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THE NATIONAL ASSEMBLY


THIRTEENTH PARLIAMENT – THIRD SESSION - 2024

DEPARTMENTAL COMMITTEE ON TRANSPORT AND INFRASTRUCTURE

REPORT ON THE ANNUAL MEETING OF THE AFRICAN NETWORK OF ROAD
SAFETY LEGISLATORS

2ND – 3RD MAY 2023

KAMPALA, UGANDA

 THE NATIONAL ASSEMBLY PAPERS LAID	
DATE:	16 APR 2024
	DAY: TUESDAY
TABLED BY:	HON. G. K. GEORGE KARIVIKI (CHAIRPERSON)
CLERK AT THE TABLE:	INZOPU MWALU

NATIONAL ASSEMBLY RECEIVED
16 APR 2024
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Parliament Buildings
NAIROBI

MARCH 2024

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ACRONYMS

ARSO	African Regional Organization for Standardisation
AU	African Union
AUC	African Union Commission
COMESA	Common Market for Eastern and Southern Africa
CSOs	Civil Society Organizations
EAC	East African Community
EMS	Emergency Medical Services
EU	European Union
MPs	Members of Parliament
NGOs	Non-Governmental Organizations
PAFROS	Parliamentary Forum on Road Safety
SADC	Southern African Development Community
TTTFP	Tripartite Transit Transport Facilitation Programme
UN	United Nations
WHO	World Health Organization

1.0 PREFACE

1.1 Mandate of the Committee

1. The Departmental Committee on Transport and Infrastructure is established pursuant to the provisions of Standing Order No. 216 (1) and (5) with the following terms of reference:
 - i. investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned Ministries and departments;
 - ii. study the programme and policy objectives of Ministries and departments and the effectiveness of the implementation;
 - iii. on a quarterly basis, monitor and report on the implementation of the national budget in respect of its mandate;
 - iv. study and review all legislation referred to it;
 - v. study, assess and analyze the relative success of the Ministries and departments as measured by the results obtained as compared with their stated objectives;
 - vi. investigate and inquire into all matters relating to the assigned Ministries and departments as they may deem necessary, and as may be referred to them by the House;
 - vii. vet and report on all appointments where the Constitution or any law requires the National Assembly to approve, except those under Standing Order 204 (Committee on Appointments);
 - viii. examine treaties, agreements and conventions;
 - ix. make reports and recommendations to the House as often as possible, including recommendation of proposed legislation;
 - x. consider reports of Commissions and Independent Offices submitted to the House pursuant to the provisions of Article 254 of the Constitution; and
 - xi. examine any questions raised by Members on a matter within its mandate.
2. In executing its mandate, the Committee oversees the Ministry of Roads and Transport which has two state departments namely:
 - i. State department for Roads
 - ii. State department for Transport
3. Further, Committee oversees the State Department for Shipping and Maritime Affairs which is under the Ministry of Mining, Blue Economy, and Maritime Affairs.

1.2 Committee Membership

4. The Committee membership comprises of the following members:

Chairperson

Hon. GK George Kariuki, MP
M.P for Ndia Constituency

United Democratic Alliance Party

Vice-Chairperson

Hon. Mutua Didmus Wekesa Barasa
M.P. for Kimilili Constituency

United Democratic Alliance Party

Hon. Arama Samuel, M.P

M.P for Nakuru Town West Constituency

Jubilee Party

Hon. Naicca, Johnson Many, M.P

M.P for Mumias East Constituency

Orange Democratic Movement Party

Hon. Francis, Kajwang' Tom Joseph, M.P.

M.P for Ruaraka Constituency

Orange Democratic Movement Party

Hon. Kiaraho, David Njuguna, M.P.

M.P for Ol Kalao Constituency

Jubilee Party

The Hon. Kiunjuri Festus Mwangi, M.P.

M.P for Laikipia East Constituency

The Service Party

Hon. Saney Ibrahim Abdi, M.P

M.P for Wajir North Constituency

United Democratic Alliance Party

The Hon. Bady, Bady Twalib, M.P.

M.P for Jomvu Constituency

Orange Democratic Movement Party

Hon. Abdul Rahim Dawood, M.P.

M.P for North Imenti Constituency

Independent

Hon. Elsie Muhanda, M.P.

M.P for Kakamega County

Orange Democratic Movement Party

Hon. Chege John Kiragu, M.P.

M.P for Limuru Constituency

United Democratic Alliance Party

Hon. Husseinweytan Mohamed, M.P.

M.P for Mandera East Constituency

Orange Democratic Movement Party

Hon. Komingoi Kibet Kirui, M.P.

M.P for Bureti Constituency

United Democratic Alliance Party

Hon. Jhanda Zaheer, M.P

M.P for Nyaribari Chache Constituency

United Democratic Alliance Party

1.3 Committee Secretariat

5. The Committee is facilitated by the following secretariat:

Head of Secretariat
Ms. Tracy Chebet Koskei
Senior Clerk Assistant

Mr. Abdinasir Y. Moge
Fiscal Analyst

Mr. Mohamednur M. Abdullahi
Clerk Assistant

Ms. Clare Chopper Doye
Clerk Assistant

Mr. Erick Kariuki
Research Officer

Ms. Faith Makena
Senior Serjeant-at-Arms

Mr. Edwin Sidinga
Legal Counsel

Ms. Rinha Saineye
Media Relations Officer

Mr. Danton Kimutai
Audio Officer

1.4 Expected outcomes of the meeting

6. The two-day meeting of the African network of road safety legislators was attended by several stakeholders including; Members of Parliament (MPs) from Kenya and Senegal, The Ugandan legislators under the Parliamentary Forum on Road Safety (PAFROS), road safety specialists, members of Civil Society Organizations (CSOs), World Health Organization (WHO) representatives, World Bank, African Union Commission (AUC), delegates from Ugandan ministries, and members of the fourth estate.

7. Specifically the meeting aimed to:

- 1) Identify action needed from member states that have not yet **ratified the African Road Safety Charter**, and discuss progress and challenges for those countries that have ratified the charter.
- 2) Identify action needed from member states that have not yet acceded to the UN Transport Conventions.
- 3) Agree on a three-year road map for African legislators prioritizing the following areas of road safety legislation; including resource mapping leading to the accession to the AU Road Safety Charter by 15 countries within an agreed timeline and the accession to the UN Road Safety Conventions for a target number of countries within an agreed timeline
- 4) Explore means of reducing road accidents in Africa by recognizing that although Africa is the least motorized with 2.3% of global vehicles, it has the highest number of accidents at 26.6/100,000 compared to other continents at 8/100,000.

- 5) Road Safety Funding
- 6) Promotion of credible road safety data

1.5 Composition of the Delegation

8. The delegation from the National Assembly comprised three (3) Members, two (2) Members were from the Departmental Committee on Transport and Infrastructure and one Member from Regional Integration Committee. The delegation comprised :
 - 1) Hon. Elsie Muhanda, M.P.- **Leader of delegation**
 - 2) Hon. Arama Samuel, M.P
 - 3) Hon. Danson Mwashako, M.P
 - 4) Eric Kariuki Gachoki, Research Officer/ Delegation secretary

1.6 Acknowledgement

The delegation wishes to extend its appreciation to the Office of the Speaker and the Clerk of the National Assembly for facilitation of the travel to attend the annual meeting of The African Network of Road Safety Legislators.

Further, the delegation is grateful to Ugandan Legislators under the Parliamentary Forum on Road Safety (PAFROS) for organizing the important forum. The delegation is also grateful to the following organizations: World Health Organization (WHO), World Bank, and African Union Commission (AUC).

The delegation extends its gratitude to the legislators who participated in the forum for electing *Hon. Elsie Muhanda*, M.P as the Acting network Secretary General.

On behalf of the Members of the delegation, we beg to table this report to the house pursuant to Standing Order 199.

Hon. GK George Kariuki, MP
Chairperson, Departmental Committee on Transport and Infrastructure

2.0 SUMMARY OF PRESENTATIONS

2.1 Welcome Remarks by the Chairperson, Parliamentary Forum on Road Safety (PAFROS) - Hon. Alex Ruhunda

9. Hon. Ruhunda welcomed and appreciated all delegates for honouring their invitations by attending the forum whose theme was on Legislation and Road Safety. He informed the meeting that the Global Network for Road Safety Legislators was established in December 2016, to unite the voices of parliamentarians globally to address road traffic deaths and injuries.
10. He stated that according to statistics, Uganda losses approximately between UGX Shs 4.4- Shs 5 trillion in road accidents yearly which is about 5% of the country's gross domestic product (GDP). In addition, the country annually, losses close to 3000 people, mostly of productive age, and yet no one seems bothered.
11. He pointed out that the desire to make a contribution to address the problem of road crashes in Uganda is what was forcing legislators into action. He committed to continue talking, fighting, and mobilizing resources for this particular cause.
12. He concluded his remarks by beseeching that the meeting builds up the cross-country, cross-continent effort in interrogating why the continent (Africa) which has fewer vehicles compared to other continents loses the highest number of people, and come up with lasting solutions.

2.2 Minister of State for Health in charge of General Duties: Hon. Anifa Kawooya Bangirana

13. Hon. Kawooya was represented by the Commissioner of Health Services, Emergency Medical Services, Ministry of Health: Dr. Waniaye John Baptist.
14. Dr. Baptist said the Ministry of Health (MOH) is responsible for the 5th Pillar of road safety which is negatively impacted by Pillar 1 – 4 inactions. These pillars include; road safety management, safer vehicles, safer road users, post-crash response, and safer driving environments.
15. She noted that although Africa is the least motorized with 2.3% of global vehicles, it has the highest number of accidents at 26.6 per 100,000 compared to other continents at 8 per 100,000. She said globally, road traffic injuries are currently the 8th leading cause of death for all ages, and the leading cause of death for children and young adults aged 5-29 years. She observed that it was unfortunate that these deaths were projected to increase by 80% over the next 20 years and hence becoming the second leading cause of death in the global burden of disease ranking.

16. She stated that in 2021, Uganda lost over 4,500 people in road crashes according to the traffic and road safety report 2021. While in the festival season of December 2022 to January 2023, 500 people died.
17. She stated that the challenges impeding their efforts in reducing road carnages in Uganda includes; poor adherence to road safety rules and regulations, poor road user behavior, inadequate and under-trained paramedic teams and post-trauma rehabilitation centre systems are missing, and there is need to establish one at least at each regional hospital. She stated that the following Short term actions are if implemented are necessary in reducing road accidents:
- 1) Police to enforce adherence to traffic rules and regulations on road safety;
 - 2) Create a bond for motorcycles;
 - 3) Test drivers for drugs and alcohol. Mandatory alcohol concentration levels using breathalyzers;
 - 4) Sensitize public on use of crash helmets- engage boda bodas;
 - 5) Champions to go on TV/radios and sensitize the public;
 - 6) Deployment of police, MOH, and URCS ambulances with shared location and access lists;
 - 7) Communication system – toll-free numbers. Linkage to URCS and Police. To add more toll-free numbers at least for each region;
 - 8) Develop policy guidelines for the deployment of ambulances for road safety;
 - 9) Improve data systems for road traffic injuries; and
 - 10) Consider paramilitary training led by MOH

2.3 Keynote address by the Minister of State for Works and Transport, Hon. Fred Byamukama (MP)

18. Hon. Byamukama was represented by the Director of Transport at the Ministry, Mr. Benon Kajuna. He expounded that the meeting gave actors a profound opportunity and hope to discuss, share experiences, and also come up with solutions that will address road safety needs to complement those of the rest of the world which has committed to the UN's 2nd decade of Action for Road Safety, 2021-2030. This decade of action has an ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030.
19. Hon. Byamukama appreciated the African Union Commission, United Nations Economic Commission for Africa, Sub-Saharan African Transport Policy Programme, and all the Regional Economic Communities and Corridor Authorities that have been at the forefront of designing specific Africa Road Safety interventions.

20. Mentioning on the theme: “Legislators and Road Safety”, he noted that legislators play a pivotal role in the fight against road carnage. He explained that besides making laws, legislators should take on a much active role in sensitizing communities especially rural ones on matters of road safety, because they are least considered in terms of road safety knowledge. He challenged the law makers on four critical aspects that they should pay attention to, and these are;
- (a) Road Safety Funding
 - (b) Promotion of credible road safety data
 - (c) Enacting the right and harmonized laws on road safety; And
 - (d) Political commitment.
21. He said as legislators, they need to mobilize resources to finance road safety. He further said that they are aware of the so many competing needs and priorities at national level. However, there is need to make leverage and ensure adequate funding for road safety in line with international protocols.
22. He said the more legislators come on board, the bigger the critical mass to push for the road safety agenda in the national assemblies. He reminded participants that unlike other major health epidemics such as malaria and HIV, the road sector is poorly funded especially in Uganda.
23. He emphasized that data is very vital in identifying critical areas of evidence-based interventions, noting that as a continent, many countries need to improve in the area of data collection, data integration, data validity, and under reporting. He applauded the continental program- the African Road Safety Observatory that aims at addressing the gaps, harmonizing data collection tools, reporting, and rating the road safety situation on the continent for the work they are doing.
24. Hon. Byamukama stated that legislators, should support data collection tools and ensure as Africa, there is improvement on the road crash data rating according to WHO. He explained that this will support research to inform new policies, new laws, new regulations, and new systems especially with advancement in new technology.
25. Referring to a continental workshop held in Johannesburg, South Africa by the African Union (AU) with support from the European Union (EU) mid-April 2023 to consider the Tripartite Transit Transport Facilitation Programme(TTTFP) instruments. He expounded that these instruments developed under the framework of three Regional Economic Communities of East African Community (EAC), The Common Market for Eastern and Southern Africa (COMESA), and The Southern African Development Community (SADC), go a long way in addressing the gaps in road transport regulation and road safety management.
26. Furthermore, he acknowledged that whereas having harmonized laws, regulations, and standards facilitates regional integration, it also supports adoption of best practices that lead to improving Africa’s road safety situation.

27. Further still, he stated that to achieve a substantial improvement at global, continental, and national levels, there is need for strong political commitment to road safety in passing effective road safety policies and laws, and allocating budget support.
28. He stated that despite the road safety challenges Uganda was facing, there are however some successes achieved. These are;
- 1) Ratification/Accession to the United Nations Conventions and Agreements on Road Traffic and the African Road Safety. On 13th December 2021, Cabinet of the Government of Uganda approved the accession of the United Nations Road Traffic Conventions/Agreements and the African Road Safety Charter.
 - 2) On 23rd August 2022, Instruments of Accession of the United Nations Conventions and Agreement on Road Traffic were deposited at the UN headquarters in New York, while the Instruments of Ratification of African Road Safety Charter were deposited on the 23rd September, 2022 at the African Union headquarters in Addis Ababa, Ethiopia.
 - 3) In May 2020, President Museveni assented to the Traffic and Road Safety Act 1998 (Amendment) 2020 Act. The Act aims at strengthening the legal framework and improving road safety management in the country.
 - 4) Also, government in consultation with road safety stakeholders developed a National Road Safety Action Plan for 5 years (2021-2026). The Action Plan was launched in October 2022 and sets out actionable interventions aimed at reducing road crash fatalities and serious injuries by 25% by the year 2026. The plan is aligned with the Global Plan of Action on Road Safety for the period 2021-2030.
29. He concluded his keynote speech by thanking PAFROS, WHO, the African Union Commission, and all key stakeholders who made a contribution in organizing the meeting, which he acknowledged was very successful.

2.4 World Health Organisation Representative: Dr. Yonas Tegegn WoldeMariam

30. Dr. Yonas started by saying he was honored to be part of the meeting, and shared greetings and congratulations from the WHO Director General, Dr. Tedros Adhanom Ghebreyesus, and the Regional Director of WHO Africa Region, Dr. Matshidiso Rebecca Moeti to the Right Hon. Deputy Speaker, Thomas Tayebwa, and the Parliament of Uganda for organizing this annual meeting of legislators.
31. He revealed that according to WHO Global status report on road safety of 2018, road traffic injuries claim 1.25 million lives annually. It is the leading cause of death among people aged 15-29 years globally. Furthermore, every year, up to 50 million people suffer non-fatal injuries leading to disability and reduced productivity. Road traffic accidents cost up to 5% of the GDP of Africa and other low-and-middle income countries (LMICs). Every year, road crashes cost 60b-100b US dollars, more than the annual development aid received by LMICs.

32. Dr. Yonas further showed that Africa has the highest estimated road traffic deaths of 26.6 per 100,000 population while it has less than 3% of the world's registered vehicles. He mentioned that the death rate for Uganda is about 27.4 per 100,000 population which is higher than both the global and regional averages. And pedestrians are the most affected road users accounting for 39% of the road crash deaths in Africa and 40% in Uganda.
33. He acknowledged that road safety is a public health and economic issue in Africa! Hence the continent needs a safe system approach to road safety. He expounded that the safe system approach to road safety aims to ensure a safe transport system for all road users. He explained that the cornerstones of the safe system approach are safe roads and roadsides, safe speeds, safe vehicles, and safe road users, all of which must be addressed to eliminate fatal crashes and reduce death and serious injuries.
34. He shared some of the factors affecting the outcome of road traffic deaths and injuries namely; **Speed:** Dr. Yonas stated that the death risk of pedestrians hit by a car rises 4.5 times when the speed increases from 50km/h to 65 km/h. **Drink-driving:** He explained that blood alcohol level greater than 0.04 grams per litre increases the risk of a road traffic crash significantly. **Correct helmet** use can reduce the risk of fatal injuries by 42% and head injuries by 69%, and use of child restraints can reduce deaths by 60%.
35. He emphasized the need for strong legislation and sustained enforcement of the safe system, acknowledging that these measures can save lives. He recognized that in most African countries, enforcement of key road safety laws is weak, and Uganda in particular, the enforcement rate is below 38%, limiting the ability of legislation to reduce road traffic deaths and injuries.
36. Dr. Yonas, observed that road traffic death data are grossly underreported in the region, with estimated figures almost 4 times higher than the official figures. He said to bend the road traffic crash curve, Africa needs to address all the road safety pillars.
37. He congratulated the government of Uganda for creating a conducive regulatory framework that is aligned to the global guidance for road safety. He was hopeful that if adequate investment are made for the planned interventions, Uganda will progress towards the sustainable development goal (SDG) target 3.6 on reducing road crash mortality and injuries to 50% by 2030. He observed that road safety is a development issue that requires adequate investment.
38. Dr. Yonas affirmed that WHO is committed to support member states to create, monitor, and evaluate effectiveness of road safety laws and regulations. In 2017, WHO released Save LIVES, a road safety technical package with measures for reducing road traffic deaths and injuries. The global status reports are the official tool for monitoring progress in implementation of the Global Action Plan for the Decade of Action Road Safety 2021-2030.

39. He said members of the general public play an important role in contributing toward the reduction of road carnages by obeying and following road safety regulations. He said everyone knows what works, and that WHO is ready to support government in what works. Dr. Yonas emphasized that road traffic injuries can be controlled by a multi-sectoral, state, non-state, and community investment and action for road safety.
40. He concluded his remarks by thanking the funders, organizers, participants, and the media for making the meeting a success, and wished participants a fruitful deliberation.

2.5 Chairman of the Uganda Parliamentary Committee on Infrastructure: Hon. Robert Kasolo

41. Hon. Kasolo stated that he was delighted that the meeting was convened because of a noble cause about the prevention of deaths on roads. He noted that it is very expensive treating road accident victims, observing that many families have been left poor by selling everything they had to treat family members involved in nasty accidents, and critically injured.
42. He said as MPs, they needed to work together to address the issues of road carnages squarely. He commended WHO, World Bank, and other partners who made it possible for the meeting to take place. He said there was need for more frequent meetings, and more counterparts from other East African countries especially Kenya, Tanzania, and Rwanda should be brought on board since they share some roads with Uganda.
43. Hon. Kasolo stated that though government has tried to improve roads, accidents are happening, because people don't know how to interpret the road signs. He concluded by saying there was need to conduct research and find out why construction of better roads is contributing to more accidents.

2.6 Guest Speaker- Deputy Speaker of Parliament: Hon. Thomas Tayebwa

44. Hon. Tayebwas before giving his remarks, asked all participants to stand up, and observe a moment of silence for the slain Minister for Labour, Employment and Industrial relations, Col (rtd) Charles Okello Engola, who was shot dead by his bodyguard. He then welcomed all participants in their respective capacities.
45. Hon. Tayebwa stated that in Uganda, road transport accounts for over 90% of cargo freight and passenger movement, and is a principal driver of economic growth and social development. The transport sector's contribution to total gross domestic product (GDP) was estimated at 8.1% in the financial year 2019/20. The third National Development Plan III (NDP-III) recognizes infrastructure as one of the development fundamentals required to reach the middle-income status target by 2040.
46. He noted that despite the significant investment in the transport sector, Uganda continues to face a concerning rise in road traffic crashes. The percentage of road crash

fatalities and injuries in the economically productive age groups (15-64 years) in Uganda is as high as 61%¹.

47. He said this situation causes a major public health concern and a limitation to the economic growth of the country. It is estimated that the fatalities and serious injuries in 2016 represented a cost of 2,436 million USD, equivalent to 10.1% of the country's GDP^{Error! Bookmark not defined.}.
48. He explained that the objective of the meeting was to align legislative actions for the African Network of Road Safety Legislators in supporting the second decade of Action for Road Safety 2021-2030 (DoA), which targets the reduction of road traffic deaths by 50% by 2030 and support the achievement of safer, efficient and sustainable transport through:
- 1) Advocating for full ratification and implementation of the African road safety charter whose main objectives are;
 - a. To serve as a policy framework for road safety improvement in Africa.
 - b. To serve as an advocacy tool and instrument for road safety improvement on the continent (Africa) aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.
 - 2) Adopting mechanisms at legislator's disposal to hold themselves and their governments accountable to deliver on the SDGs, DoA, and the African Road Safety Charter.
49. He stated that activities held over the two-day conference will enhance and escalate concerted road safety efforts in Africa targeting regional road safety policy and ensuring the continued alignment of the road safety action plans in the African region to the International and Regional targets over a period of 5 years (2023-2028), as well as the commitment to implement these action plans.
50. He hoped that during the two days meeting, the outcomes mentioned below would be achieved.
- 1) Identify action needed from member states that have not yet ratified the African Road Safety Charter, and discuss progress and challenges for those countries that have ratified the charter.
 - 2) Identify action needed from member states that have not yet acceded to the UN Transport Conventions.
 - 3) Agree on a three-year road map for African legislators prioritizing the following areas of road safety legislation; including resource mapping leading to the accession to the AU Road Safety Charter by 15 countries within an agreed timeline and the accession to the UN Road Safety Conventions for a target number of countries within an agreed timeline.

¹ Global Road Safety Facility 2022 - <https://www.roadsafetyfacility.org/country/uganda>

51. He urged legislators to use their powers to push for increased budgetary allocation for road safety prevention measures. He called for attention regarding water transport accidents in Uganda's water bodies, which he revealed are on the increase, and asked the maritime experts to look into this issue.
52. He applauded and thanked the Hon. Members of the African Network of Road Safety Legislators, MPs under PAFROS, the international and national partners, and all government MDAs that have supported the country's efforts to improve road safety. He also commended CSOs for the contribution they are making by building the CSO information base, and making efforts in training the media in road safety reporting, acknowledging that he has seen improvements in reporting about road safety.
53. He concluded his annotations with a call for full participation and commitment not only during the meeting but over the next decade to meet the target set for ourselves through Sustainable Development Goal 3.6 as well as the United Nations Decade of Action for Road Safety.

2.7 African Regional Organization for Standardization

54. The presentation was made by Yonas Bekele, on behalf of the African Regional Organization for Standardisation (ARSO). Giving a historical background, Bekele showed that road casualties is a major burden to Africans. He stated that the continent has only 2% of the world's vehicles but faces 16% of road fatalities. The continent loses 3% of its GDP, as more than 296, 000 lives disappear forever each year. And without immediate action taken, this increase will probably continue as the number of vehicles and urbanization rise.
55. He said the charter is an important instrument for African states in their on-going efforts to fight against the increasing rate of road traffic crashes. The charter was adopted by the 26th ordinary session of the AU Assembly, held in Addis Ababa, Ethiopia, on January 31st 2016. Bekele said the charter has two main objectives which are;
 - 1) To serve as a policy framework for Road Safety improvement in Africa.
 - 2) To serve as an advocacy tool and instrument for Road Safety improvement on the continent aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes. Relatedly, the Charter also has specific objectives which are as follows:
 - Facilitate the formulation of comprehensive Road Safety policies at the country level;
 - Speed-up implementation of national, regional, and continental road safety programs;
 - Contribute to the coordination of road safety activities on the Continent;
 - Promote better coordination of development partners in the road safety area.
 - Enhance private sector, CSOs, and NGOs participation in road safety issues;

- Promote the harmonization of the collection, treatment, and dissemination of road safety data.

56. He explained that the charter also has numerous elements which look at things like; general provisions, objectives and principles, road safety management, safer road and mobility, financing, monitoring and evaluation, and final provisions. The charter has 31 articles under different chapters, some of the articles include.
57. Creation of road safety lead agencies, road safety strategies, road safety data management system, road safety collaboration, functional classifications, construction traffic management, road safety inspection, road safety audit, safer vehicle, post-crash care to mention, but few.
58. Giving the state of governance structure and legal instruments, Bekele noted that pending final approval of the proposed by-laws by Legal Affairs of AU Assembly of the Heads of States and Government, ARSO is now integrated into the African Union Commission under transitional arrangements at the Department of Infrastructure and Energy (DIE).
59. He also revealed that road safety lead agency leaders from Morocco, Nigeria, Kenya, Benin, Cameroon, Uganda, and South Africa are part of the Transitional Steering Committee (TSC).
60. According to Africa Transport Policy Program (SSAPT), as of February 2023, 11 African states had signed and deposited the protocol with the African Union Commission (AUC). These are; Benin, Cameroon, Eswatini, Ethiopia, Mali, Morocco, Namibia, Nigeria, Niger, Togo, and Uganda. The Charter is yet to receive the 15 ratifications required to enter into force, and this is delaying the realization of its specific goals and objectives.
61. According to Bekele's presentation, 21 countries are signatories, 11 have ratified, 11 have deposited, and 30 are no signatories to the charter.
62. Mr. Bekele appealed for ratification of the African Road Safety Charter for purposes of...
 - Implementation of road safety charter provisions;
 - For the fully establishment and operationalization of the African Road Safety Observatory;
 - To trigger a global movement for the improvement of road safety across the continent;
 - To provide a framework for mutual assistance among AU Member States;
 - More importantly, to synergize efforts towards the global target to reduce by at least 50% of road deaths and serious injuries by 2030.
63. Explaining the need for a regional road safety observatory body, Mr Bekele pointed out that it plays a critical role as a policy forum, and knowledge centre, and is crucial in

setting and monitoring regional road safety targets, solutions tailored to each sub-region are needed, putting into consideration different traffic patterns, different cultures, and demographic diversity.

64. He also said there was need for a better and harmonized regional data, ARSO was established in 2018/19, and conceptualized as a regional platform for data exchange, learning and data standardization. It aims to help countries to monitor regional road safety performance. African Union Commission (AUC-DIE) led the initiative with development partners' support.

3.0 HIGHLIGHTS OF PANEL DISCUSSIONS

3.1 Panel 1 Discussion: Initiatives; success cases, lessons learnt and challenges

Session Chair: Rachel Nganwa

65. Ms. Sarah Opendi (Tororo District Woman Member of Parliament, and State Minister for Mineral Development); Hon. Danson Mwashako Mwakuwona (Member of Parliament for Wundanyi Constituency- in Kenya); Hon. Marie Saw N'Diaye (Member of Parliament-Senegal) Mr. Katushabe Winstone (Commissioner, Transport Regulation and Safety, Ministry of Works and Transport); Ms. Maria N. Nkalubo (Principal Operations Officer, Emergency Medical Services, Ministry of Health) Commissioner of Police Mr. Lawrence Niwabiine (Acting Director Traffic and Road Safety)

3.1.1 Kenyan perspective on road safety- Hon. Danson Mwashako Mwakuwona

66. Giving a perspective on Kenya's road safety situation, Hon. Mwashako said as a country, they have had challenges as well as successes. He revealed that 10 years ago, Kenya amended the Transport Act, and through the Act, the country has seen tremendous progress.
67. In 2012, Kenya amended an Act of Parliament to provide for the establishment of the National Transport and Safety Authority; to provide for the powers and functions of the authority, and for connected purposes.
68. He said since then, a lot of attempts have been made to see improvement in the sector. He pointed out that the road sector is the second best funded after the health sector. However, 90% of the road budget goes into road construction, and little goes into safety campaigns.
69. He said the government is trying to audit black spots in the country, improve lighting on the roads, bumps, and cameras have also been installed on different roads across the country to improve supervision, monitor over-speeding, and overtaking, and help in tracking reckless drivers on the roads.
70. The country is also creating awareness on the importance of wearing seatbelts including in public service vehicles (PSVs). Hon. Mwashako pointed out that through awareness creation, Kenyans including students are embracing the culture of wearing seatbelts,

thus contributing to a reduction in road carnages. He also stated that the budget and transport committee have plans of enhancing the road safety budget to invest more in road safety campaigns.

71. However, he also acknowledged that though they have laws that guarantee safety, the problem is enforcement. He admitted that Kenya faces almost similar challenges as Uganda.
72. The country still loses many people in road crashes related offenses, which he admitted most of them are as a result of human error like drunk driving, over speeding and overtaking among others.
73. He revealed that in 2022, Kenya lost 4,600 people in road accidents. He also said corruption is a big challenge in enforcing traffic rules, because some traffic officers are compromised along the way, and don't punish traffic offenders.
74. Lastly, he acknowledged that though the *bodaboda* sub-sector is the fastest growing in Kenya, it is also a menace. Young people including students are running to join the *boda boda* business without accreditation, and are causing lots of accidents. He says Parliament is putting strategies in place to reorganize and regulate this sub-sector (*bodabodas*).
75. Hon. Mwashako said CSOs, and the media cannot be left behind in this cause, adding that they are a very important segment of the society. Giving an example of a safe driving media campaign that was run on one of the country's major station where they would name and shame bad road users, he said it was a very successful and effective way of promoting road safety.
76. He said the media can come up with more creative ways to bring to the attention of authorities those that violate traffic laws. He further noted there is a need for frequent dialogues with CSOs to improve road safety on the continent. Apart from CSOs, Hon. Mwashako said MPs should also work with other bodies such as churches since they have a wider reach for people.
77. Meanwhile, he revealed that Kenya has not yet ratified the African Road Safety Charter and that the Kenyan Parliament does not have a forum on road safety. He pledged to push for the establishment of a road safety forum like PAFROS. He also pledged to work with other Kenyan MPs to push for the ratification of the above-mentioned charter.

3.1.2 Senegal's Perspective: Hon. Marie Saw N'Diaye

78. Hon Marie called upon different African states to ratify the African Road Safety Charter to put an end to these deaths. She explained that the charter has objectives of not only legal frameworks but also targets aimed at improving sensitization in Africa.

79. Hon. Marie said the Charter will help the continent to put implementation of this charter into place. She added that the charter should help us at the continental level to improve financing ARSO, so that the continent can work with World Bank (WB) and other organizations like UK foreign aid to put in place solutions to protect people on our roads.
80. She said the measures set in the charter play a critical role as instruments of strengthening Road safety in Africa. She noted that though Senegal took time to ratify the African Charter, they have started making processes of finishing the ratification process to have a complete set of instructions, and they hope to ratify the charter by the end of this year (2023).
81. She said she believes what they have started will put measures into place towards addressing Road Safety challenges in Senegal. Marie said most African countries face the same challenges, because of almost the same realities.
82. She appreciated the role of the African Network of road safety legislators, noting that as legislators, they should strengthen their collaboration, and efforts in addressing the challenge of road carnages in Africa. She said as MPs, they are going to intensify lobbying and advocacy in the fight against road accidents in Senegal. She asked the CSO, and the media to support them by being part of the initiatives being put in place by different players to reduce road accidents on the continent. She said the media plays a critical role in informing everyone about measures in place on proper road usage and should support Parliaments through advocacy and information sharing.

3.1.3 Commissioner Transport Regulation and Safety-Katushabe Winstone

Challenges faced by the Ministry of Works and how they can be supported

83. Mr. Katushabe said the challenges the ministry faces cut across. These include; limited funding, gaps in some of the laws, and a limited number of enforcement officers. He said there are only 1500 enforcement officers in the entire country, and this affects the execution of road safety-related activities. On the issue of limited funding, he explained that without adequate funding, the maintenance of road networks in the country becomes difficult, and this has a bearing on road safety. It should be recalled that in financial year 2023/2024, the budget committee of Parliament allocated only Shs900m for road safety activities, but was later increased to Shs3b out of the projected 6b following deputy speaker- Thomas Tayebwa's intervention.
84. Speed is another challenge. He said according to statistics, 75% of road crashes are a result of speed. He revealed the ministry is working with partners in line with Global Road Sector Action Plan to reduce it to 30km/hr. He said even if humps are put on roads, they may not be the best solution, adding that humps may not manage some vehicles, so when speed is reduced, in the event of an accident, the cars/people may not be so badly affected.

85. He revealed that they are working on an intelligence public transport monitoring system. He explained that it monitors every driver on the road, and every time someone misbehaves, it has maximum points that will be deducted, and once points reduce, one will be issued a ticket and this will help to deal with traffic offenders.
86. He said when funding was available, they want to engage Parliamentarians in road safety campaigns so that they become ambassadors in their constituencies. They also target working with the forum of Permanent Secretaries, transport officers, and government drivers. He said that he believes with such engagements, something good will come out of it. Referring to the enforcement of motor vehicle compliance, he said the measure is collecting more revenue for the country, adding that if the intelligence public transport monitoring system is well effected, it could be a source of revenue for the country, as it seeks to instill discipline among road users, and in turn, reduce on the number of people the country loses every year to road carnages.

3.14 Ministry of Health-Maria N. Nkalubo

Principal Operations Officer, Emergency Medical Services

87. Ms. Nkalubo appreciated the enormous support they received from Parliament when the ministry needed to pass the National Emergency Medical Services (EMS) Policy. She said due to their support, the policy was passed within record time, and it has informed the development of strategic plans that have helped in the implementation activities, adding that in the medium term, they hope to achieve the policy's objectives.
88. EMS is a system that provides emergency medical care. The Ministry of Health has developed this policy to guide pre-hospital care, emergency communication and dispatch systems, acute critical care in hospitals, and health response during disasters and mass gatherings. Ms. Nkalubo said through the emergency policy, they were able to draw standards for the national norms and standards for ambulance vehicles, and the ministry needs much more support from legislators for guidance on a minimum 100/1000 population so that they can have a standard response in case of road traffic incidents(RTI).
89. Ms. Nkalubo asked the members of Parliament to embrace and pass the Good Samaritan Law to make the post-crash response complete. Good Samaritan laws offer legal protection to people who give reasonable assistance to those who are, or whom they believe to be injured, ill, in danger. Ms. Nkalubo revealed that quite a number of road carnage victims are abandoned on the road because people fear helping out in case something happens to the victims.
90. She said most developed and middle-income countries have the Good Samaritan laws. Some of the countries with Good Samaritan laws include; Finland, China, Australia, Germany, Canada and Ireland.

91. She noted that though the EMS policy is in place, she called upon the legislators to enact and pass the EMS Act into law so that different actors can move faster in implementing these regulations.
92. Lastly, she said it is important to translate these acts into local languages so that local people understand what they mean, and what do to, adding that the ministry is already taking some concrete efforts to translate such acts.

3.1.5 Challenges in enforcing road safety activities: Mr Lawrence Niwabiine- Acting Director Traffic and Road Safety:

93. Mr Niwabiine said one of the challenges the Directorate of Traffic and Road Safety faces is an under-developed data unit. He said enforcement is data-driven, but the data unit they built to collect, analyze, and store information is not well developed and may give variations in data, which may be unreliable. He said this is an area that needs to be looked into in order to improve enforcement.
94. Secondly, Mr Niwabiine was concerned that Africa is a dumping ground for used vehicles, which he revealed is a challenge to have an inspection exercise and reverse the defects these used cars have had on the country. He said there is need for automation of the inspection centers, which he pointed out is quite essential for road safety.
95. Thirdly, he said that creating awareness around issues of road safety is key, but it should be guided by technical knowledge. Sensitization of the people on reasons they should fasten their seatbelts, and why the driving limit must be 100 km/h (62 mph) on highways, giving them facts on all these road safety measures, and that is when the information can sink into their minds, and we can begin to see change in behavior.
96. Mr Niwabiine also wondered how they can convince women to wear crash helmets, noting that many say they don't want to spoil their hair, or hide their faces, yet they are the majority of road accident victims.
97. He also called upon different actors to monitor and evaluate the traffic police's activities and give reports, adding that police cannot enforce, monitor, and evaluate their own activities, they need a third eye. Niwabiine also requested relevant stakeholders to carry out research and find out who is dying the most on our roads, is it the cyclists? Riders, pedestrians, men or women, girls or boys, the elderly or younger people?
98. He asked those who are designing education strategies to target the most vulnerable, adding that messages on television, and radio must be data-driven. Lastly, Niwabiine recognized that resources are scarce, yet scattered, which makes it very difficult to do their work on enforcing traffic laws. He said resource mobilization focused on road safety activities is very paramount. He thanked MPs for their interest and support in ensuring road crashes in Uganda are reduced drastically.

4.0 PRESENTATIONS:

4.1 The importance of Legislation in Road Safety Management

Transport specialist at World Bank, Global Road Safety Facility (GRSF): Mohammad Arif Uddin

99. In his presentation, Mohammad pointed out that legislation plays a foundational role in the road safety management system. Legislation refers to the legal instruments necessary for safety governance purposes to specify the legitimate bounds of institutions, in terms of their responsibilities, accountabilities, interventions and related institutional management functions to achieve the desired results focus. This in turn specifies compliance boundaries for all road users, vehicles and operators.
100. He however added that legislation alone is not adequate, and therefore, it must be complied with. He explained that institutional compliance is achieved through a variety of accountability mechanisms, adding that compliance with safety interventions is achieved using a combination of education, enforcement and incentives.
101. He said it is important to educate road users about their legal responsibilities, adding that it is one of the important steps in addressing the problem of road carnages. On the other hand, he also noted that enforcement follows when reasonable levels of compliance are achieved, and incentives can offer ways to reduce compliance costs.
102. Explaining what it takes to create road safety legislation, Mohammad said the legislation is demanding of parliamentary resources, adding that road safety legislation should be based on science, efficiency, and public acceptability. He told lawmakers that in case they have any queries on whether any road safety interventions will work for them, or not, they can consult World Bank, adding that the bank has advised many countries on their road safety laws.
103. He expounded that modern road safety legislation sets safety requirements, with details addressed in regulations and rules, allowing for easy amendment. He also stated that legislation is a dynamic process that can become outdated, and therefore, it should be periodically reviewed and consolidated to remain relevant.
104. On the role of parliamentarians on road safety, Mohammad said legislators' role involves creating road safety legislation where it doesn't exist, demanding for road safety agencies to deliver as per the mandate entrusted to them, and ensure countries sign and rectify regional road safety charters. Currently, only 11 countries have rectified the African Road Safety Charter, including Uganda.
105. About road safety management, Mohammad said it needs a systematic and planned approach. He explained that Safety is produced just like other goods and services, adding that it is a 'production process' and needs an effective road safety management system.

106. On the other hand, Mohammad gave an overview about GRSF. He said it is a global multi-donor fund hosted by the World Bank since 2006. Its mission is to help governments develop road safety management capacity and scale up road safety delivery in low- and middle-income countries. Since its inception, the GRSF has received total donations of \$80 million. He said GRSF work has expanded to 87 countries. It provides funding, knowledge, and technical assistance designed to scale-up the efforts of LMICs to build their scientific, technological, and managerial and delivery capacities for road safety.
107. In a similar way, he also gave an overview of the Africa Transport Policy Program (SSATP). He said it is an international partnership that aims to facilitate policy development and related capacity building in the transport sector in Africa. Hosted by the World Bank since 1987, it is a multi-donor trust fund. Since its inception, SSATP has expanded to encompass 42 member countries across all of Africa. SSATP is implementing its Fourth Development Plan (DP4, spanning 2022-2026) focused on decarbonizing and digitalizing transport in Africa through an emphasis on regional integration, urban mobility and road safety interventions. Supporting African Road Safety Observatories (ARSO), a regional platform aims to help member countries monitor regional road safety performance, including legislation as a key performance indicator.
108. He concluded his presentation by urging legislators to be advocates in the road safety journey to ensure there is a reduction in the number of people the continent loses due to road carnages.

4.2 Using evidence-based legislation and risk factors for road traffic crashes;

Makerere University College of Health Sciences School of Public Health (MakSPH): Bonny Enoch Balugaba

109. Giving a perspective from academia, Balugaba said globally, more than 1.35M lives are lost every year due to RTIs, and three people die per minute. More than 13% of these crashes occur in Low Income Countries (LICs), yet they have just 1% of the world's registered vehicles. He noted that RTIs are the leading cause of death for children and young adults (5-29 years).
110. According to the Global status report on road safety 2018, more than half the RTI related deaths are among VRUs. The African region has the highest road traffic related death rate in the world. More than 650 people die every day on African roads, 39% of these are pedestrians.
111. On the issue of mobility in Africa, he explained that many countries in Africa lack mass transit systems, and communities have resorted and innovated to come up with quick fixes to this problem such as commercial motorcycles (*boda boda, and okada*), 14-seater mini vans, taxis and *dala dala*.

112. He however noted that these are not without challenges such as overloading, carrying more than one passenger etc. He explained that other countries have moved, and have better public transport systems such as buses, trams, and commuter trains that carry more people compared to private cars, and are generally more affordable.

113. He added that they reduce exposure to crashes and are a key avenue to improve safety, as stressed in SDG target 11.2. This target looks at providing access to safe, affordable, accessible and sustainable transport system for all, and improving road safety by 2030.ust like Hon. Kawooya, Balugaba also talked about the five pillars in road safety which include;

- a) Road safety management
- b) Safer vehicles
- c) Safer road users
- d) Post-crash response
- e) Safer driving environments.

114. Balugaba said legislators have the power to influence laws that play a critical role in influencing these pillars. He said MPs can put serious penalties for Ugandans who for instance use phones while driving, and those who over speed, noting that when people pay heavy fines out of pocket once, they likely won't repeat the same behavior.

115. On the issue of speed, he revealed that for every 1% increase in average speed, the risk of a fatal crash increases by 4%, and the risk of a serious crash increases by 3%. He said as the academia, they are advocating for a reduction in speed including in urban centres to 30 km/hr, adding that decreasing speed by 5% results in 30% reduction of fatalities.

116. He also emphasized the need for helmet use among motorists and their passengers, noting that with correct helmet use, there is 42% reduction in the risk of fatal injuries, 69% reduction in the risk of head injuries, and more than 10% increase in the number of 2 & 3 wheelers, 70% of the vehicle fleet in some countries.

4.3 Advocacy for vehicle standards in Uganda:

Director, Hope For Victims of Traffic Accidents (HOVITA): Sam Bamba

117. In his introduction, Bamba said vehicle standards regulations are designed to improve road safety, reduce the risk of occupant injury and death, and therein improve the utility, or benefit, or motorized road transport. He asked participants how safe their cars are. He said active safety features such as ABS, airbags, seatbelts can help prevent or reduce the severity of a crash, help protect adult occupants in a crash, while reverse cameras can help reduce the severity of, or even avoid a crash with others, including vulnerable road users.

118. Bamba added that the structure and safety features of a car such as child restraints, side curtain airbags can help protect a child in the event of a crash.

Elaborating more about the new car assessment program (NCAP), Bambanza said it provides safety ratings based on the assessment of adult occupant protection, child occupant protection pedestrian and vulnerable road users protection, and safety assist systems offered by the car model. He also noted that NCAP awards the car model with a single star rating from zero to five stars.

119. He said for countries including Uganda to deal with road crashes the suggestions below are paramount.

- i. Encouraging member states to apply and promulgate motor vehicle safety regulations, including mandatory seat-belts and anchorages.
- ii. Encouraging the implementation of new car assessment programs.
- iii. Encouraging universal deployment of crash avoidance technologies with proven effectiveness, such as electronic stability control and anti-lock braking systems in motor vehicles.
- iv. Discouraging import and export of new or used cars that have reduced safety standards, and
- v. Encouraging the application of pedestrian protection.

120. On the other hand, Bambanza also talked about the safe system approach (SSA). He said it is a holistic and comprehensive approach that provides a guiding framework to make roads safer for all. He explained that vehicle safety as an integral part of the SSA is central to the Global Plan for the Decade of Action 2021–2030 (Global Plan). He explained that the Global Plan includes a number of recommendations that governments should implement so that the vehicles we drive protect us from our errors and the errors of other road users. He stated that vehicles are designed and regulated to minimize the occurrence and severity of crashes.

5.0 MEDIA BRIEFING:

5.1 Hon. Robert Kasolo- Chairman of the Parliamentary Committee on Infrastructure

121. Giving a brief background, Hon. Kasolo said through a UN General Assembly resolution in 2020, the Decade of Action was launched in October 2021, with the ambitious target of preventing to at least 50% of road traffic deaths and injuries by 2030.

122. He stated that this particular meeting was convened so that different stakeholders including MPs from different African countries can review, take stock of how far they have gone in implementing the guidelines in this Action, but also share experiences, ideas, best practices and ways forward on how to reduce road carnages on the continent as stipulated in the African Charter on Road Safety, but also promote safe roads, safe rides, safe road infrastructure, post-crash care, budgets, and how much attention to give this critical area of concern.

123. He also noted that sufficient funding is key for the implementation of road safety activities, and media plays an important role in creating awareness of what is happening. He said to reduce road crash-related deaths, budgeting should reflect what legislators want to achieve, adding that as legislators, they need more funds which are provided by the government.

124. Hon. Kasolo said PAFROS which had convened this meeting has made road safety a priority in Uganda. He noted with concern that every day, the country loses people to road accidents, so we are discussing ways how we can create awareness targeting members of the public including bus and taxi operators, *boda bodas*, track drivers to see how we can change their behavior on our roads.

5.2 Sharing Kenya's experience on road safety: Hon. Elsie Muhanda, MP

Kakamega County Women Representative and member of the Departmental Committee on Transport and Infrastructure of Kenya

125. Sharing Kenya's experience, Hon. Elsie said what happens in Uganda is almost the same thing that happens in Kenya and Tanzania. She noted that just like Uganda, Kenya still loses many lives every year to road accidents. She told participants of a Kenyan legislator who was knocked dead by a *boda boda* as he was crossing the road.

126. Hon. Elsie said such forums are important, because legislators come together, and share knowledge and ideas of how to address such a big problem. She said as lawmakers, they need to put in place stiff regulations, and penalties for people who abuse road traffic rules, adding that this will greatly improve the situation.

127. Hon. Elsie said in Kenya for example, they set stiff regulations for different road users. For instance, school buses cannot move beyond 5:00 PM, and anyone found pays hefty fines, and because such bus drivers fear paying such fines, they don't drive students beyond the stipulated time, and this has contributed greatly to reduction of school related accidents. She said before, they were losing students in avoidable accidents, either because bus drivers would be tired while on the wheel, or over speeding, and would end up in accidents.

128. In addition, she said there are monthly checks on *boda boda* licenses, and any motorists found operating without a license is punished, and as a result, many of them have licenses because they fear paying the penalties which are very high. She said this has been possible because the enforcers are serious with the penalties, they don't spare anyone. She said if enforcers would be very strict with enforcing road safety measures to curb road accidents, without being compromised, there would be great improvements on our roads.

129. Hon Elsie also noted that Parliaments need to put in place big budgets to address all areas related to road safety. She revealed that the road's sector in Kenya is highly funded

with annual budget of over Ksh (200 Billion) . She also asked Ugandan MPs to push, and propel the Ugandan government to increase funding for road safety activities, noting that to have any meaningful change, adequate budget is key. Meanwhile, she also urged Uganda's legislators and relevant authorities to find a lasting solution to traffic congestion in the city, adding that it is alarming, and affects the economy. She also recommended that affirmative action is taken regarding road safety.

130. Hon Elsie concluded by stating that to have a visible impact in reducing road carnages on the continent, road safety data management, collaborations, road safety audits are very crucial. She was happy that Africa has accepted to reunite, work together and reduce road carnages, adding that the process starts now with such meetings.

5.3 General thoughts on the situation of road safety in Uganda: Mr. Katushabe Winstone

Commissioner Transport Regulation and Safety

131. Mr. Katushabe commended Ugandan legislators for supporting the ministry in different ways including giving due attention on the new road safety laws. Repeating the Ministry of Health's statistics which show that 80-85% of those in the orthopedic ward are victims of road traffic carnages, and 90% of neurosurgery are victims of motorcycle accidents, he said these are issues that need targeted regulation and enforcement.
132. On the issue of shared roads with inter-state countries such as Kenya, Rwanda, and Tanzania, he said there is a need for harmonization of policies, and laws, so that all drivers of commercial vehicles have professional driving permits in an effort to step up professionalism among drivers.
133. On the issue of incorporating road safety into Uganda's education curriculum, he told participants that, the aspect of road safety is taught in schools. He said the Ministry will engage the National Curriculum Centre to see how to address this. On the issue of the Highway Code, he said the ministry was working on updating it to the national level.
134. About the buses, Mr. Katushabe asked MPs to help the ministry improve the regulations on how to deal with public transporters, including bus drivers. He said though many MPs are in the bus-businesses, bus drivers have also contributed to quite many road accidents due to overspeeding, overtaking, and drunk-driving.
135. The Commissioner Katushabe also requested for more funding to sensitize the entire members of the public about road safety including MPs, permanent secretaries, and government transport officers in MDAs, who he said will become road safety ambassadors.

5.4 Hon. Rose Obigah- Terego Woman MP

136. Referring to Road Safety Action Plan, Hon. Terego advocated for talk shows on television and radios but put a lot of emphasis on using radios. She explained that

though TVs may be effective, especially in cities, radios are cheaper and more effective because many Ugandans including those in deep villages, or those without electricity own or can easily access radios and get such messages.

137. She also pointed out that the population needs a mindset change about proper road usage, adding that they need to be spoken to, to understand and appreciate the gist of what is being said, the laws being passed, their roles and responsibilities as citizens in reducing road accidents, but also the likely penalties when they break road traffic related laws and regulations.

138. Furthermore, she said if the attention Parliament gives to Private Members Bill was the same attention it gives to other bills, there would be more headways. She urged any MP to bring a bill on more funding for road safety, adding that he or she will get a big backing to have it passed. She said this is something that needs to be done, and done quickly, adding that Ministries of Works and Health need support/funding to deal with issues of road safety, ad road accident victims.

5.5 Road safety Audits and inspections – Good practice and Obstacles to good practice.

Uganda National Roads Authority/Kampala Capital City Authority

139. The presentation was made by Eng. Norman Byamukama who gave a brief synopsis of UNRA. He said UNRA was established by an Act of Parliament; The Uganda National Act No. 15 of 2006. UNRA became fully operational on 1st July 2008. The mandate of UNRA is to develop and maintain the national roads network, advise the government on general road policy, and contribute to addressing transport concerns. Its mission is to efficiently develop and maintain a safe and sustainable national road network for the economic development of Uganda.

140. Giving an overview of the Ugandan road network, Eng. Byamukama said the total road network is about 78,620 km. He explained that national roads are those roads linking neighboring countries, major cities and towns, main centers of population and nationally important centers, adding that these major roads' function is to provide mobility. Expounding more about the infrastructure system management, he said the system looks at both preventative and reactive strategies. Preventative strategies include (Road Safety impact assessment, road safety audit, and road safety inspection), while reactive strategies include (Black spot management, and network safety management). Whereas preventative strategies are new schemes, reactive ones work on existing roads.

141. Eng. Byamukama explained that during audits and inspections, the road infrastructure is monitored for safety for all road users. Auditing in regards to road safety means assessment of the design and construction of new roads or reconstruction of existing roads, while inspection examines existing roads. He expounded that a road safety audit is a formal safety performance evaluation of an existing or future road or

intersection by an independent, experienced multidisciplinary team. He added that during audits, the road infrastructure is examined for the safety needs of all road user categories that is; vehicle occupants, pedestrians, motorcyclists, and bicyclists. He explained that road safety audits go through five stages namely; feasibility studies, preliminary designs, detailed design, pre-opening, and post-opening.

142. He mentioned some of the concerns from road safety inspections including; reserved curves, unprotected embankment, walkway terminating in a drain, shoulder failure, open manholes on some walkways, beam overlap facing traffic, large marker-size post, street light obstructing the walk way, blunt end without protection, encroachment on the walkways by vendors, cars.

143. He said that when it comes to road safety auditing, they also face a number of challenges ranging from poor road safety culture (low appreciation of road safety by the public) to an old road safety manual of Uganda which was developed in 2004 and has never been updated. He added that the Geometric design manual was last updated in 2010. He also decried the limited number of qualified road safety auditors in Uganda saying there are less than five of them. Furthermore, he revealed that there is no road safety audit policy in place to support the process and mandate the road safety audits. Further still, Eng. Byarugaba decried of limited funding for proposed road safety measures and improvements and as thus, he made the following key recommendations.

- 1) He said there is a need to update road safety audits/inspection manuals and guidelines.
- 2) He asked the government to set up accreditation training centers for road safety auditors, And
- 3) Road safety audit policies should be prepared to support road safety audits/inspections.

144. He concluded his presentation saying UNRA is committed to ensuring that roads are designed to meet the desired safety performance standards while optimizing costs. He added that UNRA is ready to work with the other road safety actors since it recognizes that sustainable safety requires a collaborative approach. He said UNRA requires for support in its effort geared toward improving road safety in Uganda.

6.0 CLOSING OF THE FORUM

6.1 Election of network chair/vice chair

145. The session was led by WHO representative, Evelyn Murphy, Technical Officer, Safety and Mobility, WHO. During the conference, new acting leaders for the network were selected.

- 1) The Network Acting Chairperson-Hon. Alex Ruhunda, M.P
- 2) The Acting Network assistant chairperson-Hon. Marie Saw N'Diaye, M.P
- 3) The Acting network Secretary General- *Hon. Elsie Muhanda, M.P, W*

6.2 Closing remarks: Speaker of Parliament Hon Anita Annet Among

146. In her closing remarks, the Speaker of Parliament Hon. Anita Annet Among, represented by Hon. Faith Nakut, Napak District Woman MP, Hon. Nakut thanked different partners for participating in the meeting. She also thanked members of PAFROS and WHO for organizing such a successful meeting, noting that issues of road safety are a serious concern, and such conversations are critical to finding solutions.

147. Hon. Nakut recalling a tragic end of her parents, she told participants that when she was 16-years-old, her parents died in a road crash on the same day, and the pain of road crushes is still fresh after many years.

148. She said she understands the severity of this problem, acknowledging that many Ugandans have lost family members/relatives, friends, and colleagues, while many have become permanently disabled. She said the burden of road crushes is so huge and it cannot be ignored anymore.

149. She said as MPs, their action is long overdue, adding that most road carnages are largely preventable, and if they collaborate with relevant players, and sensitize the masses, the problem of road accidents can become history.

150. She acknowledged that though there are competing national priorities, and many may be looking at the cost of road safety implementation, she said it is time now to choose life above cost.

151. She concluded by saying as MPs they can do a lot in contributing toward reducing road carnages drastically, and the time to act is now, and pledged more support towards this cause. She closed the conference and wished all well.

7.0 COMMITTEE OBSERVATIONS

152. The Committee makes the following observations:

1. Africa is the least motorized continent with 2.3% of global vehicles, however it has the highest number of accidents at 26.6 per 100,000 compared to other continents at 8 per 100,000. Notably, pedestrians are the most affected road users accounting for 39% of the road crash deaths in Africa. In year 2022, Kenya lost 4,449 people as a result of road fatalities.
2. Road traffic injuries claim 1.25 million lives annually and is the leading cause of death among people aged 15-29 years globally. Furthermore, every year, up to 50 million people suffer non-fatal injuries leading to disability and reduced productivity. Road traffic accidents cost up to 5% of the GDP of Africa and other low-and-middle income countries (LMICs).
3. The African Road Safety Charter was adopted by the 26th ordinary session of the AU Assembly, held in Addis Ababa, Ethiopia, on January 31st 2016. The Charter has two main objectives namely:
 - a) To serve as a policy framework for road safety improvement in Africa.
 - b) To serve as an advocacy tool and instrument for road safety improvement on the continent (Africa) aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.
4. As of February 2023, only 11 African states had signed and deposited the Protocol with the African Union Commission (AUC). These are; Benin, Cameroon, Eswatini, Ethiopia, Mali, Morocco, Namibia, Nigeria, Niger, Togo, and Uganda. The Charter is yet to receive the 15 ratifications required to enter into force, and this is delaying the realization of its specific goals and objectives. **Kenya has not ratified** the African road safety charter.
5. Funding for road sensitization campaigns is inadequate with majority of funds allocated to the roads sector dedicated towards roads construction and limited funding allocated to road safety prevention.
6. Lack of proper data systems that are accurate on road traffic injuries, data is very vital in identifying critical areas of evidence-based interventions, noting that as a continent, many countries need to improve in the area of data collection, data

integration, data validity, and under reporting. Road traffic death data are grossly underreported in the region, with estimated figures almost 4 times higher than the official figures.

7. Legislation and sustained enforcement of the safe system can save lives. In most African countries, enforcement of key road safety laws is weak. Over-speeding is a major challenge, according to statistics, 75% of road crashes are a result of excessive speed. Further, there is need for sensitization of the people on reasons they should fasten their seatbelts, wearing crash helmets and not overloading can lead to reduction of fatalities.

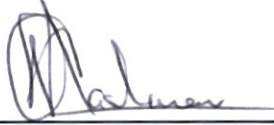
8.0 RECOMMENDATIONS

153. Following the outcome of the deliberations of the Annual meeting of the African Network of Road Safety Legislators, the Committee recommends; That:

1. The National Executive through the Ministry of Roads and Transport to initiate the ratification process of the African Road Safety Charter adopted by the 26th ordinary session of the AU Assembly, held in Addis Ababa, Ethiopia, on January 31st 2016 as stipulated in section 4 of the Treaty Making and Ratification Act, 2012. Ratification of the Charter will enhance achievement by the Country of its two main objectives namely:
 - a) to serve as a policy framework for road safety improvement in Africa.
 - b) to serve as an advocacy tool and instrument for road safety improvement on the continent (Africa) aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.
2. The Ministry of Roads and Transport through the National Transport and Safety Authority should in the Financial Year 2024/25, prioritize funding of activities relating to road safety prevention, including campaigns that sensitize the public on adherence to traffic rules.
3. The National Transport and Safety Authority and the National Police Service should implement enhanced measures that foster data collection, data integration, data validity thereby resulting to accurate reporting for road accidents and facilitate evidence-based interventions.
4. The National Police in collaboration with National Transport and Safety Authority to enhance enforcement and compliance with traffic rules and regulations by controlling over speeding and overloading, ensuring fastening of seatbelts, wearing crash helmets, impounding unroadworthy vehicles and penalizing drunk drivers.
5. The National Transport and Safety Authority in collaboration with the Ministry of Health to develop policy guidelines for deployment of ambulances to respond to emergency situations when road accidents occur.

6. Noting that majority of road victims in Kenya are pedestrians, the Ministry of Roads and Transport should ensure that during design for construction of roads, consideration for construction of walkways and cycling lanes for non-motorized road users is implemented in the urban areas.

SIGNED



DATE

24/03/2024

HON. G.K. GEORGE KARIUKI M.P

CHAIRPERSON

DEPARTMENTAL COMMITTEE ON TRANSPORT & INFRASTRUCTURE

 THE NATIONAL ASSEMBLY PAPERS LAID	
DATE: 16 APR 2024	DAY:
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REPUBLIC OF KENYA
THE NATIONAL ASSEMBLY

13TH PARLIAMENT - THIRD SESSION - 2024

DEPARTMENTAL COMMITTEE ON TRANSPORT AND INFRASTRUCTURE

ADOPTION LIST

DATE: 14-03-2024 START: 12:20 pm END: 1:00 pm

VENUE: 2nd Floor, Continental house

AGENDA: Adoption of the Report on the Annual Meeting of the African Network of Road Safety Legislators.

NO.	NAME	SIGNATURE
1.	The Hon. GK George Kariuki, MP - Chairperson	
2.	The Hon. Didmus Barasa, MP- Vice Chairperson	
3.	The Hon. Kiunjuri, Festus Mwangi, MP	
4.	The Hon. Abdul Rahim Dawood, MP	
5.	The Hon. Arama Samuel, MP	
6.	The Hon. Bady, Bady Twalib, MP	
7.	The Hon. Francis, Kajwang' Tom Joseph, MP	
8.	The Hon. Kiaraho, David Njuguna, MP	
9.	The Hon. Naicca, Johnson Many, MP	
10.	The Hon. Chege, John Kiragu, MP	
11.	The Hon. Elsie Muhanda, MP	
12.	The Hon. Saney, Ibrahim Abdi, MP	
13.	The Hon. Hussein Weytan Mohamed, MP	
14.	The Hon. Jhanda Zaheer, MP	
15.	The Hon. Komingoi, Kibet Kirui, MP	



REPUBLIC OF KENYA
THE NATIONAL ASSEMBLY
THIRTEENTH PARLIAMENT - THIRD SESSION - 2024
DIRECTORATE OF DEPARTMENTAL COMMITTEES

**MINUTES OF THE SECOND SITTING OF THE DEPARTMENTAL COMMITTEE ON
TRANSPORT AND INFRASTRUCTURE HELD ON FRIDAY, 16TH FEBRUARY 2024 AT
SIMBA LODGE, NAIVASHA, NAKURU COUNTY AT 10:00 A.M.**

MEMBERS PRESENT

1. The Hon. GK George Kariuki, M.P. – **Chairperson**
2. The Hon. Kiunjuri Festus Mwangi, M.P.
3. The Hon. Samuel Arama, M.P.
4. The Hon. Bady, Bady Twalib, M.P.
5. The Hon. Francis, Kajwang' Tom Joseph, M.P.
6. The Hon. Johnson Many Naicca, M.P.
7. The Hon. Chege John Kiragu, M.P.
8. The Hon. Muhanda Elsie, M.P.
9. The Hon. Jhanda Zaheer, M.P.
10. The Hon. Komingoi Kibet Kirui, M.P.

APOLOGIES

1. The Hon. Mutua Didmus Wekesa Barasa, M.P. – **Vice-Chairperson**
2. The Hon. Abdul Rahim Dawood, M.P.
3. The Hon. Kiaraho, David Njuguna, MP.
4. The Hon. Saney Ibrahim Abdi, M.P.
5. The Hon. Hussein Weytan Mohamed, MP

SECRETARIAT

- | | |
|-----------------------------|--------------------------|
| 1. Ms. Tracy Chebet Koskei | - Senior Clerk Assistant |
| 2. Mr. Mohamednur Abdullahi | - Clerk Assistant III |
| 3. Ms. Clare Choper Doye | - Clerk Assistant III |
| 4. Mr. Mabuti Mutua | - Legal Counsel II |
| 5. Mr. Abdinasir Moge | - Fiscal Analyst |
| 6. Mr. Eric Kariuki | - Research Officer |
| 7. Mr. Eugene Luteshi | - Audio Officer |

8. Mr. Josphat Bundotich - Principal Serjeant At- Arms

MIN./NO.009/NA/T&I/2024: PRELIMINARIES

The meeting was called to order Ten minutes past Ten O'clock (10:10am) with a word of prayer from the Chairperson. The Agenda of the meeting was adopted having been proposed and seconded by the Hon. Komingoi Kibet Kirui, M.P, and the Johnson Many Naicca, M.P, respectively.

MIN./NO.010/NA/T&I/2024: CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

Confirmation of minutes of the previous sitting was differed

MIN./NO.011/NA/T&I/2024: CONSIDERATION AND ADOPTION OF THE REPORT ON THE ANNUAL MEETING OF THE AFRICAN NETWORK OF ROAD SAFETY LEGISLATORS

The Committee considered and adopted on the Report on the Annual Meeting of the African Network of the Roads Safety Legislators that was held in Kampala, Uganda from 2nd May 2023 to 3rd May, 2023 after being proposed by Hon. Chege Kiragu, M.P and Seconded by Hon. Samuel Arama, MP.

Composition of the Delegation

The delegation from the National Assembly comprised of three (3) Members, two (2) Members were from the Departmental Committee on Transport and Infrastructure and one Member from Regional Integration Committee. The delegation comprised of:

- 1) Hon. Elsie Muhanda, M.P.- **Leader of delegation**
- 2) Hon. Arama Samuel, M.P
- 3) Hon. Danson Mwashako, M.P
- 4) Eric Kariuki Gachoki, Research Officer/ Delegation secretary

The Committee made the following Observation and Recommendation

Committee Observations

- 1) Africa is the least motorized continent with 2.3% of global vehicles, however it has the highest number of accidents at 26.6 per 100,000 compared to other continents at 8 per 100,000. And pedestrians are the most affected road users accounting for 39% of the road crash deaths in Africa. In year 2022, Kenya lost 4,449 people as a result of road fatalities.

- 2) Road traffic injuries claim 1.25 million lives annually and is the leading cause of death among people aged 15-29 years globally. Furthermore, every year, up to 50 million people suffer non-fatal injuries leading to disability and reduced productivity. Road traffic accidents cost up to 5% of the GDP of Africa and other low-and-middle income countries (LMICs).
- 3) The African road safety charter was adopted by the 26th ordinary session of the AU Assembly, held in Addis Ababa, Ethiopia, on January 31st 2016. The Charter has two main objectives namely:
 - a. To serve as a policy framework for road safety improvement in Africa.
 - b. To serve as an advocacy tool and instrument for road safety improvement on the continent (Africa) aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.
- 4) As of February 2023, only 11 African states had signed and deposited the protocol with the African Union Commission (AUC). These are; Benin, Cameroon, Eswatini, Ethiopia, Mali, Morocco, Namibia, Nigeria, Niger, Togo, and Uganda. The Charter is yet to receive the 15 ratifications required to enter into force, and this is delaying the realization of its specific goals and objectives. **Kenya has not ratified** the African road safety charter.

Committee Recommendation

Following the outcome of the deliberations of the Annual meeting of the African Network of Road Safety Legislators, the Committee recommends that the National Executive to initiate the Ratification process of the African Road Safety Charter adopted by the 26th ordinary session of the AU Assembly, held in Addis Ababa, Ethiopia, on January 31st 2016 as stipulated in section 4 of the Treaty Making and Ratification Act, 2012. Ratification of the Charter will enhance achievement by the Country of its two main objectives namely:

- a) To serve as a policy framework for road safety improvement in Africa.
- b) To serve as an advocacy tool and instrument for road safety improvement on the continent (Africa) aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes.

MIN./NO.012/NA/T&I/2024: CONSIDERATION AND ADOPTION OF THE REPORT ON THE STUDY TOUR TO FRANCE

The Committee considered and adopted on the Report on its Study Tour to France that was undertaken from 18th -22nd June, after being proposed by Hon. Tom Joseph Kajwang and Seconded by Hon. Johnson Naicaa, MP.

Composition of the Delegation

The delegation from the National Assembly comprised of three (3) Members; two (2) Members were from the Departmental Committee on Transport and Infrastructure and one Member from the Departmental Committee on Administration and National Security. The delegation comprised:

- 1) Hon. Samuel Arama, M.P.- Leader of delegation
- 2) Hon. Kibet Komingoi Kirui, M.P
- 3) Hon. Edward Oku Kaunya M.P
- 4) Ms. Tracy Chebet Koskei, Clerk Assistant/ Delegation secretary

LESSONS LEARNED/ OBSERVATIONS

The France study tour provided numerous lessons that Kenya can learn from and potentially adopt to enhance its urban mobility and transportation systems. Some of the key lessons learned and potential adoptions include:

- 1) **Integrated and Multimodal Approach:** Kenya can benefit from adopting an integrated and multimodal approach to urban mobility. The tour showcased the success of transportation hubs that seamlessly connect various modes of transport, such as trains, buses, trams, and bicycles. Kenya can aim to develop similar multimodal centers to improve connectivity and provide convenient transfer options for commuters.
- 2) **Sustainable and Green Solutions:** France's emphasis on sustainable transportation solutions was evident throughout the study tour. Kenya can adopt and promote sustainable practices, such as the integration of electric buses, bike-sharing programs, and pedestrian-friendly infrastructure. These measures can help reduce carbon emissions, improve air quality, and create a more sustainable urban environment.
- 3) **Effective Governance and Coordination:** The study tour highlighted the importance of strong governance frameworks and coordination among stakeholders. Kenya can benefit from establishing effective governance structures that involve collaboration between government agencies, transport authorities, and other relevant entities. This can streamline decision-making processes, enhance coordination, and ensure efficient implementation of urban mobility projects.
- 4) **Financing and Public-Private Partnerships:** Understanding the financing models employed in France's transport projects can provide Kenya with insights into sustainable funding mechanisms. Exploring public-private partnerships and innovative financing strategies can help mobilize resources for infrastructure development, maintenance, and operational costs.

- 5) **Embracing Technological Advancements:** France's adoption of technology in transportation systems showcased the potential benefits of innovative solutions. Kenya can explore the use of intelligent transportation systems, real-time information displays, and mobile applications to improve efficiency, enhance user experience, and optimize traffic management.
- 6) **Capacity Building and Knowledge Exchange:** The study tour emphasized the importance of capacity building and knowledge exchange among stakeholders. Kenya can foster collaborations with international organizations, participate in study tours, and engage in peer-to-peer learning to leverage global expertise and best practices in urban mobility.
- 7) **Community Engagement and Participation:** France's focus on engaging communities and involving stakeholders in the planning and implementation of transport projects was evident throughout the study tour. Kenya can emphasize community participation, conduct public consultations, and involve local residents in decision-making processes to ensure that transport solutions meet their needs and preferences.

Overall, the France study tour provided valuable lessons for Kenya in terms of integrated planning, sustainability, governance, financing, technological advancements, capacity building, and community engagement. By adopting and adapting these lessons, Kenya can enhance its urban mobility systems, create a more sustainable and efficient transportation network, and improve the quality of life for its residents.

RECOMMENDATIONS

Following the study tour and the lessons learnt, the Committee makes the following recommendations:

- 1) **Implementation of Integrated Transportation Solutions:** the Government through the Ministry of Road and Transport should focus on implementing integrated transportation solutions that prioritize seamless connectivity and multi-modal options. This involves developing transportation hubs, promoting intermodal transfers, and integrating various modes of transport such as buses, trams, and bicycles. Emphasizing an integrated approach will enhance the efficiency and convenience of the transportation network and optimal use of already existing infrastructure.
- 2) **Sustainable and Environmentally Friendly Initiatives:** The government should prioritize the adoption of environmentally friendly initiatives, such as promoting the use of electric buses, implementing bike-sharing programs, and enhancing pedestrian/cyclists walk ways. These efforts can help reduce carbon emissions, improve air quality, and create a greener and healthier urban environment.

- 3) **Strengthening Governance and Coordination:** the Government should develop Effective governance and coordination among different government sectors and stakeholders are essential for successful urban mobility planning and implementation. NaMATA should work collaboratively with other government agencies, transport authorities, and relevant entities to streamline decision-making processes, ensure efficient resource allocation, and enhance coordination in implementing transportation projects.
- 4) **Leveraging Innovative Financing Models:** Financing is a critical aspect of urban mobility projects. The Ministry of Roads and Transport should explore innovative financing models, including public-private partnerships, to mobilize resources for infrastructure development, maintenance, and operational costs. It is important to identify and leverage funding opportunities from international organizations, development banks, and private investors to support sustainable transport initiatives.
- 5) **Embracing Technological Advancements:** the Government should embrace technological advancements to improve the efficiency and effectiveness of urban mobility. This may include deploying intelligent transportation systems, implementing real-time information displays, and leveraging mobile applications for trip planning and payment systems. Integrating technology can enhance the overall user experience and optimize traffic management.
- 6) **Continuous Capacity Building:** Building the capacity of Agencies and other government sectors involved in urban mobility is crucial. They should invest in continuous capacity building programs, trainings, and workshops to stay updated with emerging trends, best practices, and advancements in the field. Learning from international experiences and collaborating with experts and organizations can help enhance the knowledge and skills of the workforce.
- 7) **Community Engagement and Participation:** the Ministry of Roads and Transport should prioritize community engagement and participation in urban mobility planning and decision-making processes. Conducting public consultations, seeking input from local residents, and involving community representatives will ensure that transportation solutions align with the needs and preferences of the population. This inclusive approach fosters ownership and supports the development of a sustainable and people-centered transport system.

**MIN./NO.013/NA/T&I/2024: REPORT ON THE INTERNATIONAL CIVIL
AVIATION ORGANIZATION (ICAO) GLOBAL
IMPLEMENTATION SUPPORT SYMPOSIUM 2023
CONFERENCE**

The Committee considered and adopted on the Report on the International Civil Aviation Organization (ICAO) Global Implementation Support Symposium 2023 Conference held on 30th May to 1st June, 2023 in Seoul, South Korea after being proposed by Hon. Kiunjuri Mwangi Festus, MP and Seconded by the Hon. Samuel Arama, M.P.

The Committee was represented by the delegation below and who attended the conference:

1. The Hon. Didmus Wekesa Barasa, M.P, V/Chairperson of the Committee- **Leader of delegation.**
2. The Hon. Badi, Badi Twalib, M.P.
3. Mr. Abdinasir Moge -**Delegation Secretary**

COMMITTEE OBSERVATIONS

Based on the discussions and engagements in the conference, the Committee makes the following Observations;

- (1) The Committee Observed that the developing countries have massive challenges in the aviation sector including technological challenges, capacity issues as well as financial constraints.
- (2) The Committee also observed that there is lack of proper Monitoring and Evaluation mechanisms in the industry for purpose of ensuring timely implementation of programmes and projects in the aviation industry; and
- (3) The Committee further observed that international aviation regulations are not consistent and standardize across States/Governments.

COMMITTEE RECOMMENDATIONS

Having benefited from the thematic discussions, the Committee recommends as follows:

- (1) That there is need for giving special attention to the needs and challenges faced by developing countries in the aviation sector by providing targeted support and technical assistance to enhance their capacity and participation in global civil aviation initiatives;
- (2) That the International Civil Aviation Organization (ICAO) and other industry players to focus on technology transfer and promote innovation in global civil aviation by support

research and development activities that focus on improving safety, efficiency, and operational effectiveness;

- (3) That there is need for promotion of harmonization of international standards and regulations to ensure consistency across different regions and countries. Encourage participation in global aviation governance bodies to contribute to the development of effective policies;
- (4) That there is need for increased financial support for global civil aviation projects, including infrastructure development, research and development, and capacity building initiatives by exploring innovative funding sources such as public-private partnerships and sustainable financing mechanisms;
- (5) That there is need for Provision of comprehensive implementation support to ensure the successful execution of civil aviation projects. This support may include technical assistance, capacity building programs, and knowledge sharing platforms; and
- (6) That there is need for establishment of robust monitoring and evaluation mechanisms to track the progress of funded projects and assess their impact by regularly reviewing and updating funding modalities based on lessons learned and evolving needs.


The Members noted while Committees are always making good recommendation however they are not implemented. The Members noted that there need to follow through all the resolutions made by the Committee.

MIN./NO.014/NA/T&I/2024: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned one O'clock (1:00 pm). The next meeting will be held in the afternoon at the same venue

Signed..........Date 27/2/2024.....

HON. GK GEORGE KARIUKI, MP – CHAIRPERSON

 THE NATIONAL ASSEMBLY PAPERS LAID	
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REPUBLIC OF KENYA
THE NATIONAL ASSEMBLY
THIRTEENTH PARLIAMENT - THIRD SESSION - 2024
DIRECTORATE OF DEPARTMENTAL COMMITTEES

MINUTES OF THE TWELFTH SITTING OF THE DEPARTMENTAL COMMITTEE ON TRANSPORT AND INFRASTRUCTURE HELD ON THURSDAY, 14TH MARCH IN 2ND FLOOR, COMMITTEE ROOM, CONTINENTAL HOUSE, PARLIAMENT BUILDINGS AT 12:00 P.M.

MEMBERS PRESENT

1. The Hon. GK George Kariuki, M.P. – **Chairperson**
2. The Hon. Abdul Rahim Dawood, M.P.
3. The Hon. Samuel Arama, M.P.
4. The Hon. Bady, Bady Twalib, M.P.
5. The Hon. Kiaraho, David Njuguna, MP.
6. The Hon. Johnson Many Naicca, M.P.
7. The Hon. Muhanda Elsie, M.P
8. The Hon. Hussein Weytan Mohamed, MP

APOLOGIES

1. The Hon. Mutua Didmus Wekesa Barasa, M.P. – **Vice-Chairperson**
2. The Hon. Kiunjuri Festus Mwangi, M.P.
3. The Hon. Francis, Kajwang' Tom Joseph, M.P.
4. The Hon. Chege John Kiragu, M.P.
5. The Hon. Saney Ibrahim Abdi, M.P.
6. The Hon. Jhanda Zaheer, M.P
7. The Hon. Komingoi Kibet Kirui, M.P

SECRETARIAT

1. Mr. Mohamednur M. Abdullahi - Clerk Assistant III
2. Mr. Clinton Sindiga - Legal Counsel
3. Mr. Abdinasir Moge - Fiscal Analyst
4. Ms. Lily Cherotich - Communication Officer
5. Mr. Danton Narvana - Audio Officer

MIN./NO.062/NA/T&I/2024:

PRELIMINARIES

The meeting was called to order Twenty minutes past Twelve O'clock (12:20 pm) with a word of prayer from the Hon. Kiaraho, David Njuguna, M.P. The Agenda of the meeting was adopted having been proposed and seconded by the Hon. Abul Rahim Dawood, M.P, and the Hon. Bady, Bady Twalib, M.P, respectively.

MIN./NO.063/NA/T&I/2024: CONFIRMATION OF MINUTES OF THE PREVIOUS SITTING

- i. Minutes of Sixth meeting of the Committee held on 22nd February, 2024 were confirmed as a true record of the proceedings after being proposed and seconded by the Hon. Bady, Bady Twalib, M.P, and the Hon. . Kiaraho, David Njuguna, M.P, respectively.
- ii. Minutes of Seventh meeting of the Committee held on 22nd February, 2024 were confirmed as a true record of the proceedings after being proposed and seconded by the Hon. Johnson Naicca, M.P, and the Hon. Abdul Rahim Dawood M.P, respectively.
- iii. Minutes of Eighth meeting of the Committee held on 23rd February, 2024 were confirmed as a true record of the proceedings after being proposed and seconded by the Hon. Samuel Arama, M.P, and the Hon. Kiaraho, David Njuguna, M.P, respectively.
- iv. Minutes of Ninth meeting of the Committee held on 27th February, 2024 were confirmed as a true record of the proceedings after being proposed and seconded by the Hon. Abdul Rahim Dawood, M.P, and the Hon. Bady, Bady Twalib, M.P, respectively.

MIN./NO.064/NA/T&I/2024: CONSIDERATION OF THE KENYA ROADS (AMENDMENT) BILL, 2023 BY HON. DANIEL MANDUKU, M.P.

The Legal Counsel apprised the Committee that the Kenya Roads (Amendment) Bill, 2023 seeks to amend the Kenya Roads Act, 2007 to provide that one of the functions of the Rural Roads Authority shall be to plan the equitable development, rehabilitation and maintenance of rural roads in each constituency. The Bill also provides that the monies allocated to the rural roads authority and the Urban Roads authority by the minister for finance shall be used for the development of roads in each constituency. Lastly, the Bill provides that the road investment programme prepared by the minister shall outline the development and maintenance priorities in each county.

The Legal Counsel informed the Committee that the object of these amendments is to ensure that there is equitable distribution of the resources across the country for the development of roads. This is because although the burden of taxation is shared equally across the country, the

same cannot be said of the distribution of tarmacked roads. It is therefore important, in line with the principle of public finance that expenditure shall promote the equitable development of the country, to allocate resources for the development of roads equitably among the constituencies in the country.

The Legal Counsel further appraised the Committee that the Bill contains four (4) clauses for consideration:

- a. *Clause 1* of the Bill provides for the short title.
- b. *Clause 2* of the Bill provides for the amendment of section 7 of the Act to provide that one of the functions of the Rural Roads Authority shall be to plan the equitable development, rehabilitation and maintenance of rural roads in each constituency.
- c. *Clause 3* of the Bill provides for the amendment of section 31 of the Act to provide that the monies allocated to the Rural Roads Authority and the Urban Roads Authority by the Minister for Finance shall be used for the development of roads in each constituency.
- d. *Clause 4* of the Bill provides for the amendment of section 34 of the Act to provide that the road investment programme prepared by the Minister shall outline the development and maintenance priorities in each county.

Statement on the delegation of legislative power and limitation of fundamental rights and freedoms

The Bill does not delegate legislative powers to the Cabinet Secretary. It does not limit fundamental rights and freedoms.

Statement that the Bill concerns county governments

The Bill affects the functions of the county governments in terms of Article 110 (1) of the Constitution.

Statement that the Bill is a money Bill within the meaning of article 114 of the Constitution

The enactment of this Bill may occasion additional expenditure of public funds.

The Legal Counsel informed the Committee that in line with the Constitution and Standard Orders, an advertisement inviting the public to submit memoranda on the Bill was published in the newspaper on 2nd October 2023. The Committee also invited the Ministry of Roads and

Transport to make submissions on the Bill vide a letter Ref: NA/DDC/TI/2023/093 dated 16th October, 2023.

Submission by the Council of Governors

The Legal Counsel informed the Committee that the Council of Governors submitted their written reviews on the Bill addressing various issues and made proposals. They submitted as follows;

In recognition of the fact that sovereign power of the state is exercised at two levels of government, that is; the National Government and the County Governments, whose distinctness is recognized by Article 6 (2);

In further recognition of the need to ensure that all legislation is cognizant of devolved governments; and aware of the need for coordinated action between the National and County Governments to ensure that these legislations properly respond to the key issues, and further reflects the spirit and purpose of the devolution process.

The Council recommended as follows on the regulations:

A) General Concerns:

(a) The regulations seek to provide for the development, operationalization and management of roadside stations;

However, there are key issues that ought to be addressed in the regulations namely:

- i. Recognition of the fact that development, operationalization and management of roadside stations is a planning and development control function which should be exercised within the confines of the Constitution of Kenya 2010 and the principal planning law- The Physical and Land Use Planning Act 2019 and the attendant regulations.
- ii. The need to protect the Constitutional function of planning and development control which has been assigned to the County Governments by the Constitution
- iii. The need to protect the revenue raising powers of the County Governments as assigned by Article 209 of the Constitution of Kenya 2010.
- iv. The need to ensure that National Government and its entities thereof stick to their Constitutional function of policy formulation and development of standards in the sector.

B) Specific Concerns

In the clause "roadside station" whose provision means a roadside development established along a national road, containing facilities specifies in the second schedule, for purposes of providing amenities for road users

The Council of Governors proposal; Roadside station means a roadside development established along a road, containing facilities specifies in the Second Schedule, for purposes of providing amenities for road users;

To justify; Road side stations as defined in the Second Schedule can be established in roads that are not necessarily National Truck Roads and therefore the need for a comprehensive definition.

In the clause "roadside station developer" whose provision meant the Authority or a person authorized to develop a roadside station;

The Council of Governors proposal; "roadside station Developer" means the Authority, a County Government, Agency of a County Government or a person authorized to develop a roadside station

This justifies that the County Governments and their agencies are potential roadside station developers based on the expanded definition above.

The Council of Governors made several specific concerns based on the application of the Bill, Objects of regulation, The guiding principles, location, issues of Feasibility Study, Application for approval to develop a roadside station, On the Development of a roadside station through public private partnership, The approval process, The Road Side Operators, The Road Side station status, Signage, Fees, Incentives, Offences and penalties, Complaint resolution Mechanism and much more.

The Legal Counsel also informed the Committee that the Committee never received any submission from the Ministry of Roads and Transport.

Members' Concerns

Members argued that the proposed amendments are unnecessary, the allocation formula by the Kenya Rural Roads Authority (KeRRA) already exist in the Kenya Roads Board Act, 1999.

Members stated that the proposed amendments lack clarity, suggesting that the Member may not be adequately informed about the amendments he wants to make. They further stated that the Member's proposal appears to shift the allocation formula from Constituencies to Counties.

Members expressed concern about why the Ministry of Roads and Transport did not submit any input regarding the Bill.

Members stated that the Council of Governors is actively advocating to secure a portion of the Roads Maintenance Fuel Levy (RMFL), however, they clarified that such allocation cannot occur until the Kenya Roads Board Act 1999 is amended.

Members' Resolution

Members resolved to reject the Kenya Roads (Amendment) Bill, 2023 in its entirety

MIN./NO.065/NA/T&I/2024: ADOPTION OF THE REPORT ON THE ANNUAL MEETING OF THE AFRICAN NETWORK OF ROAD SAFETY LEGISLATORS HELD FROM 2ND MAY 2023 – 3RD MAY 2023 IN UGANDA, KAMPALA.

The Committee considered and re-adopted the report on the Annual Meeting of the African Network of the Road Safety Legislators after being proposed by the Hon. Samuel Arama, M.P, and seconded by the Hon. Johnson Naicca, M.P.

The Committee incorporated the following Observation and Recommendations from the reported that was adopted on 16th February, 2024.

Committee Observations

1. Funding for road sensitization campaigns is inadequate with majority of funds allocated to the roads sector dedicated towards roads construction and limited funding allocated to road safety prevention.
2. Lack of proper data systems that are accurate on road traffic injuries, data is very vital in identifying critical areas of evidence-based interventions, noting that as a continent, many countries need to improve in the area of data collection, data integration, data validity, and under reporting. Road traffic death data are grossly underreported in the region, with estimated figures almost 4 times higher than the official figures.
3. Legislation and sustained enforcement of the safe system can save lives. In most African countries, enforcement of key road safety laws is weak. Over-speeding is a major challenge, according to statistics, 75% of road crashes are a result of excessive speed. Further, there is need for sensitization of the people on reasons they should fasten their seatbelts, wearing crash helmets and not overloading can lead to reduction of fatalities.

Committee Recommendations

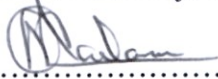
1. The Ministry of Roads and Transport through the National Transport and Safety Authority should in the Financial Year 2024/25, prioritize funding of activities relating to road safety prevention, including campaigns that sensitize the public on adherence to traffic rules.
2. The National Transport and Safety Authority and the National Police Service should implement enhanced measures that foster data collection, data integration, data validity thereby resulting to accurate reporting for road accidents and facilitate evidence-based interventions.
3. The National Police in collaboration with National Transport and Safety Authority to enhance enforcement and compliance with traffic rules and regulations by controlling over speeding and overloading, ensuring fastening of seatbelts, wearing crash helmets, impounding un roadworthy vehicles and penalizing drunk drivers.
4. The National Transport and Safety Authority in collaboration with the Ministry of Health to develop policy guidelines for deployment of ambulances to respond to emergency situations when road accidents occur.
5. Noting that majority of road victims in Kenya are pedestrians, the Ministry of Roads and Transport should ensure that during design for construction of roads, consideration for construction of walkways and cycling lanes for non-motorized road users is implemented in the urban areas.

MIN./NO.066/NA/T&I/2024: ANY OTHER BUSINESS

The Chairperson informed the Members of the Meeting scheduled for Thursday, 21st March 2024, with the Cabinet Secretary for Interior and National Administration and the Inspector General of the Police regarding enforcement of Traffic laws to enhance road safety

MIN./NO.067/NA/T&I/2024: ADJOURNMENT/DATE OF THE NEXT MEETING

There being no other business, the meeting was adjourned at One O'clock (1:00 pm). The next meeting will be held on Thursday, 21st March, 2024.

Signed..........Date 21/03/2024.....

HON. GK GEORGE KARIUKI, MP – CHAIRPERSON