



**Remarks at the Road Safety Performance Review (RSPR)**  
**Report Launch**

*By Ms. Rosa Malango, UN Resident Coordinator & UNDP Resident Representative*

*Hotel Africana, Kampala, Wednesday, 28<sup>th</sup> February 2018*

The UN Special Envoy for Road Safety, Mr. Jean Todt

The Executive Secretary, UN Economic Commission for Africa,  
Ms. Vera Songwe

The Minister of Works and Transport, Hon. Ms. Monica Ntege  
Azuba

The Minister of Health

The Minister of Foreign Affairs

The Minister of Internal Affairs

The Inspector General of Police

Distinguished Guests

Ladies and Gentlemen

- On behalf of the UN System in Uganda, I would like to thank the UN Special Envoy for Road Safety, Mr. Jean Todt, the United Nations Economic Commission for Africa, (UNECA) represented here today by the Executive Secretary, Ms. Vera Songwe, and the United Nations Economic Commission for Europe (UNECE) for supporting the Government of Uganda to carry out the first United Nations Road Safety Performance Review for Uganda.
- I also wish to congratulate Ms. Songwe for her appointment, the first woman to lead UNECA and convey that in the UN in Uganda you have a steadfast partner.
- Dear colleagues, it is a privilege to welcome you to the Pearl of Africa. Uganda is a peace and development innovation hub. It's a nation with a clear roadmap informing its development aspirations outlined in National Vision 2040 and a nation that has demonstrated its willingness to ensure that it leaves no one behind as it leverages its natural resources to achieve sustainable development and sustain peace.

- In Uganda today we are 18 Agencies working on the second National Development Plan and supporting key strategies and approaches by the Government and people of Uganda. Allow me to share two:

1. Uganda's National Development Plan includes a Settlement Transformative Agenda that informs the comprehensive approach to refugee management in the country. At present 12 districts in vulnerable regions are demonstrating the courage and strain that comes from hosting those fleeing violence. We are working with the Government to conclude a verification exercise that will re-establish confidence in the data. It is critical that these efforts are met with investments in social services and wealth creation for host communities and refugees alike. These districts have great investment potential from the economic standpoint.

2. Uganda has recently developed a Green Growth strategy that now needs to be translated into plans for alternative

livelihoods, linking conservation to development, encouraging communities to embrace renewable energy options at district level. Lake Victoria, the river Nile, Queen Elizabeth park, Murchinson falls, Mt. Elgon as well as a valuable network of wetlands and forests make Uganda an incredible candidate for new approaches to economic growth and sustainable development. This requires a multi-stakeholder approach that empowers women and youth to become active contributors in an emerging economic landscape. Uganda is committed to managing its natural resources responsibly and achieving its development goals.

- In this context, I would like to use this opportunity to recognize the extraordinary investment done by the Government of Uganda in infrastructure. I have travelled across the country easily thanks to remarkable roads that also make it easy for people and goods to move within the East African Economic region. I have also noticed the rapid urbanization taking place across the country. This means more vehicles on the roads as more people move for trade,

business and leisure. Pursuing sustainable development and sustaining peace in Uganda will require all of us to pay more attention to investing in the safety of the routes we use. Our actions must be informed by data and this is where the UN Road Safety review becomes a timely reference document.

- The review has established that the magnitude of the road safety challenge is serious and has unfortunately failed to attract the necessary attention for appropriate interventions. At present Uganda seems highly unlikely to 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. In the last decade alone, recorded road crash fatalities rose from 2,597 to 3,503 in 2016 representing a growth of 25.9%. 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).

- Studies have revealed that road traffic injuries are a substantial burden across all regions of the world and the 8<sup>th</sup> leading cause of the global burden of disease. Ninety percent of road traffic deaths in the world occur in low and middle income countries, which have less than half of the world's registered vehicle fleet. While Africa is the least motorized continent, she suffers the highest rates of road traffic fatalities. Pedestrians, cyclists and children are particularly vulnerable.
- To address the carnage on the world's roads, the United Nations General Assembly passed resolution A/RES/64/255 in May 2010 that proclaimed **the period 2011-2020 the Decade of Action for Road Safety** with a goal to stabilize and reduce the level of road traffic deaths around the world by increasing action at national, regional

and global levels. The road map set clear and achievable targets and indicators to stabilize and eventually reduce by half mortality due to road injuries by 2020 based on five pillars namely:

1. Road Safety Management
2. Safer Roads and Mobility
3. Safer Vehicles
4. Safer Roads Users
5. Post-crash Response

- I would like to highlight some of the work the UN System in Uganda has done in the past on these five pillars, which we pledge to build upon to contribute to improving road safety in Uganda:

### **1. Road Safety Management**

With support from WHO, a Decade of Action Strategic Plan and an Injury Policy were formulated and adopted by the Government of Uganda.

## **2. Safer Roads and Mobility**

The Government of Uganda deserves credit for improving many previously high risk highways through proper tarmacking, clear marking and providing road signs. However a lot more still needs to be done. According to statistics from the Traffic and Road Safety Department, more than half of the accidents in the country take place in the Kampala Metropolitan Area due to the high concentration of people and vehicles. As part of UNHABITAT's support to the Government through the Sustainable Transport Solutions for East African Cities (SUSTRAN) Project, an assessment of the walking and cycling environment in Kampala undertaken by our partners the Institute for Transportation and Development Policy- ITDP in 2014, revealed inadequacies and in most cases complete absence of infrastructure to support both modes of circulation. The implementation of high quality mass public transport that is integrated with non-motorized transport can contribute to addressing the road safety



challenges and ensure that road networks benefit the most vulnerable e.g. pedestrians and cyclists.

### **3. Safer Roads Users**

UNICEF launched a partnership to collaborate on child road traffic injury prevention worldwide. In partnership with the FIA (Fédération Internationale de l'Automobile) Foundation, a philanthropy focused on global road safety, UNICEF developed a global response to the growing rates of road traffic injuries and fatalities among children and adolescents in the developing regions of the world.

### **4. Post-crash Response**

WHO assisted with capacity building of crash response teams along highways in collaboration with the Police including Training of Trainers of first aid responders in the Police and Prisons. WHO strengthened the Ambulance Services in the country to reduce injury and mortality during rescue operations as well as reduce delays in care for crash victims. We need to increase investments to

improve the ability of health and other systems to provide appropriate emergency treatment, and to scale-up campaigns to sensitize the public about the benefits of third- party insurance.

- **In conclusion,**

On behalf of the UN System in Uganda, I pledge our commitment to promoting Road Safety in Uganda. We will use the Mid Term Review of our UN Development Assistance Framework this year to incorporate road safety issues and strengthen our support to national efforts in this important area.

- Thank you for your attention.