



Sharp deviation of route to the left (right if chevrons reversed) (alternative designs)



Block paving incorporated into a roundabout to indicate sharp deviation of route



Plate used with warning signs where a reduction in speed is necessary



Road narrows on both sides



Road narrows on right (left if symbol reversed)

Plates used with "road narrows" signs



End of dual



Single file traffic in each direction



Two-way traffic



Road wide enough for only one line of vehicles



Two-way traffic on

WARNING SIGNS



Ford
Worded warning. "Ford" may be varied to "Flood", "Gate", "Gates" or "No smoking"



Try your brakes
Try brakes after crossing a ford or before descending a steep hill



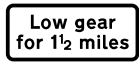
10%
Steep hill downwards (10% is equivalent to 1:10)



20%
Steep hill upwards (20% is equivalent to 1:5)



Sign used with "steep hill" or "try your brakes" signs



Plates used with "steep hill" signs



Opening or swing bridge



Quayside or river bank



Water course alongside road



Soft verges for 2 miles

Soft verges for distance shown



End of bridge parapet, abutment wall, tunnel mouth etc.



Tunnel



Hump bridge



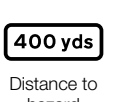
Uneven road



Slippery road



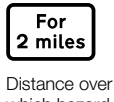
Side winds



Distance to hazard



Distance and direction to hazard



Distance over which hazard extends



Low-flying aircraft or sudden aircraft noise



Gliders
Gliders likely



Low-flying helicopters or sudden helicopter noise



Risk of falling or fallen rocks



Queues likely
Traffic queues likely ahead



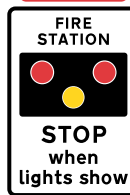
Slow-moving military vehicles likely to be in or crossing the road



Slow lorries for 2 miles
Slow-moving vehicles for distance shown



Ice
Risk of ice. "Ice" may be varied to "Snowdrifts"



Warning of signals (see page 120). "FIRE" may be varied to "AMBULANCE"



Other danger. The plate indicates the nature of the hazard



Zebra crossing



No footway for 400 yds

Pedestrians in road for distance shown



Frail pedestrians likely to cross

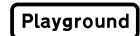


Disabled people

Disabled pedestrians. "Disabled" may be varied to "Blind"



School
Children going to or from school



Alternative plates used with "school" sign



Lights warning of children likely to be crossing the road on their way to or from school (used with "school" sign)



Pedestrians crossing 200 yards

Pedestrians likely to be crossing a high-speed road where there is no formal crossing point



Horse-drawn vehicles likely to be in the road



Accompanied horses or ponies likely to be in or crossing the road



Sheep



Wild animals



Wild fowl



Migratory toad crossing



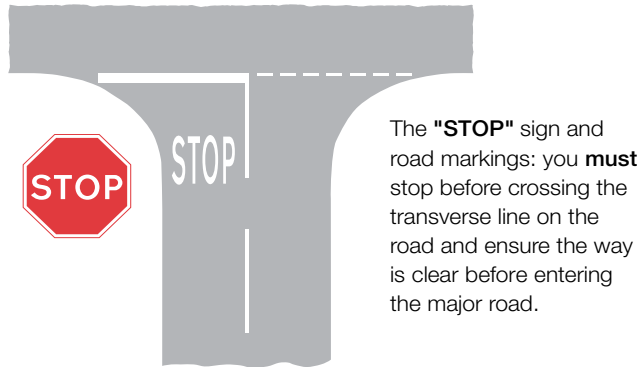
Farm traffic
Agricultural vehicles



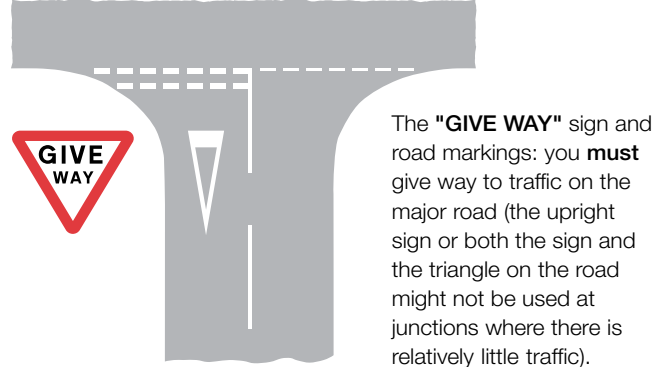
Area infected by animal disease

Regulatory signs

(other than those for low bridges, railway and tramway level crossings, bus and pedal cycle facilities and road works) Most regulatory signs are circular. A RED RING or RED CIRCLE indicates a prohibition. A BLUE CIRCLE generally gives a positive (mandatory) instruction or indicates a route for use only by particular classes of vehicle (see sections on tram signs and bus and cycle signs). Two notable exceptions are:



The "STOP" sign and road markings: you **must** stop before crossing the transverse line on the road and ensure the way is clear before entering the major road.



The "GIVE WAY" sign and road markings: you **must** give way to traffic on the major road (the upright sign or both the sign and the triangle on the road might not be used at junctions where there is relatively little traffic).



No entry for vehicular traffic, including pedal cycles (usually indicates the end of a one-way road where all traffic is travelling in the other direction)



No vehicles
No vehicles except pedal cycles being pushed by hand



No vehicles 10 am - 4 pm except for access

Alternative plates used with the "no vehicles" sign, indicating times when vehicles are prohibited, except for access



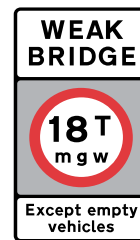
Play Street 8 am to sunset except for access



No vehicles over maximum width shown (width shown in metric and imperial units)



No vehicles over maximum width shown (width shown in imperial units)



No vehicles over the maximum gross weight shown in tonnes. The bottom plate is used where empty vehicles are exempt



No motor vehicles



No motor vehicles except solo motorcycles



No solo motorcycles



No towed caravans



No pedestrians



No ridden or accompanied horses



No horse-drawn vehicles



No articulated vehicles



No goods vehicles over maximum gross weight shown in tonnes



End of goods vehicles restriction

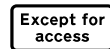


No vehicles or combinations of vehicles over maximum length shown



No explosives
No vehicles carrying explosives

Plates used to indicate exemptions from prohibition signs



Except for access to premises or land adjacent to the road, where there is no other route. Other exemptions may be shown



Except for loading and unloading by goods vehicles



No overtaking



Give way to oncoming vehicles

Where a road or bridge is very narrow, priority must be given to traffic from the other direction (there will usually be a "give way" line indicating where to wait)

Where changes of direction are prohibited, a red bar across the sign is used in addition to the red circle



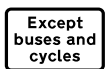
No U-turn



No right turn



No left turn



Exemption plate

Road Safety Tips; What you should know?

Reference is made from the Uganda High Way Code, tips for all road users, including pedestrians, passengers, cyclists, motorcyclists and drivers.

The High Way code is the official guide to using our roads, as provided for in the Traffic and Road safety Act,1998. It's a mixture of rules and advise.

The rules are part of the traffic laws and if you disobey them, you are committing an offence, you may be fined and disqualified from driving or sent to prison. Its therefore recommended that that every road user reads the rules and advise.

Find below a short guide;

1	“Dual carriageway” This means a road where the opposing flows of traffic are physically separate.
2	“Driver” means any person who drives a motor vehicle or other vehicle (including a cycle) or who guides animals on the road.
3	“Give Way” Means that a driver must slow down, or stop if necessary, to allow other traffic to proceed.
4	“Lane” Means part of a road which has been marked out for use by one moving line of vehicles.
5	“Zebra crossing” means the part of a road which is painted with white stripes.
6	“Road User” means anyone travelling, or present on a road, or in a vehicle on a road.
7	“Vehicle” Means any machine propelled along the road by any power, and includes pedal cycles, hand carts, and animal – drawn carts.

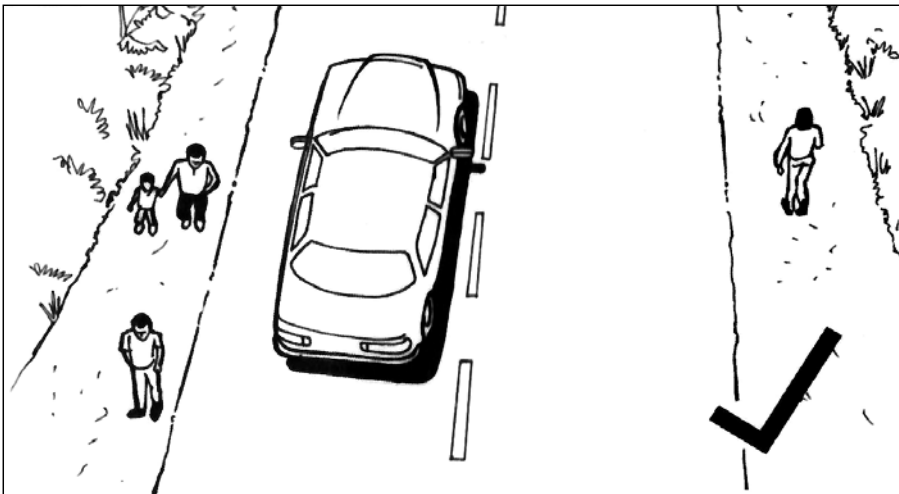
Road traffic laws:

1. **TRSA** Traffic and Road Safety Act, 1998
2. **TRS (w)R.** Traffic Road Safety (Weighbridges) Regulations,1998.
3. **TRS(PAL)R** Traffic and Road Safety (Prescribed Alcohol Limit) Regulation 2004.
4. **TRS(RoR)R.** Traffic and Road safety (Rules of the Road) Regulations (What's the status)?
5. **TRS(TS)R** Traffic and Road Safety (Traffic Signs) Regulations (What's the status.
6. **TRS(SL)R** Traffic and Safety (Speed Limited) Regulations (Status)
7. **TRS(MP)R** Traffic and Road Safety (Mobile phone) Regulations (status).
8. **TRS(SB)R** Traffic and Road safety (Seat Belt) Regulations (Status).

Advice for all road users:

For Pedestrians Walking along the Road

Use the footpath where there is one. If there is no footpath, walk along the RIGHT EDGE of the road FACING the vehicles that are coming towards you.



If there is more than one of you, walk in single file (one behind the other), especially on narrow roads and at night. Darkness increases the danger greatly, so after dark wear something white or bright. Carrying a torch, or wearing a reflectorized belt or arm band, will make you safer,

Allow time for Vehicles to stop or change direction

Many pedestrians think that vehicle drivers can easily see them and avoid them, but it is not easy to see a pedestrian from a distance, and moving vehicles cannot stop or change direction suddenly. At night you can see a vehicle with its lights on long before its driver can see you. Drivers have difficulty seeing what is behind them, so watch out when vehicles are reversing towards you. You must look after your own safety, and not expect too much from drivers

1. Be Fit and Well

You must be fit and well to use the road safely. If you are not well, do not drive. Get help if you want to walk somewhere. Do not use the road if you have been using alcohol or drugs to the extent that you are not fully in control of yourself. If you are taking medicine ask your doctor for advice on whether you should drive. Carry some means of identification.

2. Be Responsible

You have a duty to avoid doing anything that might result in harm to others. This includes things that are known to be dangerous, such as speeding, drinking and drive and overtaking at a bend.

3. Concentration

Safe use of the road requires your full concentration, whether you are a driver or a pedestrian. Do not let others distract you.

4. Be calm and Patient

Avoid getting angry about the bad behavior of others. Never try to punish them. Be patient in traffic jam, and do not make things worse by trying to get ahead of those in front of you.

5. Be helpful to others

If everyone follows the rules and is helpful to others, there will be less delays. Selfishness makes things worse for everyone and can be dangerous.

6. Protect the Vulnerable

You have a duty to protect and assist old people, the disabled, and children. Drivers of motor vehicles must take extra care when sharing the road with those who have little protection against injury – this includes all pedestrians, cyclists and motorcyclists.

Crossing the road – THE CROSSING RULES;

1. Find a safe place to cross

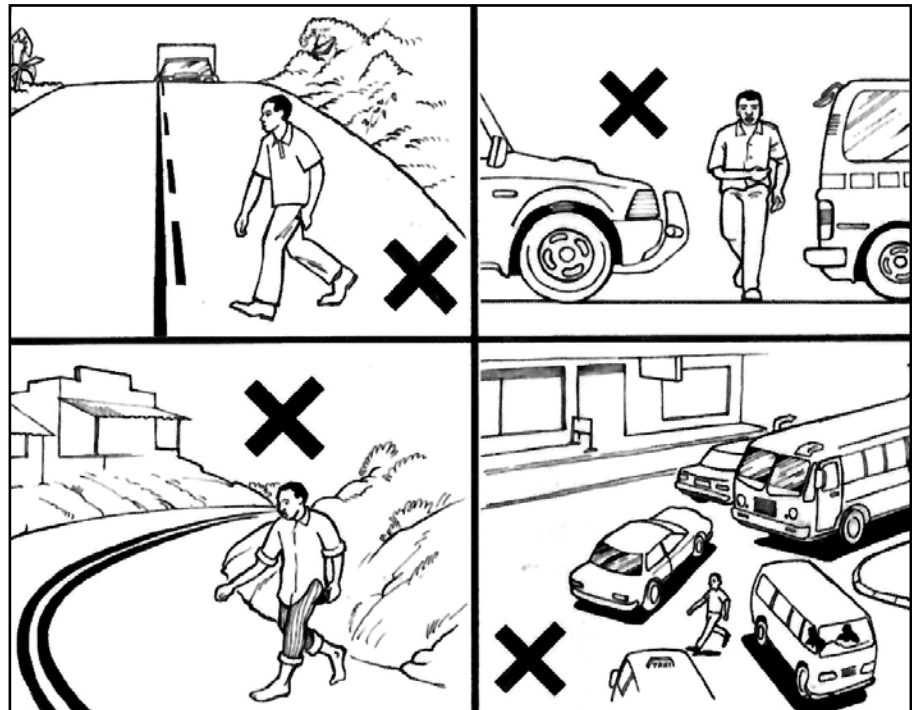
Choose a place where you can see clearly in all directions. Never cross behind buses or parked vehicles or at other unsafe places. It is safer to cross at traffic lights, zebra crossing, overhead pedestrian bridges, traffic islands, or where there is a police officer. It is worth walking a little out of your way to get to a safer place to cross.

2. Stop at the edge of the road

"Look all round and listen" Vehicles could come from any direction, so look carefully. Listen too, because you can sometimes hear motor vehicles before you see them.

When there are no vehicles near, walk straight across the road – but keep looking and listening.

If there are vehicles coming, let them go past. Remember that vehicles cannot stop quickly. When it is safe, walk straight across the road – do not run. Keep looking and listening in case there are any other vehicles you did not see.



Advice for all road users:

3. Crossing at a Zebra Crossing



If there is a Zebra crossing nearby, use it. Give drivers plenty of time to see you and stop before you start to cross. Drivers are required by law to stop, once you have stepped onto the crossing, but not cross until they have stopped. Then walk straight across, but keep looking both ways and listening. If there is a traffic island in the middle of the crossing, wait on the island and follow the same rules before crossing the second half of the road – it is a separate crossing. Do not climb over or through guardrails (Metal fences) to cross the road. Use the gaps provided.

4. Crossing at pedestrian signals

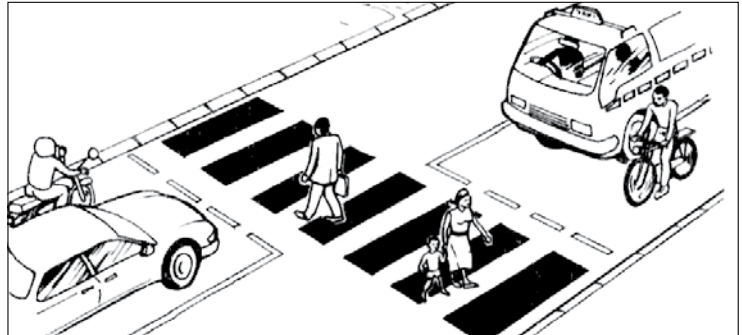
In some places there are traffic light signals which instruct the traffic when to stop and pedestrians when to cross. When the red “standing man” signal is showing, do not cross. When the lights change to show a steady green “walking man” signal check that the traffic has stopped and then cross with care. After a while the green signal will start to flash, and this means that you should not start to cross, because it is about to change back to red.



5. Child Safety

Children do not realize how dangerous the road is. Young children (especially under the age of 10) can not judge speed and distance well enough to be able to cross the road safely. And because they are children they may sometimes do silly things. So, children’s safety depends on you. Never let young children walk on the road or footpath alone. Walk between them and the traffic, and hold their hands firmly.

Children learn by example, so always use the CROSSING RULES when crossing the road with them. Show them the safest routes to the shops, schools and play areas. Never let your children play on the road or run after a moving vehicle – tell them there is a big risk of being killed or badly injured. Tell them not to throw stones at vehicles.



6. Alcohol and drugs

Never take alcohol or drugs that make you incapable of walking along the road safely - crossing it safely.

DON'T FORGET: In 2019 -2020 40% of the people killed on our roads were pedestrians (WHO). Don't become another dead pedestrian. Take extra care and do not expect too much from drivers and their vehicles. When crossing the road, follow the CROSSING RULES. **Don't drink and Walk.**

Parents and Teachers! Roads are a very dangerous for young children. Don't let them use the road alone. Teach them the CROSSING RULES as soon as they are old enough to understand them. Practice them together.

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Road safety – your safety, our priority!



REYNOLDS CONSTRUCTION COMPANY (NIG) LTD



A road accident wreckage

Can the new National Road Safety Policy; improve road usage and carnage in Uganda?

The transport sector plays a crucial role in the growth of the economy. It facilitates domestic and international trade, contributes to national integration and provides access to jobs, markets, health, education and essential socio – economic facilities.

Uganda uses a Multi modal transport system which is based on road, air, railway and water. About 95% of the cargo freight and 99% of the passengers move by road, making this means the dominant transport mode.

Over the years, infrastructure development has been governments priority area of investment and The Works and Transport sector being the key priority sector because of its

importance in realizing the middle-income status. In the two last financial years, for example; Fy 2018/19, Parliament appropriated a total budget of Ugx 4.073 billion and in Fy 2019/20 it was 5.316.85 billion, reflecting an increase of 11.0% from 2018/19.

The budget increment enabled improvement in a number of projects under road, air, railway and inland water transport.

The roads bill was passed by parliament and approved by the president. The traffic and road safety bill was also approved by cabinet in December 2017.

However, in my article, I would like to look at other accomplishments in the different transport subsectors. Road accidents in Uganda have become a very healthy concern, claiming thousands of humans lives. Most of these accidents

are caused by reckless driving which contributes to 20% of the hospital cases. Although the number of accidents is less than that of malaria and HIV/AIDS combined, road accidents consume more health resources.

About the National Road Safety Policy

In recognition of the above costs, cabinet approved the National Road Safety policy on 26th November, 2021 as a strategic intervention to address the situation.

The policy was a clarification call of all road safety stakeholders to tackle the road safety challenge which the country was facing. Although development of the policy as spear headed by the ministry of Works and Transport, road safety is a public health issue that

calls for interventions by different stakeholders.

Unlike other public health issues such as malaria, tuberculosis and HIV/AIDS, road safety has still lagged behind in terms of funding and other interventions (you will never hear of a charity run for road safety).

The approval of the policy has realized many achievements, because the policy has provided guidance frame work. The policy has created and developed programs and activities to improve the road safety situation. You can visibly see private sector involvement in road safety activities and program; for example, Hovita, Uganda Insurers Association, vivo energy Uganda, Total Uganda, Red cross Uganda, NGOs to mention but a few.



FortPortal Kamwenge road



Aerial View of Yusuf Lule Road Traffic Lights junction at the Uganda Golf Course

National Road Safety Policy; What the Government has Done for Road Safety

The Government of Uganda has recognized that road accidents is a leading cause of death in the country. It has also recognized the importance of addressing road safety in order to reduce the number of accidents, deaths and injuries on the road. This must also be seen as a joint effort/responsibility of State and Central Government.

The National Road Safety Policy is an effort for this movement by the government.

Policy Statements: key issues approved by cabinet in the policy framework

1. Road safety research and monitoring

In order to make meaningful interventions, a substantive amount of research into road safety problems needed to be undertaken. reasons behind the figures of fatality/serious injuries reported annually needed to be brought to the fore.

Genetic and internationally known causes such as human error did not need to be thrown around because it was research conducted elsewhere in Africa or Europe.

As a country, research had to be done to identify our own unique challenges that lead to road accidents for example outside east Africa, there are no countries which use boda boda as a form of public transport. If research is done, and facts found then specific interventions are put in place

and monitored. This was not aimed at compelling enforcement to be sustained but also to convince stakeholders such as political leaders to support the funding of the agencies.

2. Improving competence of drivers

Foundation of a safe road environment is competent drivers including riders of motorcycles commonly known as Boda Boda. This demands professional driver training schools, modern computerized driving test methods, forgery proof driving permits/license and transport enforcement mechanisms. Although government already has a computerized which is extremely difficult to forge, there are still glaring gaps in the driving competence. As a policy intervention, the Ministry got approval to evaluate the current driver testing system in

order to make proposals for improvement. This process was done and now there is a new driving license.

3. Improving the safety of the road network

There will be measures taken by the Government to ensure better standards in terms of design and safety of urban and rural roads. Intelligent Transport Systems (ITS) is to be put in use to ensure efficient and safe transport system which will be on par with international best practices.

Safer roads are a strong pillar in reduction of the road accidents. Government therefore undertook to develop and enforce safe designs standards on all roads. Road designs are audited for a safety right from the first design to the final design during construction and post construction.

Road works then, have to be carried out with proper road accidents mitigation



measures in place. The road network also needs to prioritize provision facilities for Non-Motorized transport in order to reduce deaths of pedestrians on the road network.

Currently the biggest number of people killed on roads are pedestrians and this can be partly attributed to lack of proper Non-Motorized Transport (NMT) facilities which are supposed to be provided during road designs and construction.

Independent road safety audits are supposed to be carried out using in-

ternationally recognized mechanisms such as the International Road Assessment Programme based in United Kingdom. It assesses safety of roads and ranks them accordingly from zero star to five star.

Periodic formal road safety audit is enshrined as part of routine road safety activities in the Ministry programs and activities. It is important to note that this in addition to internal road safety audits undertaken by UNRS, KCCA and all other authorities responsible for road construction and maintenance (URF and UNRA

Photo above:

Winstone Katushabe, Commissioner - Transport Regulation & Safety, Ministry of Works & Transport.

Photo below:

One of KCCA's Artistic impression of the magnificent Flyover planned to mitigate traffic congestion in the city.





The Minister of Ministry of Works & Transport, Gen. E. Katumba Wamala (centre) during the Joint Transport Sector Review, 5th - 6th September 2019.

4. Improving the quality Vehicles fleets.

The vehicles on the roads must be signed off as in line with international standards so that they pose least threat in terms of safety on the roads and harm to the environment. For this the safety features must be monitored from the stage of design, production, operation and maintenance of vehicles.

Safe vehicles are another pillar in the safe road system. In order to improve the safety of vehicles, Cabinet approved the privatization of vehicle inspection for road worthiness though was halted at some point. However, safe vehicles have both passive and active safety features which will be inspected for proper functionality.

Passive features such as airbags, seat belts and active systems such as anti-lock Braking system (ABS) will be a must for all vehicles on Ugandan roads. A safe vehicle protects both the occupant

and the third party in case of an accident.

To reduce on emission which have both environmental and safety effects, Government has limited the importation of used cars in the country. All vehicles above four years of age are inspected.

5. Decentralization of Road Safety Services

All citizens of Uganda, in all parts of the country are road users. Therefore, road safety services will be decentralized to the local government level. Local government are best placed to conduct road safety sensitization campaigns at the community level. It should be noted that local Governments are required to promote road safety under part 2 section 12 of the local government Act; 1997.

The Ministry intends to monitor what extent this is being undertaken. The policy also requires KCCA to establish a Road safe-

ty Unit and also prepare A Road Safety Action plan for Kampala "This done, KCCA launched a road safety action plan recently to Mitigate road safety issues".

6. Road Traffic Safety Education and Training, Promotion & Awareness

Publicity campaigns, training and education will be used to create awareness and instill road safety knowledge among the population (both in the community and in educational institutions).

One of the biggest challenges to reduction of road accidents is lack of awareness right from policy makers at different levels of government to common road users. Without this specific policy interventions, all other interventions will achieve nothing.

All stakeholders need to first and fore most appreciate the challenges facing the country as already recognized by the cabinet.

Specifically, technocrats in government Ministries, departments and agencies, private sector big fleet of vehicles specifically companies in transport and logistics business need to be compelled to play their respective roles in promoting road safe-

FACT

About 95% of the cargo freight and 99% of the passengers move by road, which makes it the dominant transport mode.

ty. Their efforts can be supplemented by mass sensitization campaigns conducted by the Ministry through the National Road Safety Council, Ngo and private business entities with a spirit of CRS

7. Improve Regulation of Boda Boda

Boda-bodas are involved in more than 30% of all accidents in the country. This particular problem is absent in most countries out of East Africa. Government recognized and tasked the Ministry to come up with a specific measure to address the problem. The fact is that as a country, we can not push them away but we can certainly manage them better.

It is one of the areas which need research and monitoring because genetic information about road safety interventions is un applicable in this case. Currently, the Ministry in consultation with the Solicitor General is in final stages of drafting a more robust legal framework for this industry.

8. Emergency Medical

Amenities for Accidents on the Road; establishment of a rescue Service and Victim care framework

Road accidents by their nature are preventable but still happen. Therefore, government has put in place a policy to establish a formal rescue

system for road accident victims. This area is one of the most challenging area to address in the policy due to multiplicity of factors including traffic congestion, lack of dedication trauma care facilities, un insured road accident victims among others. However, with more stakeholders, corporation involvement, this particular intervention can be achieved.



Traffic signals ahead

9. Conclusion

Finally as Ugandans, we need to recognize that roads are constructed for each and everyone of us, whether one drives the latest VX land Cruiser or pushes a cart or walks daily to work, whether one is a baby, youth, senior citizen or a cabinet Minister, we all have equal rights to all roads. All road users have equal, the country does not have any segregated roads. The first of its kind in Uganda will the Kampala – Entebbe express way with this in mind, we have to get out of our homes on each single day knowing that our actions may lead to an accident which may result in a serious injury to another person.

Photo:

A well designed KCCA Road; Kabaka Anjagala Road Rubaga Division Kampala.



UPDATES OF THE KEY HIGHLIGHTS of the Traffic & Road Safety (Amendments) Bill, 2019

Cabinet under Minute extract No. 537 CT (2018) approved the Traffic and Road Safety (Amendment) Bill, 2019 and authorized the Minister of Works and Transport, Hon Gen. Edward Katumba Wamala to gazette the Bill

Key Highlights of the Bill are as follows:

- 1. Introduction of a five-year regime for driving licences:** This together with the empowerment of the Minister to prescribe other validity periods including shorter or longer periods is aimed to align the law with the Finance Act, 2016.
- 2. Retest for a person applying for first renewal of a driving licence:** This will require all people renewing their permits for the first time to undergo retesting for competency including eye tests in order to improve driver quality.
- 3. Competency tests for all classes on lapsed permits:** A driver whose permit has lapsed will be required to undergo tests of competency upon payment of the prescribed fee and fine and be reissued with all his permit classes.

Currently, when a permit lapses, the driver loses all his classes and experience which requires him to reapply for the permit as a first-

time driver. For Ugandans who work abroad or for some other reason are unable to renew their permits in time, this will be good news.

- 4. Empower the Minister to make regulations:** To prescribing conditions and procedures for recognition and conversion of driving licences to harmonize the classes of foreign driving licences with the Uganda driver licensing regime.
- 5. Accreditation of goods vehicles drivers:** This will require the Chief Licensing Officer to issue Certificates of Competency and Driver badges drivers of goods vehicles which will improve the driver behavior and consequently reduce road carnage.
- 6. Issuance of duplicate permits:** This will enhance the penalty for drivers who obtain driving licences without giving the particulars of endorsement by Court hence deter disqualified drivers from obtaining driving licences when still disqualified and improve road safety.

- 7. Grouping of motor vehicles for driving permits:** This will introduce a grouping of motor vehicles for driving licences in conformity with international standards and align the grouping of motor vehicles for driving licences with the categorization of motor vehicles.
- 8. Demerit Point System:** With this system, the perpetual offenders will be penalized in accordance to the accumulated transgressions committed on the road leading to suspension or even cancellation of driving permits for the offenders.
- 9. Introduction of Public Private Partnerships (PPP) for the driver testing function:** This will help us move from the current manual and subject driver testing and introduce high-tech mechanisms like it is done in developed countries like UAE. This is aimed at improving the quality of driving tests and hence the quality of drivers on the Ugandan roads.

10. Prohibition of possession of motor vehicle without registration:

This is intended to improve compliance and to have a reliable database for motor vehicles and enforce discipline.

11. Registration of motor vehicles:

This is intended to provide for joint ownership of motor vehicles, provide for registration of an interest under the Security Interest in Movable Property Act, 2019, provide for endorsing in the registration books the words 'duty free', increase the penalty for the offence and provide for re-registration of cancelled or de-registered vehicles.

12. Change of registration particulars:

This is aimed at introducing a period of 14 days within which the owner of the vehicle should notify the Chief Licensing Officer of any change in the registration book, provide for possession of a copy of a registration book while driving or production of the original registration book to a police officer within forty-eight hours in case of an offence.

13. Licence for manufacturing or dealing in motor vehicles:

The amendment will provide for licensing of vehicle repair facilities like garages to ensure that these are regulated and introduce a deterrent penalty for operating a vehicle repair facility without a licence.

14. Special Provisions for Public Service Vehicles:

To include goods vehicles for purposes of driver accreditation and require the Chief licensing Officer to issue Certificates of Competency and Driver badges drivers of goods vehicles.

15. Access to care without regard to ability to pay:

To require medical facilities to provide medical treatment to accident victims without proof of financial ability to pay until the victim is stabilized.

16. Licensing and Regulation of Special Networks using online Digital technologies to provide transport services:

Transport service providers using online digital technologies like Uber, Bolt (Taxify), Safe Boda among others do not fit into the current licensing and regulatory regime.

17. Duties of drivers in case of accident:

To provide for the duty of the Road user to provide assistance to victims of a road accident including contacting emergency services, administering first aid and transporting the injured to hospital among others. This will improve postcrash response and chances of surviving an accident by protecting first responders from civil damages.

18. Removal of the ambiguities in the definition of reckless, careless

and dangerous driving:

The Amendment collapses dangerous driving and careless driving into reckless driving with a clear definition. It defines reckless driving to mean disregard to the rules of the road or driving without proper caution.

19. Introduction of a Custodial sentence:

Causing death by reckless driving shall lead to a custodial sentence without an option to a fine.

20. Compensation as a result of reckless driving leading into bodily injury or death:

The Court which convicts a person for causing death or bodily injury due to reckless driving may award compensation to any person injured or the dependent of the deceased.

21. Regulation of entry into the market:

To streamline operations of public transport to ensure that only companies and individuals with adequate financial capacity and quality of fleet are allowed to operate Public Service vehicles.

22. Public transport providers to form Companies, Cooperatives or Savings and Credit Co-operative Societies:

To improve regulation and management of Public Service Vehicles, reduce wasteful competition and ensure efficient and sustainable transport services.



Road narrows on both sides



Bend to right (left if symbol reversed)

The Role of Institutions in Road Safety: A case study of Uganda Insurers Association

According to the Centre for Disease Control (CDC), almost 3,700 people die in road crashes involving cars, buses, trucks or pedestrians. More than half of those are pedestrians and cyclists.

Crash injuries are estimated to be the 8th leading cause of death globally for all age groups and the leading cause of death for children and young people between the ages of 5 – 29 years. Low and Middle Income Countries are the most affected accounting for 90% world crash deaths yet they account for 60% of the worlds registered vehicles.

Road accidents have become very common due to the vehicle collisions and ignorance of proper road safety measures. The number of deaths keeps increasing due to motor vehicle collision by the people ignoring road safety rules. Under these conditions it is very important for everyone to be safe on the roads.

Unless action is taken, road traffic injuries are predicted to become the fifth leading cause of death by 2030. With such nerve-wracking statistics each there is need to have stakeholders that advocate for good road behavior to see that the position is improved.

These growing injuries and death tolls have thus created the need for different communities to create systems that get us to solutions of solving road carnage.

The UN launched the road safety strategy in support of the Decade of Action for Road safety 2011 to 2020. The initiative was to halve the global deaths and injuries from road traffic accidents. The approach was to manage the interaction between speed, vehicles, road infrastructure and road user's behavior to reduce road injuries.

This further supports the realization of the **Sustainable Development Goals (SDGs) to which Uganda subscribes to** also known as the Global Goals, were adopted by all United Nations Member States in 2015 as a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity by 2030.

According to the **Annual Police Report 2020**, there was also a 4.7% reduction in the number of traffic accidents

reported in 2020 from 12,858 accidents reported in 2019 to 12,249 accidents reported in 2020. This can be attributed to the lock down as a result of the pandemic. Most road crashes in Uganda involve pedestrians and they constitute the highest number of fatalities at 34 % (1,258). Accidents that involve pedestrians usually occur as they try to cross the roads.

Majority of victims that were seriously injured in road crashes in 2020 were males at 78% (6,527).

Uganda in the last decade alone, recorded a rise of road crash fatalities from 2,597 to 3,503 in 2016 representing a growth of 25.9%. Thus the accident severity index of 24 persons 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).

With these statistics, it's evident that the RTA's or Road Traffic Injuries (RTI's) have both major effects on the micro and macro level which ultimately affects the growth and development of nation.

A number of players in Uganda have taken on the role of road safety to ensure reduction in the Road Traffic Accidents (RTA's). As Uganda Insurers Association, we have embarked on the journey with different organizations to promote road safety is Uganda Insurers Association. This is majorly due to our sole purpose of being the lead purpose in distribution of Motor Third Party in Uganda. Last year as we SMART Travel campaign we rolled out a new campaign that was initiated on the World Remembrance Day for Road Traffic Accident Victims that was commemorated at Naguru China Hospital.

The campaign was anchored on the theme **"SMART TRAVEL BEGINS WITH YOU"**. Thus road drivers should thoroughly check their vehicles daily before starting any travel. This should be followed with using of safety precautions.

We believe that "A safe Journey Starts with You" making it our campaign slogan focus on Bus Drivers and Passenger Safety for 2020. The campaign coincides with our annual festive season where there is a

lot of travel on the road from one destination to another all across the country. This is so because this is the time people find to go to their village homes to enjoy with family this crowding the roads.

We have also continued to partner with a number of players on Road Safety Initiative with the recent one the where we joined Legacy Road Safety Initiative, Consult Afrika Usalama and Teens Uganda, a 3 Agency consortium of Road Safety Organizations with a strong passion to saving Ugandan lives on the road. This was to commemorate the 6th UN Global Road Safety Week Activities 2021, that is the NMT corridor road safety awareness.

Globally in the month of May 2021 we commemorate the 6th United Nations Global Road Safety Week, thus Uganda joins the rest of the world in carrying out activities that speak to road safety. This was celebrated under the theme **"Streets for Life #Love 30"**. The theme of the 6th UN Global Road Safety Week in 2021 was 30km/hr on streets where people Walk, Live and Play.

There is strong evidence that maximum 30km/hr roads Save Lives, especially among Pedestrians, Cyclists, Children, and Young people, and have environmental and

other social benefits. This followed by Safety Awareness Activity along the Non-Motorized Transport (NMT) Corridor of Namirembe Road. This NMT corridor was created to give safe space for the vulnerable road users that is pedestrians, cyclists and people with disabilities access down town Kampala. However, due to limited information on how to use the NMT it has misused. The activity targeted market vendors and boda boda riders and the general public in raising awareness on the proper use of the NMT corridor.

The association continues to partner with other entities that include; VIVO Energy & NTV, Safe Boda and others to create an understanding of good road behavior so as to reduce the accidents on the road for the better good.



(Writer)

Juliet Igonu

Non - Life Officer

Uganda Insurers
Association

FIRST AID TIPS

Many road crash victims suffer unnecessarily, or even die, at the scene of the crash through lack of adequate care. Someone with First Aid training can often prevent a victim's condition from worsening and may save their life.

The aims of First Aid are to:

- a. Prevent life
- b. Prevent casualty's injury or illness from getting any worse
- c. Promote recovery

First Aid training in many centres and from organisations such as the Red Cross and St. John Ambulance, and it is well worth learning these skills. But even if you have no First Aid training there are some simple things you can do to help the injured, and these are described below in order of priority.

1. Prevent further danger and make safe

First of all assess the danger to yourself, the victim and others. Make the situation safe before approaching. You do not want to become a casualty yourself. Warn and control approaching vehicles to prevent further crashes. Ask other people to help you with this. If there is a danger of fire, make sure no-one smokes or uses lighters or matches.

2. Emergency treatment

The most important thing is to preserve life. Remember the "Dr A.B.C." **This stands for:**

D = Danger

Is there continuing danger to the injured? - Try to make safe. Protect the casualty and keep curious onlookers away.

R = Response

Is there any response from the casualty? - Look for reactions to voice commands or touch. If there is no response check the airway (throat).

A = Airway

Is the airway (throat) clear? - Tilt the head back gently to open the mouth, check the tongue is not blocking the throat and clear any obvious obstructions, then check the breathing.

B = Breathing

Is the casualty breathing? - Check by putting your ear close to the casualty's mouth for at least 10 seconds to hear and feel the breath. If there is no breath, then immediately give two rescue breaths by pinching closed the nostrils and breathing twice into the victim's mouth. Check again for breathing. If there is still no breath, check for circulation.

C = Circulation

Is there a pulse? - Check the pulse by placing two fingers at the neck, and look at the casualty's colour and pupils of the eyes. If there is no breath or circulation, call for emergency assistance immediately before continuing.

Once help has been summoned, if you know the technique, then apply CPR (Cardio-Pulmonary Resuscitation) combining chest compressions with artificial respirations until expert help arrives, the victim starts breathing, or you are exhausted.

4. Moving casualties

3. Get Help

Expert help must be summoned as quickly as possible, normally by dialling 999 or 112. Try not to leave a casualty alone, so if possible ask others to phone or get help and to report back that they have done so. These days many people have mobile phones so there may be no need to leave the scene. It is important to give the emergency services precise information on:

- **The location** - street name, known landmarks or places
- The **nature** of the crash
- Site conditions and dangers
- **Number** of people injured and severity of injuries.
- You should not end the call first - wait for the emergency service to **confirm the details**.

Do not move any casualties unless absolutely necessary. Injured persons still in vehicles should not be removed unless there is immediate danger of fire, additional damage, or further injury.

Victims suffering obvious bone fractures or possible internal or spinal injuries should not be moved unless it is essential for their safety. If a casualty is unconscious but is breathing and not obviously badly injured, put them in the recovery position (*see below*) to prevent breathing problems.

5. Bleeding and injury treatment

A person can bleed to death in five minutes, so it is vital that you try and stop heavy loss of blood. First check that there is no object in the wound. If there is nothing, apply firm pressure over the wound, preferably using a sterile dressing from a first-aid kit or any other clean padding. Tie the pad over the wound with a bandage or length of cloth.

If there are no broken bones, raise a bleeding limb to reduce the blood flow. When dealing with another person's bleeding wounds it is recommended that you protect yourself by putting your hands inside clean plastic bags.

If there are broken bones, fractures or dislocations it is important to stabilise the limb and avoid movement so you don't make the injury worse.

If there are burns, immediately cool the area with running cold water and then cover with a clean dressing.

6. Treat for shock, and comfort victims

It is also very important to recognise, prevent, and treat the symptoms of shock, as these may cause even more serious deterioration than the original injury. The signs are a cold, pale damp skin; fast and weak pulse; rapid shallow breathing; feeling sick; yawning or sighing.

The causes of shock are many, including ; injury; drop in blood pressure; and reduction in the volume of any body fluid. As well as treating the cause, it is vital not to leave the casualty alone, and to make them more comfortable by:

- 1. Laying the casualty down

- 2.. Loosening any tight clothing particularly round the chest and airways
- 3. Keeping the casualty warm by covering with a blanket
- 4. Keeping the casualty calm by reassuring and comforting
- 5. Raising the legs slightly to keep blood flowing to the head.

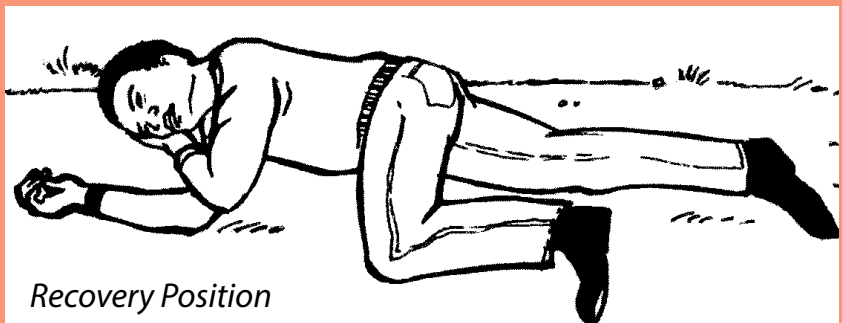
An injured person should never be given anything to eat or drink. If they are thirsty, moisten their lips with water. Never give a casualty any medicines or apply anything but clean water and dressings to wounds.

8. Get the injured to hospital

Make arrangements to get the injured to the nearest hospital as soon as their condition has been stabilised by First Aid.

7. Recovery Position

This is a stable position with the casualty on their side, to prevent choking on their tongue or vomit if unconscious. The head is slightly tilted back, the lower arm is at the right angle, the hand of the upper arm is under the cheek, the lower leg is stretched out, and the upper leg bent in a right angle as shown in the *illustration*.



Recovery Position

Useful Contacts

Road Safety Listings

REGULATORY

Ministry of Works and Transport

Plot 57-59, Jinja Road
P. O. Box 7174, Kampala, Uganda
Tel: +256 414 320 101/ +256 414 320 135/414 321 364

Minister: +256 414 235 730

Minister of State (Works):

+256 414 349 487

Minister of State (Transport):

+256 414 320 026

PS: +256 414 259 139

Fax: +256 414 236 369

Email: mowt@works.go.ug

Website: www.works.go.ug

AGENCIES

Associated Institutions East African Civil Aviation Academy,

P. O. Box 333, Soroti, Uganda

Tel: +256 45 446 1245,

Fax: +256 45 446 1090,

Email: admissions@flysoroti.ac.ug

Website: www.flysoroti.ac.ug

Civil Aviation Authority

Entebbe International Airport,
P. O. Box 5536 Kamapal, Uganda

Tel: +256 414 352000, +256 312

352000

Fax: +256 414 321401

Email: aviation@caa.co.ug

Website: www.caa.co.ug

Kampala Capital City Authority (KCCA)

City Hall, 1-3 Apollo Kaggwa Road

P. O. Box 7010 Kampala, Uganda

Tel: +256 204 660 000

Email: info@kcca.go.ug

Website: www.kcca.go.ug

Mt. Elgon Labour-Based Training Centre (MELTC)

P. O. Box 2415, Mbale, Uganda

Tel: +256 392 221 533

Fax: +256 454 463 502

Email: meltc@iwayafrica.com

Website: www.works.go.ug

Standard Gauge Railway Uganda

UAP Nakawa Business Park

P. O. Box 27756 Kampala, Uganda

Email: info@sgr.go.ug

Website: www.sgr.go.ug

Uganda Aviation School

Metropole House, 6th floor,

Entebbe Road

P. O. Box 10101 Kampala, Uganda

Tel: +256 312 106 662

Uganda National Roads Authority

Plot 5, Lourdel Road, Nakasero

P. O. Box 28487, Kampala, (U).

Tel: +256 312 233 100 / 414 318 000,

+256 312 233 111 or +256 414 318 111

Fax: +256 414 232 807

Email: roadinfo@unra.go.ug,

Website: www.unra.go.ug

Uganda Railways Corporation

Plot 53 Nasser Road,

Box 7150, Kampala, Uganda

Tel: +256 414 258 051 / 414 254 961

Fax: +256 412 58 051

Website: www.works.go.ug

Uganda Road Fund (URF)

5th Floor, Twed Towers,

Plot 10, Kafu Road Nakasero,

P. O. Box 7501, Kampala

Tel: +256 414 257 072

Email: address info@roadfund.ug

Website: www.roadfund.ug

MINISTRIES, AGENCIES & DEPARTMENTS

State House Office

P. O. Box 25497, Kampala, (U).

Tel: +256 414 231 900

Email: info@statehouse.go.ug

Website: www.statehouse.go.ug

Office of the Prime Minister

Plot 9-11 Apollo Kaggwa Road

P. O. Box 341Kampala, Uganda

Tel: +256 417 770 500

Email: ps@opm.go.ug

Website: www.opm.go.ug

The Parliament of Uganda

16/18 Parliamentary Avenue

Parliament Building

P. O. Box 7178, Kampala

Tel: +256 414 377 000/150.

Website: www.parliament.go.ug

Ministry of Finance, Planning & Economic Development

Plot 2/12 Apollo Kaggwa Road

P. O. Box 8147 Kampala

Tel: +256 414 707 000

Website: www.finance.go.ug

Ministry of Lands, Housing and Urban Development.

Plot 13-15 Parliament Avenue

P. O. Box 7096 Kampala

Tel: +256 414 373 511

Email: contactus@muhud.go.ug

Website: www.mlhud.go.ug

National Planning Authority

Planning House

Plot 15B, Clement Hill Road

P. O. Box 21434, Kampala – Ug

Tel: +256 414 250 214250 229

Email: npa@npa.ug

Website: www.npa.ug

Uganda Investment Authority

The Investment Centre,

22B Lumumba Av, Twed Plaza

P. O. Box 7418, Kampala, Uganda

Tel: +256 414 301 000

Fax: +256 414 342 903

www.ugandainvest.go.ug

Uganda National Chamber of Commerce & Industry

1A Kira Rd Opp. Mulago Hospital

P. O. Box 3809, Kampala

Tel: +256 414 503 024/35

Email:

info@chamberuganda.com

www.chamberuganda.com

Uganda Police Force

Katalima Road, Naguru

Tel: +256 414 233 814

+256 414 250 613,

Emergency: 999/112

Email: info@upf.go.ug

Website: www.upf.go.ug

PROFESSIONAL AGENCIES

Architects Registration Board

1st Floor, Kalamu Hse (PKF Bldg)
Plot 1B Old Kiira Road
P. O. Box 25796 Kampala, Uganda
Tel: +256 781 498 823/ +256 414
342 390/ +256 753 776 231
Email: arb.uganda@gmail.com

Engineers Registration Board

Email: admin@erb.go.ug

Face Technologies

Kyambogo Industrial Area.
+256 312 518 615/ +256 312 5185 86/
+256 312 265 744
Website: www.face.co.ug

Uganda Association of Consulting Engineers

Plot 17, Martyrs' Way, Ntinda
P. O. Box 11750, Kampala.
Tel: +256 414 342 536
Email: info@uace.or.ug
Website: www.uace.or.ug

Uganda Institution of Professional Engineers (UIPE)

Tel: +256 414 287292
Email: info@uipe.co.ug
Website: www.uipe.co.ug

Uganda Society of Architects

1st Flr, Kalamu House (PKF Bldg),
Plot 1B Kira Road
P. O. Box 9514, Kampala, Uganda
Tel: +256 393 264 359
Email: archi.uganda@gmail.com
Website: www.architects.ug

CONSTRUCTIONS COMPANIES

Abubaker Technical Services and General Supplies Limited

P. O. Box 29087 Kampala, Uganda
Tel: +256 392 949 990
Email: abutech2002@yahoo.com

Arab Contractors Uganda Limited

Plot 20 Upper Nagar East Road
P. O. Box 7289 Kampala-Uganda
Tel: +256 392 786 340/1

China Civil Engineering

Construction Corporation

Plot 53 Princes Anne
P. O. Box 33388, Kampala, Uganda
Tel: +256 702 767 787
business.coecc.ug@gmail.com
Website: www.ccecc.com.cn/en
www.ccecc.com.cn/en

China Communications Construction Company Ltd.

Plot 61, Block 395, Sekiwunga Hill,
Kitende, Kajjansi, Kla, Uganda
P. O. Box 74910, Kampala, Uganda
Email: dnf@cfhec.com

China Harbour Engineering Company Ltd

Tel: +256 785 819 236

China Railway No.3 Engineering Group Co, (U) Ltd

Plot 11, Ntinda 11 Road, Naguru
P.O. 12387 Kampala, Uganda
Tel: +256 778 776 029

Chongqing International Construction Corporation

P. O. Box 27502 Kampala, Uganda
Plot 1472, Kyaggwe, Seeta
Mukono, Opp Mogas Petro Station
Tel: +256 772 525 362
Website: www.cico.com.cn

DOTT Services Limited

Plot 349, Bombo Road, Kawempe,
P. O. Box 20005, Kampala;
Website: www.dottservices.biz

Energoproject (Niskogradnja)

Plot 11, George Street,
P. O. Box 1125, Kampala
Tel: +256 414 232 000

Gauff Ingenieure

Plot 53, Upper Kololo Terrace,
P. O. Box 201, Kampala, Uganda
Fax: +256 414 259 508
Tel: +256 414 236 798/9
Email: jbgkam@gauff.com
www.gauff.co.ug/www.gauff.com

Kagga & Partners Consulting Engineers

Kagga Hse, 2 Bandali close

P. O. Box 6583, Kampala – Uganda
Tel: +256 414 220 279

Monta-Engil Africa

Plot 4, Upper Kololo Terrace
P. O. Box 8453, Kampala, Uganda
Website: www.mota-engil.cv

SBI International Holdings AG (U) / Reynolds

Construction Co. (Nig) Ltd
Plot 88, Luthuli Avenue Bugolobi,
P. O. Box 11713, Kampala, Uganda
Tel: +256 312 500 500
Email: sbi@sbi.co.ug
Website: www.sbi.co.ug

Stirling Civil Engineering Ltd

Portbell Road
P. O. Box 796, Kamapala Uganda
Tel: +256 414 504 941/688

Zhongmei Engineering Group Limited

P. O. Box 12818, Kampala – Ug
Tel:: +256 786 039 176

FINANCING

aBi Trust and Finance

Umoja House, 2nd Floor
Plot 20, Nakasero Road.
P. O. Box 29851,
Kampala, Uganda
Tel: +256 312 351 600
Fax: +256 312 351 620
Email: info@abi.co.ug
Website: www.abi.co.ug

CENTENARY BANK

Head office Mapeera House
Plot 44-46 Kampala road/ Plot2
Burton street
P.O. Box 1892 Kampala Uganda
Tel: 0800200855,
0317202315
0417202002
Em: info@centenarybank.co.ug

DFCU BANK

P.O Box 70, Kampala
Tel: 0800 222 000 / 0414351000
customer@dfcugroup.com

EQUITY BANK

Janani Luwum Church House,
Tel: +256 772 290 000
Hotline: +211 916 986 000
Em: info@equitybank.co.ug
www.equitygroupholdings.com/ug/

Post bank

Plot 4/6 Nkrumah Rd.
P.O. Box 1789 Kampala
Tel: 0414258551

Stanbic bank

Head office Hannington Rd.
Tel: 0800250250, 0312224600

THE MICROFINANCE SUPPORT CENTRE LTD

Head office 32 Nakasero Rd.
Tel: 0414233665/0312263776
Toll office: 0800201010
Em: msc@msc.co.ug

UGANDA DEVELOPMENT BANK

Plot 6 Nakasero road Rwenzori towers 1st floor wing B
Tel: 0312355500, +256 414 355 355
Em: info@udbl.co.ug

INSURANCE

BRITAM Insurance Uganda

Head Office, Plot 24-A
Aki Bua Rd, Kampala
P.O. Box 36583
Tel: +256312305600
Em: Britamug@Britam.Com

GOLDSTAR INSURANCE CO.LTD

Plot 38 Kampala Rd, Crane Chambers, Kampala
Tel: 041 4250110
goldstar@goldstarinsurance.com

JUBILEE INSURANCE

Jubilee Insurance Centre, , Parliament Avenue
Tel: +254 414311701/ 0312225000
Em: jicug@jubileeuganda.com

UAP INSURANCE UGANDA

Plot 3-5 New Port Bell Rd.
Block D, Nakawa business park
P.O. Box 7185, Kampala-Uganda
Tel: +256 414 332700

Em: uapuganda@uap-group.com
customerservice@uap-group.com

SAFETY

CNOOC Uganda Limited

Simba Towers, Plot 22, Acacia Avenue, Kololo
P. O. Box 7862, Kampala, Uganda
Tel: +256 204 500 205
Website: www.cnoocld.com

Go Uganda Events Uganda Public Safety Expo

2nd Flr, Prime Plaza, Nakulabye
+256 773 860 534
gougevents@gmail.com
www.gougevents.com

Responsive Drivers Uganda (ReDU)

P. O. Box 1555, Gulu –Uganda
Tel: +256 772 317 616

SGS Uganda Limited

Plot 78, Kira Road, Kamwokya, 2nd Floor Media Plaza,
P. O. Box 63, Kampala, Uganda
Tel: +256 392 739 966
Email: inquiries@sgs.com
Website: www.sgs.ug

Uganda Road Accident Reduction Network Organisation (URRENO)

Plot No 1088, Buye Road Ntinda,
Tel: +256 414 696 074

TRANSPORT COMPANIES & MOTOR VEHICLES

Cosmos (U) Limited

Kampala, Uganda
Tel: +256 414 285418

Kampala Motors Limited

Tel: +256 772 318 204

Kiira Motors Corporation

Plot 13 Kimera Road Ntinda, Kampala, Uganda
Tel: +256 393 517 888

Motorcare Uganda

Plot 95, Jinja Road

P. O. Box 12704, Kampala, Uganda
Tel: +256 312 238228
Fax +256 312 238 228
Website: www.nissan.co.ug

Spear Motors Limited

Plot M428 Nakawa, Jinja Road
P. O. Box 1350 Kampala- Uganda
Tel: +256 417 705 729
Website: www.spearmotors.co.ug

TATA Uganda Limited

Plot 52, Lugogo Bypass
P. O. Box 7153 Kampala-Uganda
Tel: +256-754 200 204

Cooper Motor Corporation (U) Ltd

CMC Bdg, Katalima LOOP, Nakawa
P. O. Box 2196 Kamapala, Uganda
Tel: +256 414 286 780

Victoria Motors Limited

Plot 10, Old Port Bell Rd, Kampala
P. O. Box 620 Kampala – Uganda
Tel: +256 414 343363/64,
+256 414 341021
Website: www.gmachgroup.com

Automobile Association of Uganda

Plot 63, Yusuf Lule Road
P. O. Box 1459 Kampala, Uganda
Tel: +256 414 255 917

Tondeka Metro

Plot 20 old portbell Road
P. O. Box 7258 Kampala, Uganda
Tel: +256 414 231 421

SPARE PARTS & SERVICES

Autonet Transporters & Engineering Ltd

Specialists in Box Body Constr.
Tel: +256 700 863 228

City Tyres

Plot 98, Sixth Street Ind. Area
P. O. Box 10022 Kampala, Uganda
Tel: +256 414 341 717

Tyre Express

Tel: +256 414 661 865
Plot No 101, JR Complex, Kampala.
Website: www.tyreexpressuganda.com



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