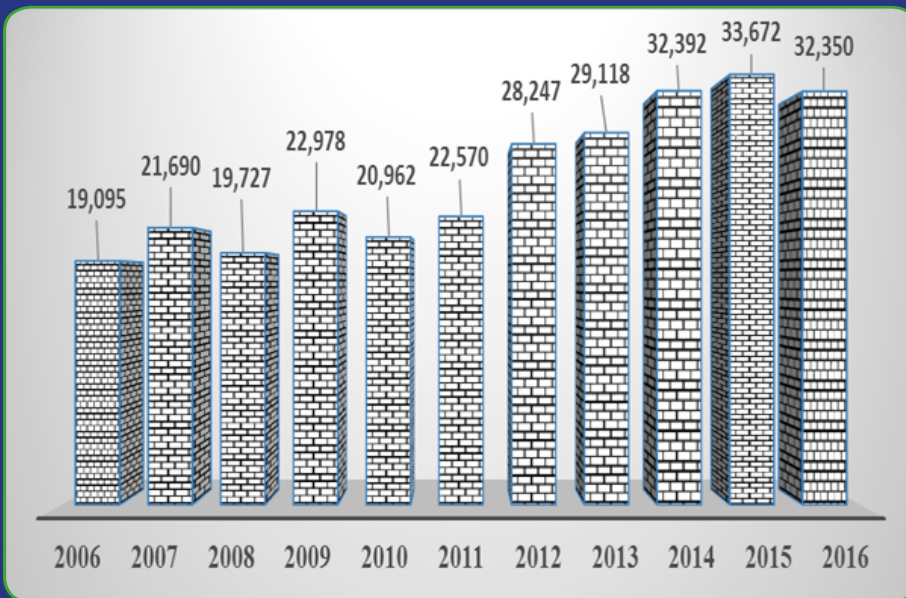




ROAD TRANSPORT AND SAFETY AGENCY

2016

Annual Road Traffic Accident Report



PREPARED BY STATISTICS
AND RESEARCH DEPARTMENT

MISSION

To manage the road transport system, protect and save lives, reduce number of crashes and fatalities among all road users countrywide.

VISION

To be a world class regulator of a road transport system that ensures safety for all road users

CORE VALUES

The RTSA shall conduct its business with the following values:

1. Service excellence
2. Integrity
3. Confidentiality
4. Fairness
5. Transparency
6. Accountability
7. Efficiency

Table of Contents

MISSION	i
CORE VALUES	i
LIST OF TABLES	iii
LIST OF FIGURES	iv
EDITORIAL TEAM.....	v
Director and Chief Executive Officer’s Statement	vi
Executive Summary.....	x
Definition of concepts.....	xi
1.0 Introduction.....	1
2.0 Descriptive analysis and discussion.....	2
2.1 Nature of accidents per province	2
2.2 Number of fatalities from urban areas in 2016.....	4
2.3 Fatalities from rural areas in 2016.....	4
2.4 Urban and rural areas fatalities compared.....	5
2.5 Serious injuries from urban areas in 2016	6
2.6 Serious injuries from rural areas in 2016.....	7
2.7 Comparison of 2016 Urban and rural serious injuries	7
2.8 Slight injuries from urban areas in 2016	8
2.9 Slight injuries from rural areas in 2016.....	9
2.10 Urban and rural areas compared	9
3.0 Classification of road user casualty.....	10
3.1 Fatality classification by road user type	10
3.2 Serious injuries classification by road user type	11
3.3 Slight injuries classification by road user type	12
4.0 The time and days when road traffic crashes occurred	12
4.1 The Time Accidents Occur.....	12
4.2 The day of the week when accidents occurred	12
5.0 Contributory factors to road traffic crashes in Zambia	13
5.1 Driver errors road traffic crashes.....	13
5.2 Factors resulting from pedestrian errors	15
5.3 Factors resulting from passenger errors	16
5.4 Human errors compared	16
5.5 Factors resulting from collisions with animals.....	17
5.6 Factors resulting from obstruction	18
5.7 Factors resulting from motor vehicle defect	19
5.8 Factors resulting from weather conditions.....	20
5.9 Factors resulting from unknown causes	20
5.10 Summary of all contributory factors	21
RECOMMENDATIONS	22
APPENDIX.....	23

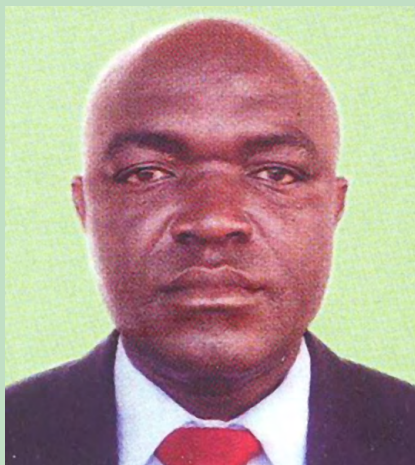
List of Tables

Table 1 in 2016: Shows the time intervals when road traffic crashes that occurred in 2016	16
Table 2: Road traffic crashes as a result of driver errors.....	18
Table 3: Shows road traffic crashes resulting from pedestrian errors.....	20
Table 4: Shows road traffic crashes resulting from passenger errors	20
Table 5: Shows the comparison of human errors	21
Table 6: Shows road traffic crashes as a result of collision with wild animals.....	22
Table 7: Shows factors resulting from obstruction.....	23
Table 8: Shows road traffic crashes as a result of motor vehicle defects.....	24
Table 9: shows road traffic crashes from road condition	25
Table 10: Shows road traffic crashes resulting from weather conditions	26
Table 11: Shows road traffic crashes from unknown factors	27
Table 12: Summarises contributory factors to road traffic crashes	27
Table 13: Shows the nature road traffic in 2016	30
Table 14: Shows number of road traffic crashes by province in 2016	30
Table 15: Shows number of road traffic crashes from 2006 to 2016 by Province	31
Table 16: Compares number of fatalities from urban areas by quarter and province in 2106.....	31
Table 17: Compares number of fatalities from rural areas by quarter and province	32
Table 18: Compares serious injuries from urban areas by quarter and province in 2016	32
Table 19: Compares serious injuries from rural areas by quarter and province in 2016.....	32
Table 20: Compares slight injuries from urban areas by quarter and province in 2016	33
Table 21: Compares slight injuries from rural areas by quarter and province in 2016.....	33
Table 22: Displays fatalities by casualty type in 2016.....	34
Table 23: Shows serious injuries by casualty type in 2016	34
Table 24: Shows Slight injuries by casualty type in 2016.....	34
Table 25: Shows number of road traffic crashes by day of the week in 2016.....	35
Table 26: Shows number of accidents by time intervals in 2016	35

LIST OF FIGURES

Figure 1: Shows the nature of road traffic crashes recorded in 2016	3
Figure 2: Compares the number of road traffic crashes by Province in 2016.....	4
Figure 3: shows the number of road traffic crashes recorded from 2006 to 2016	4
Figure 4: Compares the proportion of urban fatalities in 2016	5
Figure 5: Compares the proportions of rural fatalities by province in 2016.....	6
Figure 6: Compares fatalities in urban and rural areas in 2016	7
Figure 7: Compares number of fatalities from 2011 to 2016	8
Figure 8: Compares the proportions of serious injuries in urban areas per Province.....	9
Figure 9: Compares serious injuries from rural areas in 2016.....	9
Figure 10: Compares serious injuries from urban and rural areas in 2016	10
Figure 11: compares serious injuries from 2011 to 2016	10
Figure 12: Compares slight injuries from urban areas in 2016 by province	11
Figure 13: Compares slight injuries from rural areas in 2016	12
Figure 14: Compares slight injuries from urban and rural areas in 2016.....	12
Figure 15: Shows the number of slight injuries recorded from 2011 to 2016.....	13
Figure 16: Compares fatalities by road user type.....	14
Figure 17: Compares proportions of serious injuries by road user type	15
Figure 18: Compares the proportion of slight injuries by road user type.	15
Figure 19: Compares human error factors percentage wise	22
Figure 20: Summarises contributory factors to road traffic crashes in 2016.....	28

EDITORIAL TEAM



Chunky Kanchele:
Head Statistics and Research



Emmanuel Kanyenda :
Assistant Research Officer



Mwaba Mabo :
Intern



Director and Chief Executive Officer's Statement

Dear Stakeholders,

This is a report on road traffic crashes for the year 2016. The report gives a descriptive analysis of secondary data on road traffic crash collected from Zambia Police.

The Road Transport and Safety Agency (RTSA), under the directorates of Road Transport and Road Safety is mandated to protect the lives of all road users and their property through appropriate road safety interventions.

Zambia is signatory to the United Nations decade of action 2011-2020 whose global goal is to stabilise and reduce fatalities by 50% by 2020. The mandate to implement the decade of action goals is under the Road Transport and safety Agency (RTSA). The RTSA has been implementing road safety interventions as postulated in the global decade of action. The five pillars of the global decade of action are stipulated as: (i) Road Safety Management, (ii) Safer Roads, (iii) Safer Vehicles, (iv) Safer Road Users, and (v) Post-Crash Care.

During the year under review the Agency conducted and implemented the following activities in line

with the decade of action.

Pillar 1: Road safety management, the Agency embarked on the following activities with financial assistance from the World Bank, the RTSA finalised the development of the Accident Information System (AIS) with consultation services of Zulu Burrow. The Agency has also developed road traffic signs guidelines with the aid from the European Development Fund (EDF). Under this pillar, the Agency has signed an MoU on safety with key line ministries whose aim is to engage stakeholders in a more rigorous manner for high impact solutions to road traffic crashes and their resultant effects. The Highway Code has been revised and translated into seven major local languages. The Agency has also undertaken baseline studies on speeding and drink-driving to ascertain the magnitude of these contributory factors to road traffic crashes. Furthermore, the Agency drafted the following Statutory Instruments (SIs) which were approved by the Ministries of Justice and Transport and Communications: Exemption from registration and licensing, protective helmets, removal of vehicles, use of seat belts and child car seat, global positioning, restriction on night driving, disposal of impounded motor vehicles, obligatory test certificate and speed limit. (Refer to appendix on SI details)

Pillar 2: Safer roads: The Agency undertook regular road safety audits and road safety inspections to improve safety on the roads for the benefit of all road users. Road safety audits assess how the road will work when it becomes open for use by focusing on the safety of all road users. A Road Safety Audit identifies any road safety deficiencies in the design stage and recommends ways in which these can be overcome, especially previous designs which had no provision for vulnerable road users such as pedestrians, cyclists and motorcyclists. The Agency implemented these activities in pillar 2 through the Road Safety Engineer and the Road Safety Engineering Committee comprising of the Road Development Agency (RDA), Zambia Police (ZP), Ministry of Local Government and Housing (MoLGH) and National Construction Council (NCC).

During the year under review, the Road Transport and Safety Agency (RTSA) through the Road Safety Engineering Committee conducted Road Safety Audits on the designs of the following projects:

- i. Detailed Engineering Design for the reconstruction of the T005 Chingola to Solwezi Road (Lot3 CH 100+000 to CH 167+300);

- ii. Draft Engineering Design for the Periodic Maintenance of 30km of the T2 Road between Kabwe and Chibombo;
- iii. Final Design of Chingola Urban Roads;
- iv. Draft Engineering design for the upgrading to bituminous standard of approximately 47Km of Urban Roads in New Chinsali town including 15Km of dual carriageway from the junction of the T2 Road to Chinsali Boma in Muchinga Province; and
- v. The RTSA made comments on the Road Safety Audit Report submitted by COWI Consultants on the design for the rehabilitation of the T2 Road between Mpika and Chinsali.

A Road Safety Inspection (RSI) is a formal safety performance examination of an existing road. RSI qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvement in safety for all road users.

Under RSI the Agency through the Road Safety Engineering Committee conducted a Road Safety Inspections of the upgraded to bituminous standard for the portion of the M3 Road between Mansa and Luwingu.

The major issues arising from the inspections were as follows:

- i. Lack of traffic calming in all pedestrian sensitive sections of the corridor;
- ii. Inappropriate treatment of guardrails (all guard rails have turned down ends);
- iii. Inadequate curve and bridge delineation; and
- iv. Lack of pedestrian and bicyclist facilities at Chipili Township.

Recommendations of road safety counter-measures were submitted to the Road Development Agency (RDA) for appropriate action.

Pillar 3 advocates for safer vehicles; under this pillar the Agency conducted motor vehicle examinations to private motor vehicles and Public Service Vehicles (PSV) to achieve a roadworthy motor vehicle fleet. During the year under review, the Agency operationalized motor vehicle testing equipment in Ndola, Lusaka, Livingstone and Kabwe. This equipment is being used to test motor vehicles on first registration. The Agency also focused on ensuring that standards are reviewed for all motor vehicles as well as related safety equipment such

as seat belts and helmets for motor cycles and bicycles. This was done through proposed Statutory Instruments which were approved by the ministries of justice and transport. During the year under review the Agency also focused on ensuring that standards and regulations governing the provision of license to private, commercial and public transport drivers were reviewed. The Agency developed road transport manuals and guidelines with aid from the EDF on the Legislation and institutional framework regarding driving schools, instructor training and testing, driver testing, driving license system, and passenger transport.

Pillar 4 Under this pillar, the Agency concentrated on road user behavioural change. The Agency through the Education and Publicity Unit conducted road safety activities. These include road safety school programmes such as road safety clubs in schools, traffic warden scheme in schools and road safety curriculum development in schools. The Agency also undertook community awareness campaigns through road shows, work place campaigns, targeting large gatherings like traditional ceremonies, visiting individual chiefs and their subjects. The Agency has also partnered with the ministry of youth and sport to sponsor the Chova cyclist competition in Eastern province. The Agency has introduced a WhatsApp line (+260965-429 499) for interaction with the general public.

Pillar 5, under this pillar of the decade of action, the Agency through the Memorandum of Understanding (MoU) on road safety, procured and donated assorted medical kit for emergency response to the Ministry of Health for distribution to ten major hospitals around the country.

Although absolute numbers on fatalities show an increasing trend, relative measures of fatalities per 100,000 population and fatalities per 10,000 vehicles postulates a reduction in the number of road traffic crashes and stability in fatalities.

Obituary



The Late David Manjulunji

but many things to many people, he was a father, son, brother, nephew, friend to many people and a husband.

But what really happened on that fateful morning? Customer Care Officer Charity Shimani recounts how she received a call on the RTSA toll free line (983) around 00:50 hours that a Power Tools Bus had overturned in Serenje, Malekani area and according to the report three (3) people were feared dead.

“Upon receiving that call, I called Mr Manjulunji to inform him and he inquired how many people were reported injured and if there were people trapped in the bus, he then said he would immediately organise the RTSA tow truck or rescue vehicle and rush there with tow truck drivers”, she narrated.

1 6th September 2016 was not an ordinary day but a dark cloud day for the Road Transport and Safety Agency as the Agency lost one of the gallant officer, by the name of David Manjulunji.

Described by many as a foot and gallant soldier, Mr Manjulunji lost his life on duty while trying to save the lives of others.

Capital Bus Proprietor Ishmael Kankala during the National Road Safety Indaba described the late David Manjulunji as a hardworking man who was passionate about road safety.

“ David was one man who was passionate about road safety, he was a senior officer, he would have easily sent his juniors to attend to the road traffic accident but he decided to go himself to save lives but unfortunately he lost his life as well’ ‘said Mr Kankala.

Mr Manjulunji was not just a Senior RTSA Officer

Ms Shimani said after Mr Manjulunji reached the accident scene, he started updating the call centre on the whatsapp line on how many people were injured and confirmed dead. At around 05:30 hours she received another call from one of the tow truck driver, Mr Njobvu that there was another accident at the scene of power tools accident and he couldnt explain much as he burst out crying and gave his phone to his colleague Mr Justine Mutinta who explained what had transpired at the accident scene.

Mr Mutinta explained that there was another accident, a truck loaded with bags of maize hit a RTSA tow truck and in the process hit into them and they could not locate Mr Manjuluni.

The writer had a chance to chat with Mr Justine Mutinta to avail on what really transpired on that day and according to him, Mr Manjulunji called him around 01:00hrs that there was an accident in Serenje and they needed to rush there.

"We reached the accident scene around 04:00 hours and secured the tow truck and started operating it and whilst there a truck loaded with maize came and couldn't stop hence hit into the tow truck which in the process hit on my shoulder and that's how we fell down in the ditch with the other tow truck driver", Mr Mutinta said.

He said after struggling to move out from the ditch they started searching for Mr Majulunji and found two serenje based fire fighters dead. The fire fighters also had gone to the scene of the power tools accident to help the victims which were trapped.

Mr Mutinta narrated that after that he and the other tow truck driver started panicking and after some time some people who were helping at the scene of the accident informed them that there was a man wearing a RTSA reflective coat and that bags of maize had fallen on him. He said upon rushing there, they found him in a bad condition. He was later pronounced dead at around 06:30hrs by the medical officers who went to the accident scene.

One of the RTSA Customer Care Officer, Deborah Mulimine described Mr Manjulunji as a jovial man who would advise his juniors on several issues to do with work. "I personally benefited a lot from him he encouraged me to work hard when executing my duties as well as personal development." She said.

Mr Manjulunji did his primary school at Nkulumasiba Primary School in Luanshya in 1979 and later did his junior Secondary School at Buteka Secondary School and later went to Sesheke Secondary School from grade nine (9) to twelve (12).

He did his tertiary education at Evelyn Hone College and Cyprus University.

The late Mr Manjulunji joined the Road Transport and Safety Agency (RTSA) on April 25th 2007 as an Assistant Station Manager and was posted to Chirundu.

He served in various positions around the country and in April 2009 he was promoted to the position of Station Manager for Kitwe. In November 2010, he was transferred to Lusaka in order to spearhead the formation of the Enforcement Unit. In 2013, when the enforcement team was created, he was promoted to the position of senior road traffic inspector in charge of Lusaka.

He was later promoted to the position of Provincial Manager in Central Province and was based in Kabwe.

Mr Manjulunji was a man who will be remembered by many for the way he interacted with workmates as well as his dedication to duty. He will greatly be missed for his kindness, generosity, and the good will he extended so graciously to all around him.

A total number of 22 people died in the power tools accident while 48 passengers were seriously injured. Three Officers, one being Mr Manjulunji and two fire brigade officers identified as Mr Ernest Mulenga and Mr Mubita Simasiku who were among the officers conducting rescue operation died on the accident scene. Six Police Officers sustained serious injuries as well.

Executive Summary

This is a report on road traffic crashes for the year 2016. The report gives a descriptive analysis of the secondary data on road traffic crashes collected from Zambia Police. Zambia Police collects and compiles data on all road traffic crashes (RTCs), fatalities and injuries country wide.

During the year under review a total of 32,350 road traffic crashes were recorded. Out of these RTCs motor vehicle damages only accounted for 67.1% (n=21,723, N= 32,350), slight RTCs in nature were represented by 17.7% (n=5,683, N= 32,350) with serious RTCs accounting for 10% (n= 3262, N= 32,350) and fatal RTCs contributing a proportion of 5.2% (n=1682, N=32,350). Lusaka Province contributed 17,317 RTCs accounting for 53.5% of the total RTCs recorded in 2016 while the rest of the provinces constituted 46.5%. The number of RTCs reduced by 4.4 % from 33,672 in 2015 to 32,350 in 2016.

A total of 2,206 fatalities were recorded in 2016. There was an increase from 2,113 in 2015 to 2,206 in 2016 by 4.4%. Of all the fatalities rural areas accounted for 58% (n = 1280, N = 2,206), while urban areas constituted 42 % (n=926, N= 2,206). A larger proportion of fatalities represented pedestrians and accounted for 42.5% (n=937, N=2,206). The data suggests that pedestrians were predominantly the most risk road users followed by motor vehicle passengers.

In 2016 a total of 6,432 people were seriously injured. Motor vehicle passengers constituted a larger proportion and accounted for 50% (n= 3,242, N= 6,432).

The contributory factors to RTCs and their effects are quiet numerous. These factors were summarized as factors resulting from human error, motor vehicle defect, road condition, weather condition and animals wandering about. Out of these causes, human error accounted for 86.8% (n= 28,076, N= 32,350). When human error contributory factors were singled out and critically analysed, the analysis reviewed that of the 28,076 RTCs involving human errors, driver errors constituted for 91.2% (n= 25,613, N= 28,076).

Definition of concepts

Road Traffic crashes

A worldwide accepted definition of an accident involving a single motor vehicle or multiple motor vehicles.

Urban accidents

Accidents or crashes occurring within a radius of 10Km in a Municipal / Township Council or where the built up areas end.

Rural accidents

Accidents or crashes occurring outside a radius of 10Km in a Municipal or Township Council.

Fatality

A death occurring as a result of road crash or an accident

Serious injury

An injury of severe in nature arising from a road traffic crash and usually requires emergency evacuation to a nearest or specialised hospital or health centre.

Slight injury

An injury of less severity usually result in minor bruises which do not need hospitalisation

Road users

These include motor vehicle drivers, pedestrians, passengers (motor vehicle, motor cycle and bicycle), motor cycle drivers and cyclists.

Vulnerable road users

These include all road users, pedestrians such as children, the disabled, the aged and cyclists who are always competing for road usage with motorists.

1. Introduction

The Road Transport and Safety Agency (RTSA) was established through an Act of parliament under the Road Traffic Act number 11 of 2002 under the Ministry of Transport and Communications. RTSA is a corporate body responsible for implementing the Policy on road transport and traffic management, road safety and enforcement of road transport and safety laws in Zambia.

Road Transport plays a vital role in all economic activities in Zambia, contributing to economic growth via quicker mobility of goods, services and people. Road transport so far accounts for 90 % of all local transportation in Zambia and is without doubt critical to the development of the transport sector and ultimately the general economy. Investment in safer vehicles, safer road users and safer better conditioned roads is optimally critical for economic development in Zambia.

The population of Zambia as captured during the 2010 Census of Population and housing stood at 13,092,666. This represents an increase of 32.4 % from population of 9,885,591 people captured during the 2000 Census according to the 2010 Census of Population and housing report. The population in rural areas increased from 6,458,729 in 2000 to 7,919,216 in 2010, representing an increase of 22.6 % between the two Censuses. The population in urban areas grew by 51.0 % from a population of 3,426,862 in 2000 to 5,173,450 in 2010. According to the 2010 Census the large population of people in Zambia live in rural areas. (Zambia Census Report, 2010). In 2016 the projected Zambia human population stood at 16,040,000. Zambia has a total gazette Road Network length of 67, 671km. The Road network comprises Trunk, Main, District, Urban and Primary Feeder roads. In recent years, the condition of most of Zambia's roads have received a face lift and have improved greatly. In 2014, 87 % Trunk, Main, District, paved roads were classified as good which, is 69 % higher than it was in 2009. (RDA, 2014).

Zambia has experienced an economic growth over the last decade. This confidence in the economic outlook is reflected in the rapid growth in the purchase of motor vehicles. The majority of these are bought from the second market and imported from outside Zambia. On average, about 54,000 motor vehicles have been registered in Zambia every year from 2006 to 2016. The average annual growth in the number of vehicles registered in the country is estimated at 15.3 % for the same period. In 2006 the motor vehicle fleet in Zambia stood at 183,701. This figure increased to 696,474 in 2016 (RTSA Annual Report, 2016). The level of motor vehicle ownership in Zambia, though still relatively low, has considerably increased over the past decades from about 15 motor vehicles per 1,000 people in 2006 to 43 motor vehicles per 1,000 people in 2016.

Road traffic crashes, injuries and fatalities have of late become a global public health and development problem, especially within low- and mid-income countries (LMIC) and Zambia is no exception. Ninety per cent of the world's road traffic deaths occur in low-and mid-income level countries. Road traffic crashes and fatalities are disproportionately distributed across population groups. Many of those most affected belong to the most vulnerable populations in society such as pedestrians, cyclists, unsecured passengers, and children below the age of 16 years.

The increased use of motorised vehicles in LMIC countries has resulted in greater motor vehicle related injuries and fatalities. In order to ensure safety for all road users, the RTSA has Enforcement, Road Safety Engineering, Education and Publicity Units in place that take care of road user needs. The enforcement Unit enforces the road traffic and safety laws in Zambia through motorized patrols, mounting check points randomly. Education and publicity conduct awareness campaigns to all road users to change the road user behaviour and attitude raise the level of knowledge in order to increase road safety levels. The road safety engineering Unit conduct routine road safety audits and inspections to ensure that all roads are safe for all road users.

2.0 Descriptive analysis and discussion

2.1 Nature of accidents per province

Road traffic crashes can be classified according to their nature of severity. Figure 1, compares the nature of crashes per Province in 2016. The figure shows a total out of a total of 32,350 road traffic crashes recorded, 21,723 were merely motor vehicle damages only. A larger proportion of damages only were recorded in Lusaka (see appendix). The figure shows that 5,683 road traffic crashes of slight nature. Those of serious nature were 3,262 and fatal road traffic crashes stood at 1,682. Damages only are crashes which do not involve any bodily harm. They are merely damages to motor vehicles only and road infrastructure. This higher number of damages only are usually recorded in provinces with higher motor vehicle and human population and related economic activities such as Lusaka. Motor vehicle damages are a cost to insurance companies and burden to the road sector budget through replacements of damaged road furniture. The ultimate effect is on the Gross Domestic Product (GDP)

Figure 1: Shows the nature of road traffic crashes recorded in 2016

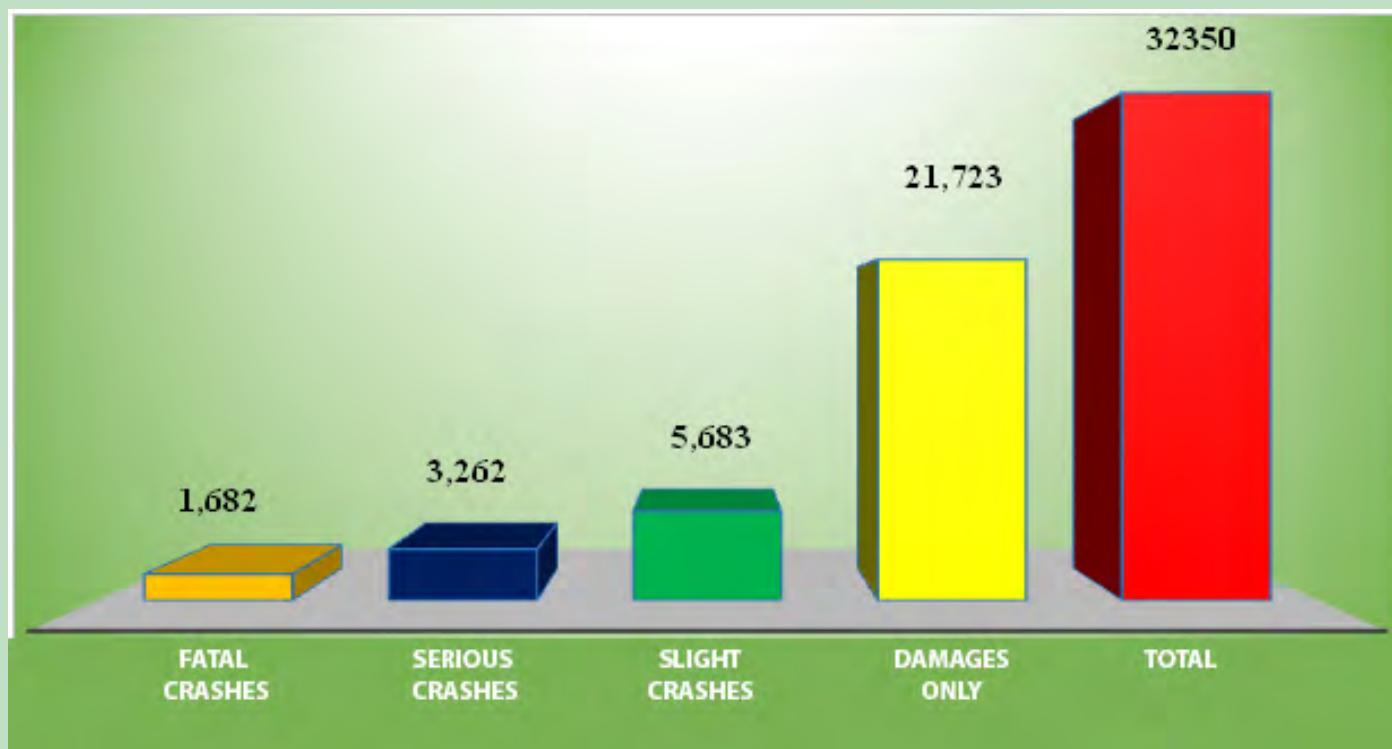


Figure 2 compares the number of RTCs in 2016 by Province. The table shows that a total number of 32,350 RTCs were recorded in 2016. Of this number, Lusaka Province accounted for 54% (n = 17,317, N = 32,350), Copperbelt Province constituted 17% (n = 5,561, N = 32,350) while the rest of the Provinces accounted for 29% (9,472). The figure also shows that in ranking the four provinces (Southern, Lusaka, Central and Copperbelt) along the main line of rail contributed a significant number of RTCs. If we are to see a remarkable decline in RTCs, Road safety interventions should be weighted and intensified in regions with the highest number of RTCs.



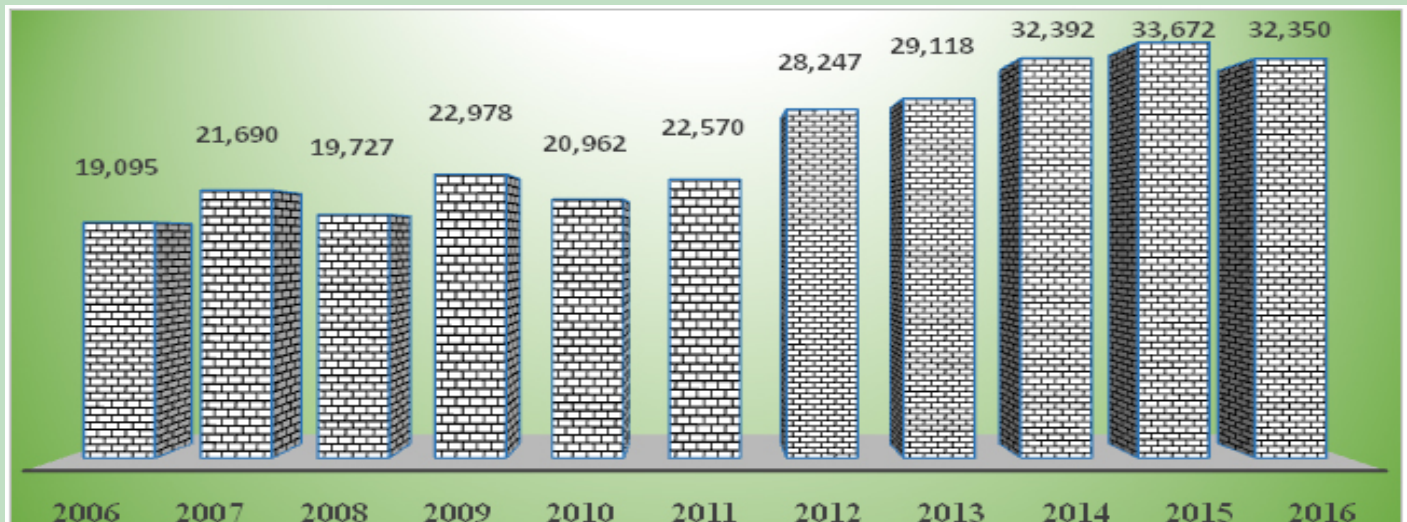
Zambia Police Officers with RTSA CEO (in green) participated during Road Safety Week and pledged to no drink driving and 100% use of seat belt.

Figure 2: Compares the number of road traffic crashes by Province in 2016



The number of road traffic crashes recorded from 2006 to 2016 are displayed in figure 3. Figure 3 shows that the number of road traffic crashes reduced to 32,350 in 2016 from 33,672 in 2015 representing a 4% reduction. The figure further shows an increasing decreasing trend between consecutive years from 2011 to 2015. Continuous road safety interventions will see a further reduction in the number of road traffic crashes. This will be in line with 2011 – 2020 United Nations Decade of Action of stabilising and reducing fatalities by 50% by 2020.

Figure 3: shows the number of road traffic crashes recorded from 2006 to 2016



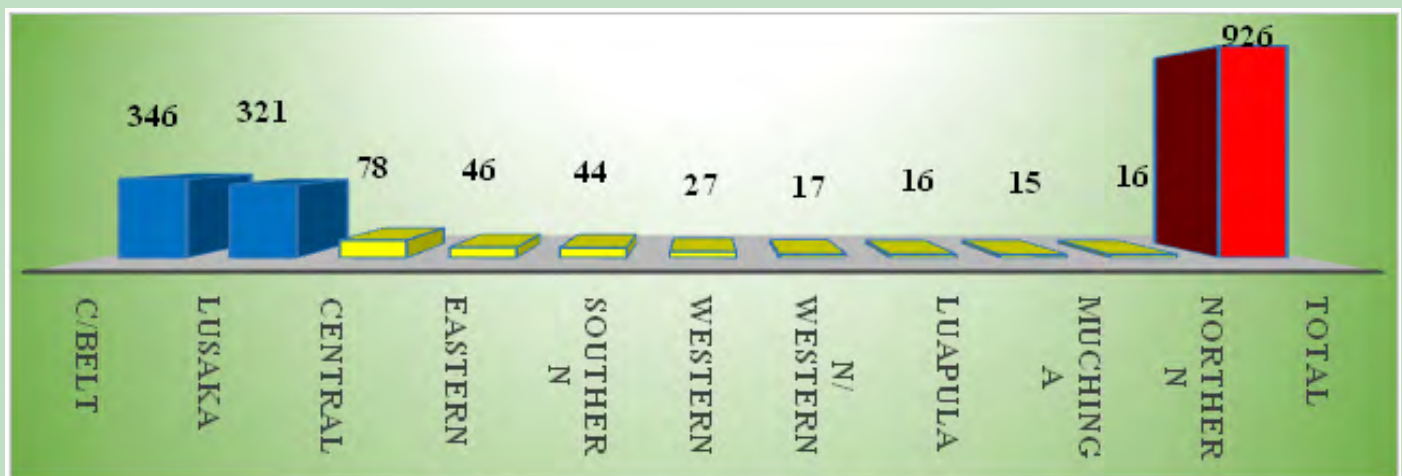


Over 1000 stakeholders signed on this placard pledging; no drink and driving, 100% seat belt use, no over speeding and no use of mobile phones on the road. This was during the Road Safety Week in 2016.

2.2 Number of fatalities from urban areas in 2016

A total of 926 fatalities were recorded in urban areas in the year 2016. Out of this figure Copperbelt urban contributed 37.4% (n = 346, N = 926). Lusaka ranked second in the number of fatalities recorded and accounted for 34.7% (n = 321, N = 926). The rest of the Provinces accounted for 28%. The two Provinces of Lusaka and Copperbelt have a higher fatality rate compared to rest of the Provinces because of high motor vehicle and human population. Road safety interventions should be more in these provinces compared to the rest of the Provinces.

Figure 4: Compares the proportion of urban fatalities in 2016

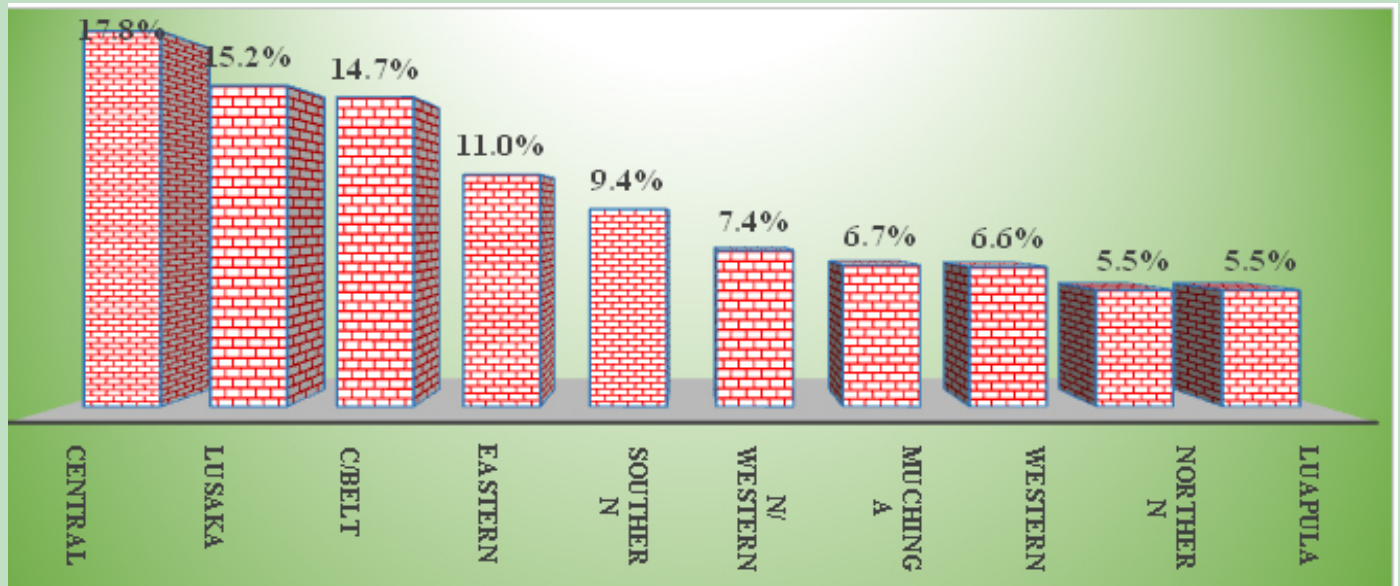


2.3 Fatalities from rural areas in 2016

Rural road traffic fatalities mostly occur along the trunk, main and district roads, these can either be along inter town/ district or inter Province roads. Inter town roads are characterised by excessive speeding and

high traffic volumes for certain sections of the road. Table 4 shows the number of fatalities from rural areas in 2016. A total of 1280 fatalities were recorded from rural areas in 2016. Out of this number, Central Province was leading in rural fatalities accounting for 17.8% (n = 228, N = 1280). The Central Province corridor which runs from Chibombo to Kapiri Mposhi district is characterised by excessive speeding, high traffic volumes, street vending and bad road user behaviour on the part of pedestrians. Lusaka and Copperbelt Provinces accounted for 15.2% (n =195, N = 1280) and 14.7% (n = 188, N = 1280) respectively. A larger proportion of these fatalities were recorded along the line of rail. There is need to conduct targeted road safety interventions along the road stretch with high fatality figures.

Figure 5: Compares the proportions of rural fatalities by province in 2016



2.4 Urban and rural areas fatalities compared

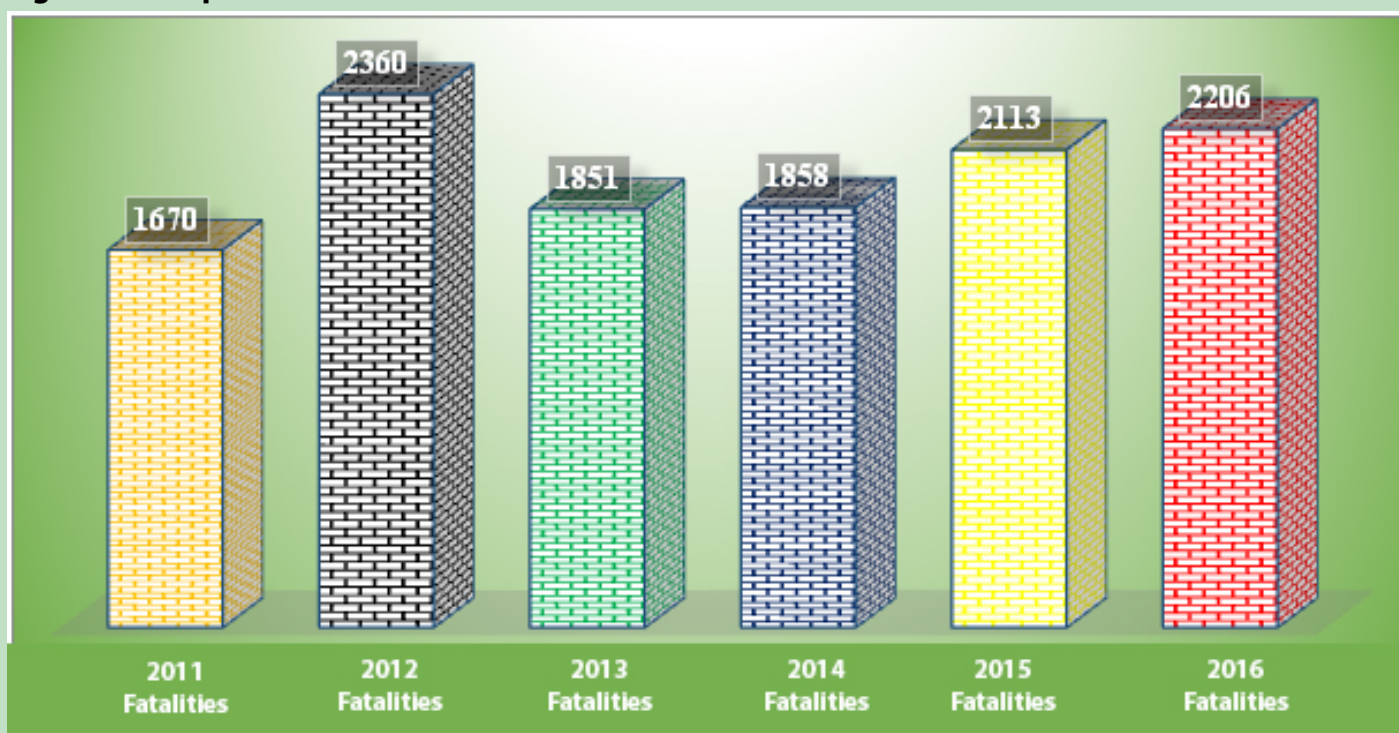
During the year under review, a total of 2,206 fatalities were recorded, of this figure rural areas accounted for 58% (n = 1,280, N = 2,206), while urban areas constituted 42% (n=926, N= 2,206). The number of fatalities was higher in rural areas compared to urban areas as seen in figure 6. This can be attributed to inadequate road safety knowledge among road users in rural areas, particularly that even the high number of pedestrian casualties are from rural areas as we shall see in later section. The situation is quiet worrisome and of great concern to all citizens. We proposed targeted road safety interventions for rural areas such as visiting chiefdoms and conducting awareness campaigns to villages along the main and trunk roads.

Figure 6: Compares fatalities in urban and rural areas in 2016



The higher fatality rates in rural areas was attributed to excessive speeding, misjudging of clearance distance, overtaking improperly and obstruction by motor vehicles dangerously parked along the trunk, main and district roads (inter-town roads). The RTSA/ZIPAR 2016 report revealed that speeding prevalence was 43% on trunk roads. It is evident that motorist exceed the allowable speed limits along sections of the road and this correlates to the fact that speeding is ranked second cause of road traffic crashes in Zambia. Other factors that contributed to higher fatality figures in rural areas were overloading passengers with goods in areas where transport is pretty scarce, and using motor vehicles which are not road worthy, in some cases these vehicles are driven by unlicensed and inexperienced drivers more especially in areas where there is no presence of law enforcement officers. Bad road user behaviour such as trading closer to the road, walking or cycling on a wrong side of the road and crossing the road without due care also contribute significantly among many other factors that have led to loss of precious inestimable lives of road users.

Figure 7: Compares number of fatalities from 2011 to 2016

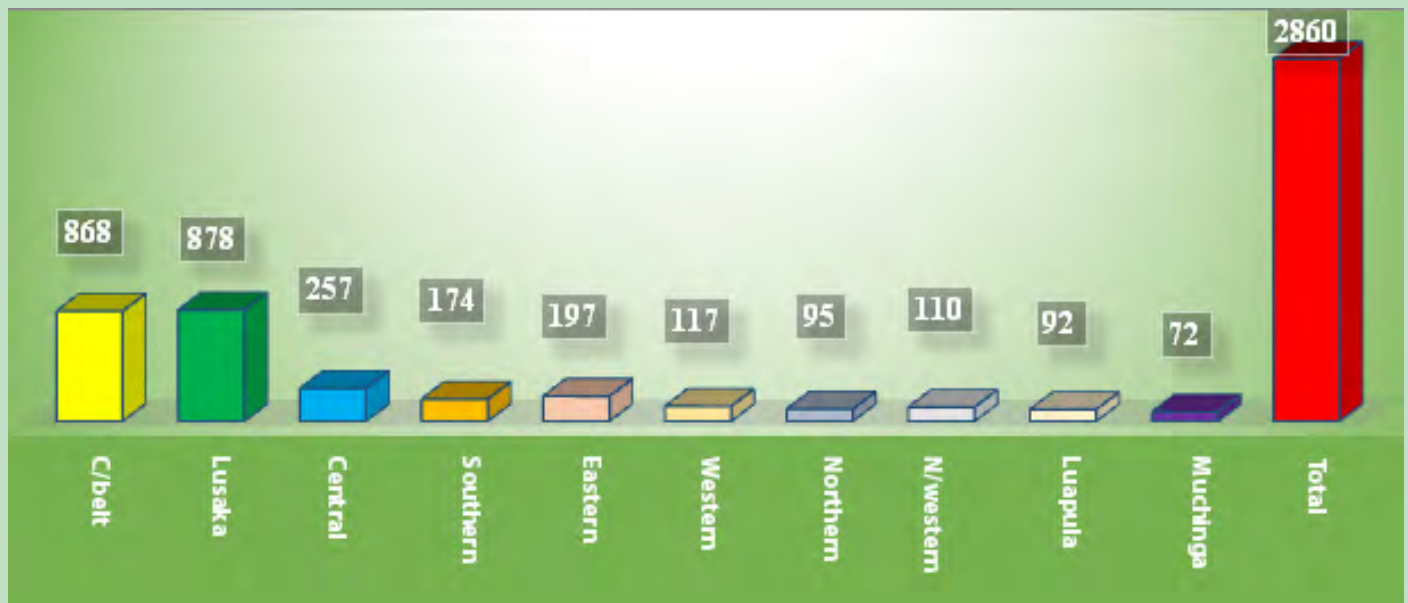


The number of fatalities from 2011 to 2016 is displayed in figure 7. Although the figure shows an increasing trend in number of fatalities rate, an increase between consecutive years postulates a decreasing trend. However there is still a lot of need to intensify on road safety interventions.

2.5 Serious injuries from urban areas in 2016

Road traffic crashes leave crash victims with permanent disabilities as a result of serious injuries to an extent of affecting their productive life. Figure 8 compares the number of serious injuries from urban areas in 2016. A total of 2860 serious injuries were recorded from urban areas in 2016. Out of this figure, Lusaka and Copperbelt Province accounted for 30.7% (n= 878, N = 2,860) and 30.3% (n = 868, N = 2,860) serious injuries respectively. The rest of the Provinces accounted for 39% of serious injuries. The Provinces of Lusaka and Copperbelt are associated with high traffic volumes and larger human population.

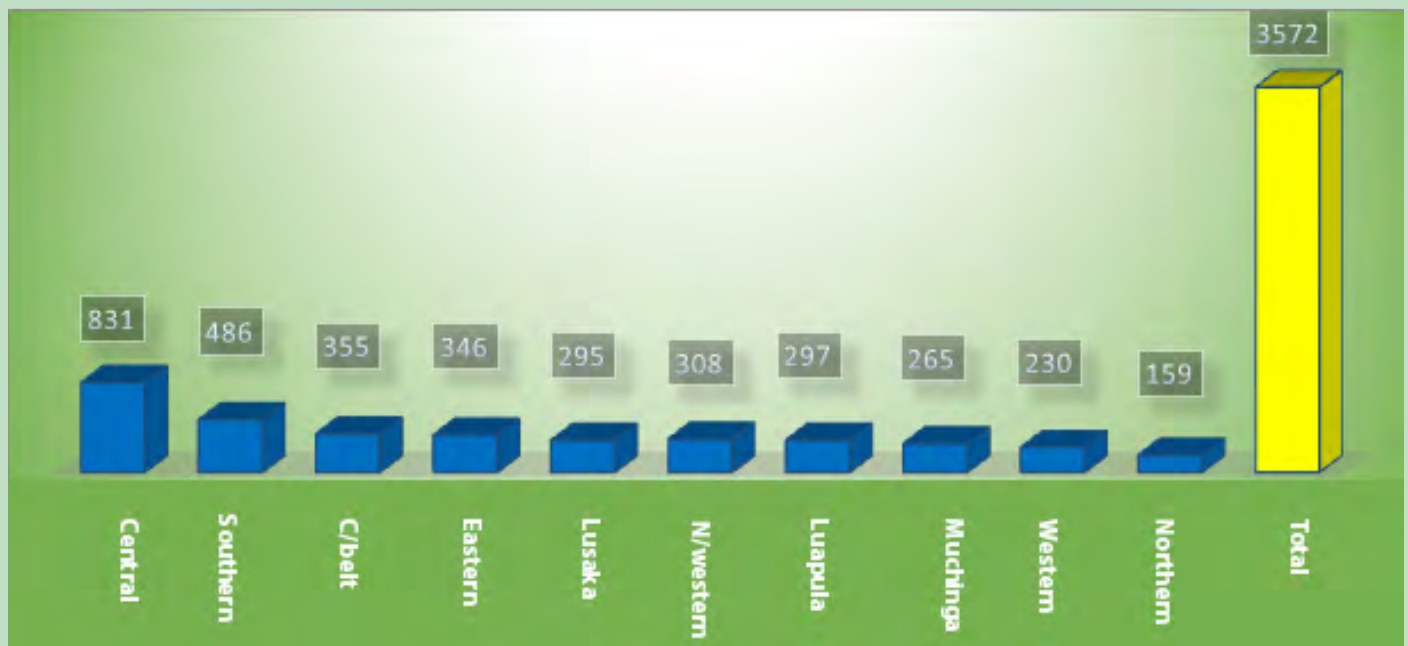
Figure 8: Compares the proportions of serious injuries in urban areas per Province



2.6 Serious injuries from rural areas in 2016

Figure 9 shows the number of serious injuries from rural areas in 2016. A total of 3,572 serious injuries were recorded from rural areas in 2016. Out of this figure, 831 were recorded from Central Province representing 23.3%. The second in ranking was Southern Province which accounted for 13.6% (n= 486, N = 3,572). Serious injuries like fatalities are predominant along the line of railway.

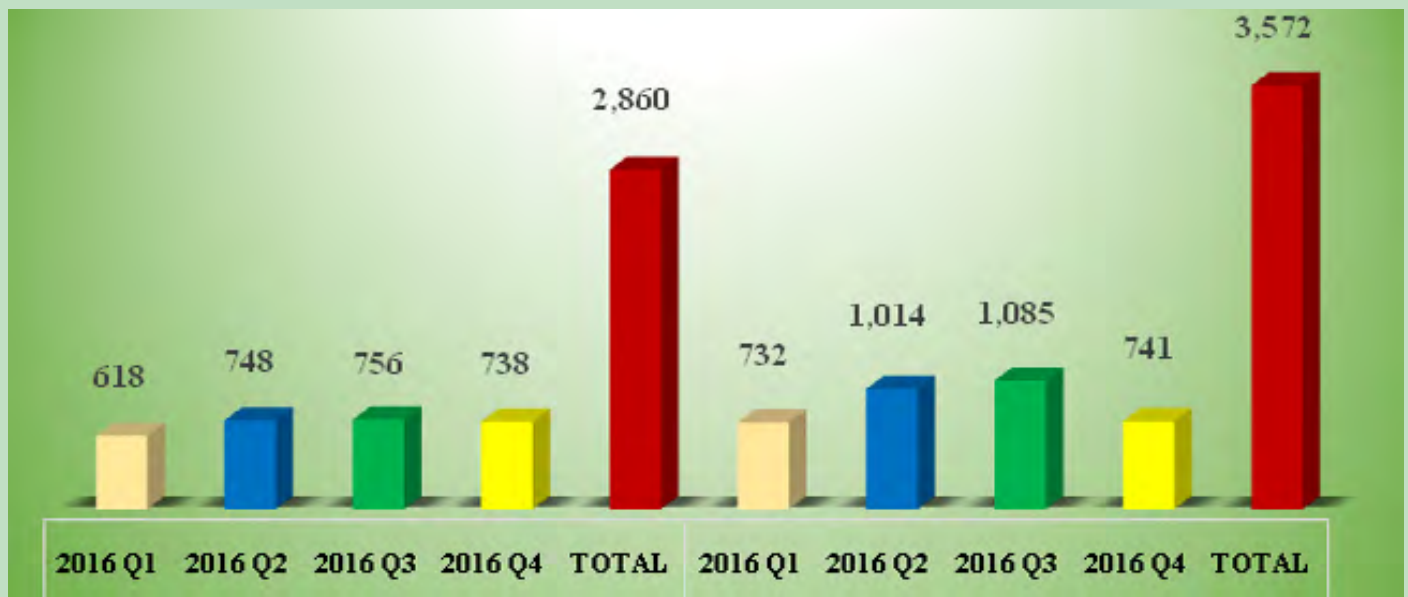
Figure 9: Compares serious injuries from rural areas in 2016



2.7 Comparison of 2016 Urban and rural serious injuries

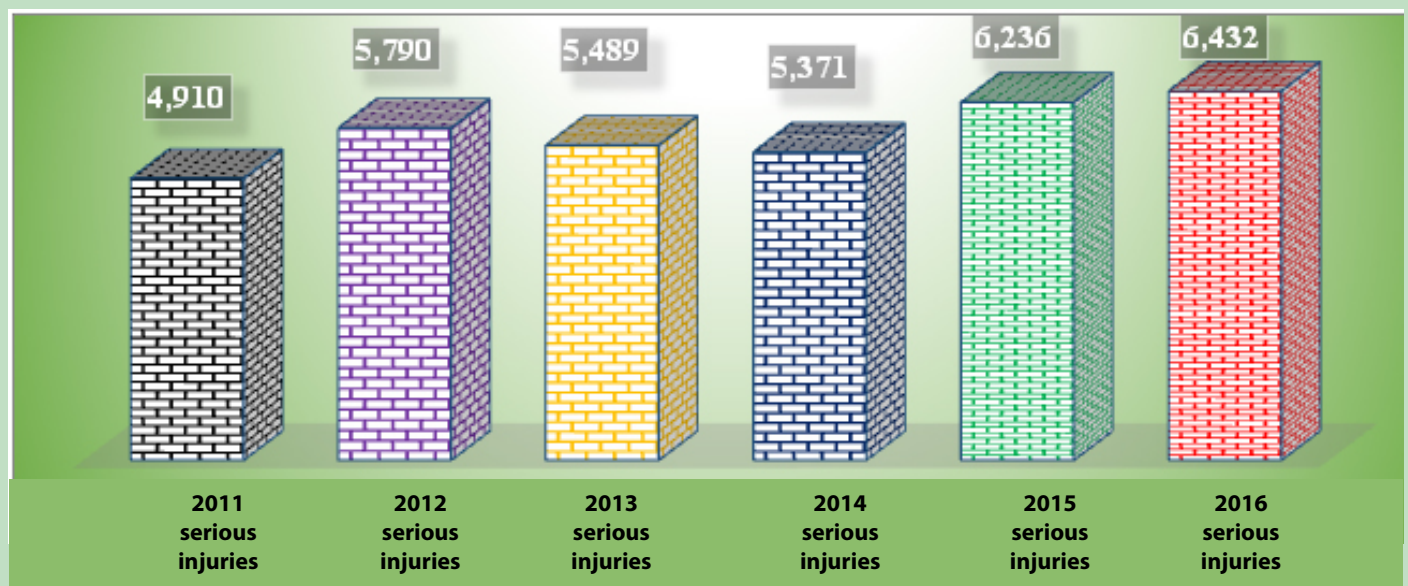
Figure 10 compares the number of serious injuries from urban and rural areas in 2016. The figure shows that a larger number of serious injuries were recorded from rural areas compared to urban. It is a clear indication that road users in rural areas are more vulnerable. This trend is the same for fatalities as well. Rural areas accounted for 55.5% (n = 3,572, N= 6432) of the total serious injuries recorded.

Figure 10: Compares serious injuries from urban and rural areas in 2016



The number of serious injuries recorded from 2011 to 2016 are shown in figure 11. The figure shows an increasing trend in the number of serious injuries. On average every year 5,700 are left with permanent disabilities as a result of road traffic crashes. This is a huge cost in terms of caring for accident victims on the part of government.

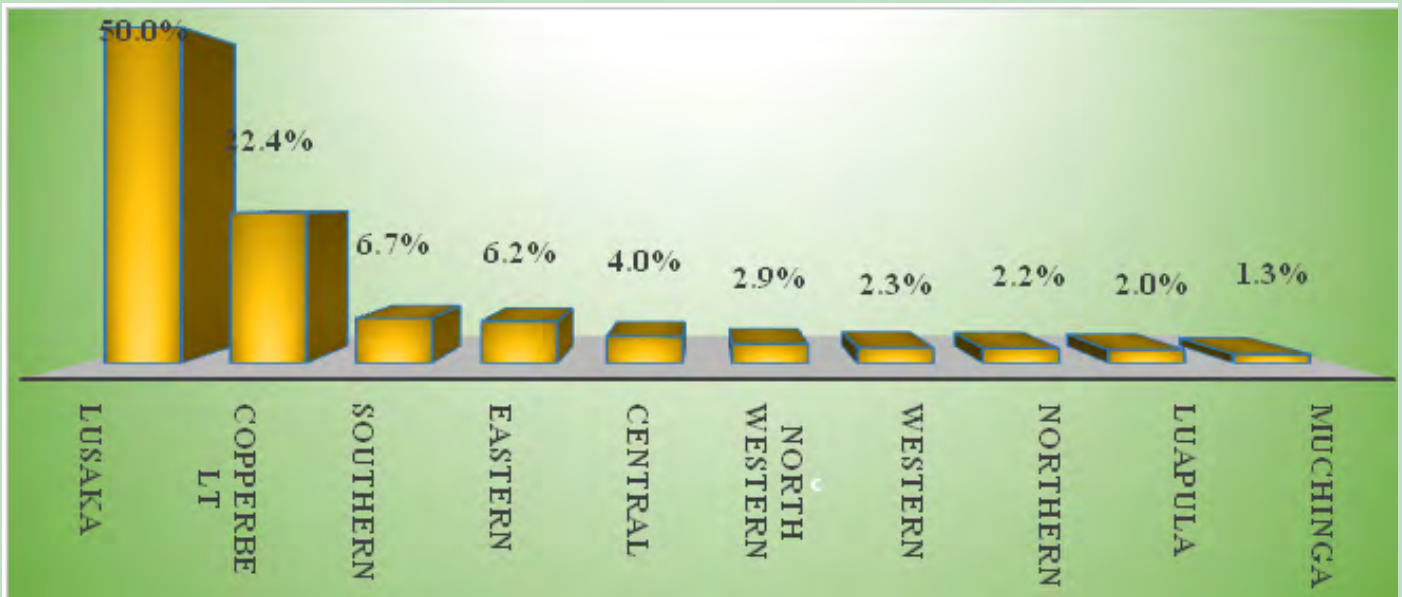
Figure 11: compares serious injuries from 2011 to 2016



2.8 Slight injuries from urban areas in 2016

Figure 12 shows the number of slight injuries from urban areas in 2016. A total of 5,837 slight injuries were recorded from urban areas in 2016. A larger proportion of 50% (n = 2,916, N = 5,837) was recorded from Lusaka province. While the other provinces accounted for 50%. Mostly, the nature of these crashes were damages only.

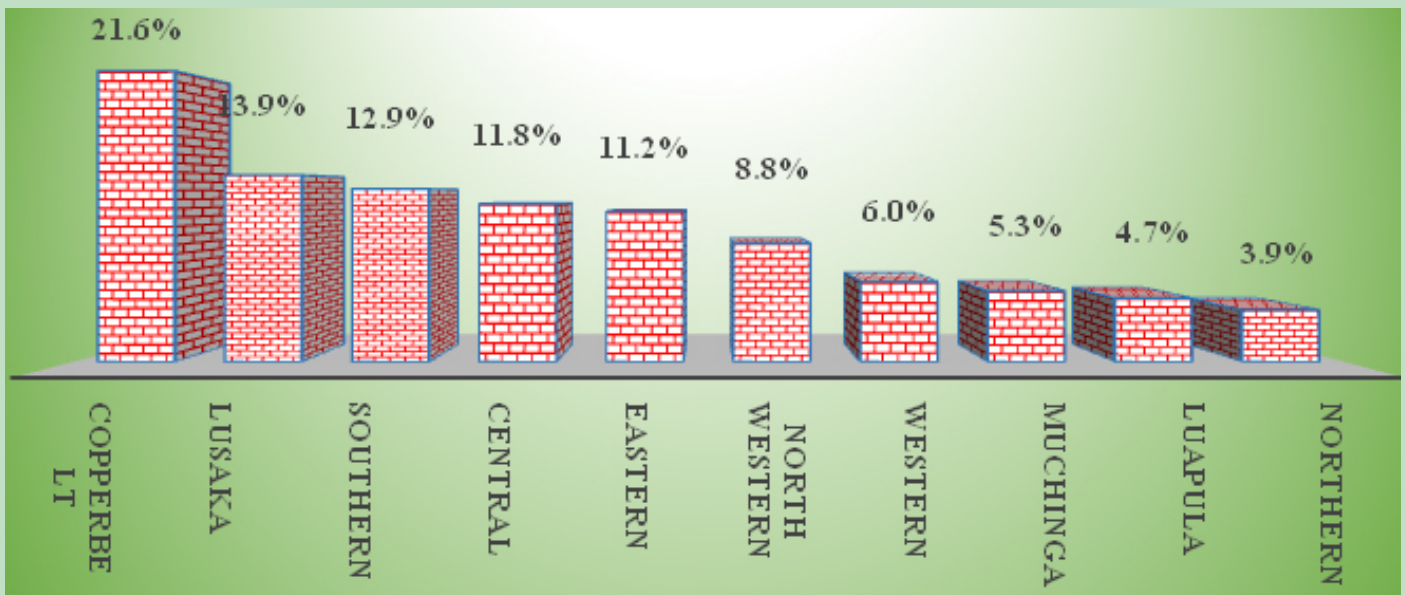
Figure 12: Compares slight injuries from urban areas in 2016 by province



2.9 Slight injuries from rural areas in 2016

Figure 13 shows the number of slight injuries from rural areas in 2016. A total of 2,619 slight injuries were recorded in rural areas from January to December 2016. A larger proportion constituting 21.6% (n = 567, N = 2,619) was recorded from Copperbelt Province. The number of rural slight injuries increased by 71% from the first quarter to the second. The first quarter accounted for 493 rural slight injuries while the second quarter contributed 841. The number of slight injuries reduced in second quarter from 841 to 666 in the third quarter (refer to appendix)

Figure 13: Compares slight injuries from rural areas in 2016



2.10 Urban and rural areas compared

Figure 14 compares slight injuries in rural and urban areas. A larger number of slight injuries were recorded in urban areas. A total of 5,837 slight injuries were recorded in urban areas from January to December in 2016 while from rural areas a total 2,619 were recorded during the same period.

Figure 14: Compares slight injuries from urban and rural areas in 2016

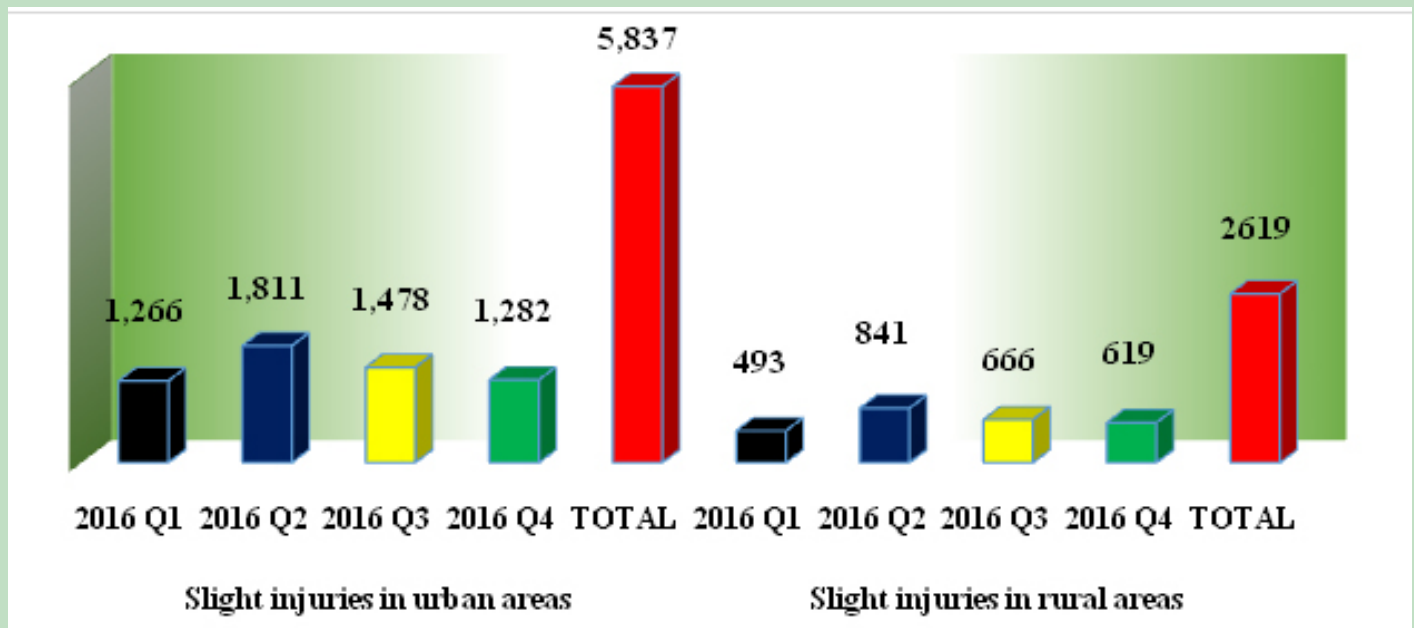
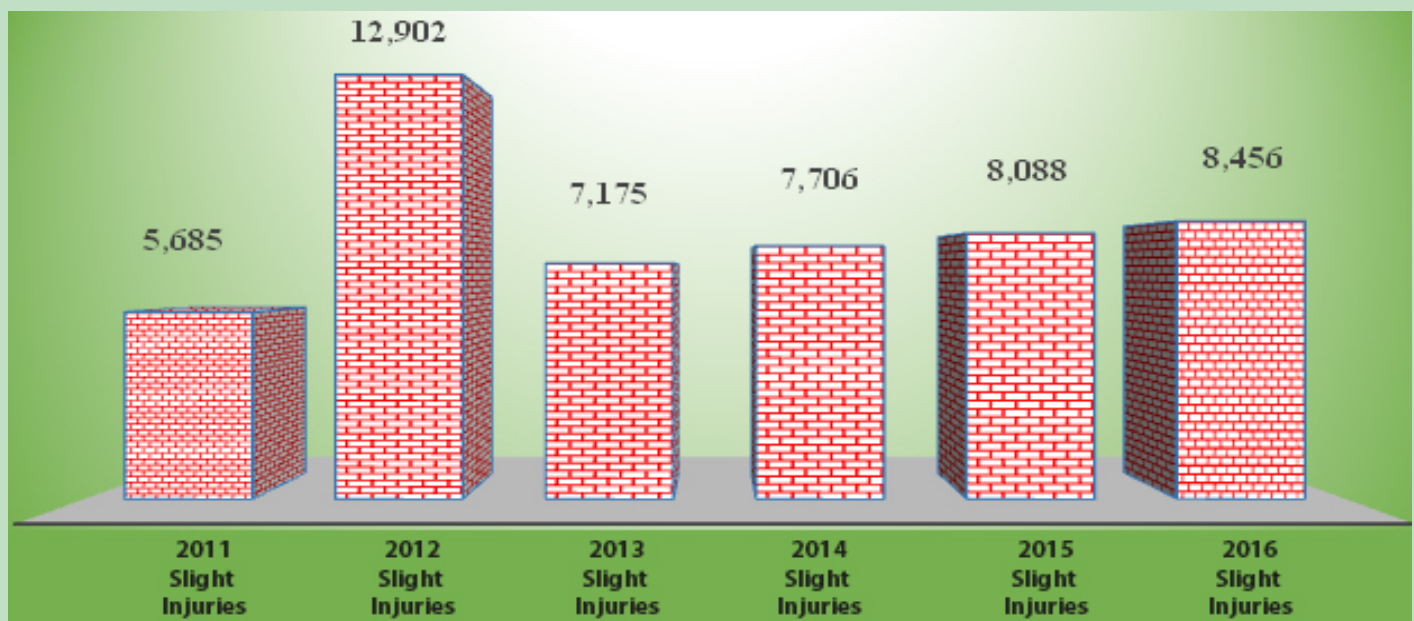


Figure 15 compares the number of slight injuries recorded from 2011 to 2016. The figure shows an increasing trend in the number of slight injuries.

Figure 15: Shows the number of slight injuries recorded from 2011 to 2016

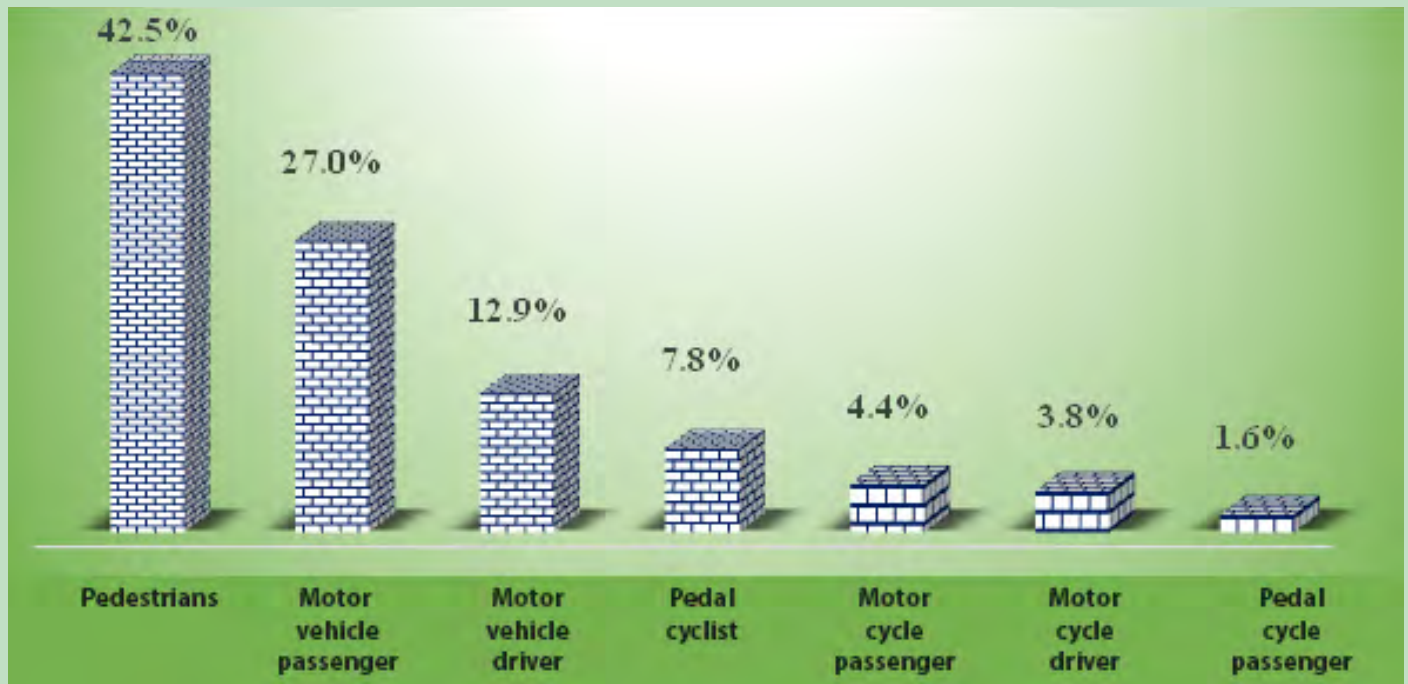


3.0 Classification of road user casualty

3.1 Fatality classification by road user type

In Zambia, road users comprise of pedestrians, motor vehicle drivers, motor cycle riders, pedal cyclists, motor vehicle passengers, motor cycle passengers and bicycle passengers. Figure 16 compares the proportion of fatalities by road user type. The figure shows that among the respective road users, pedestrians emerged the most risk road users, ranked first and accounted for 42.5% (n= 937, N = 2,206). One of the attributes is that most of the roads do not have provision for pedestrian walkways. Also on the other hand, pedestrian road user behaviour cannot be overlooked. Some pedestrians do not use designated sections for crossing the road such as Zebra crossing and some walk on the wrong side of the road. The figure also shows that motor vehicle passengers contributed 27% and motor vehicle driver were at 14%. The others were pedal cyclists at 7%, motor cycle passengers at 5%. The rest were motor cycle driver at 3% and pedal cycle passenger at 1%.

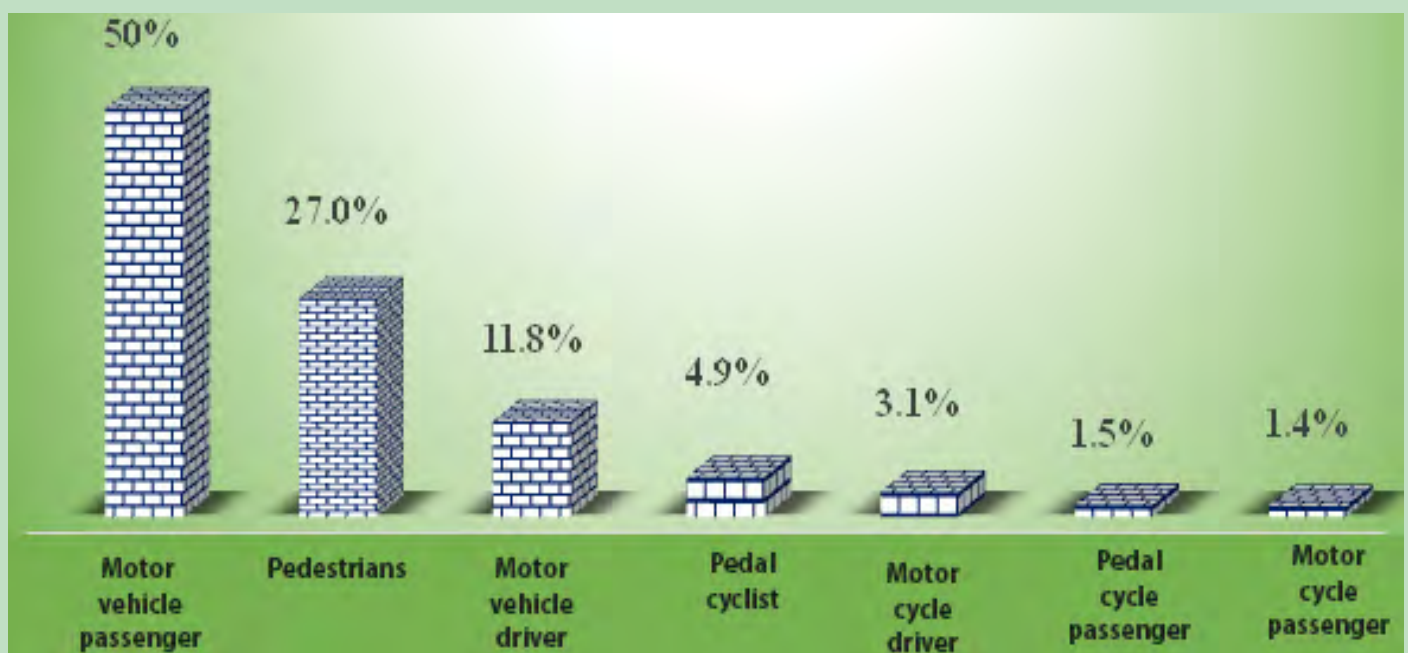
Figure 16: Compares fatalities by road user type



3.2 Serious injuries classification by road user type

Treatment of accident victims cost the government colossal sums of money. Studies from the Ministry of Health show that on average road traffic crashes victims stay longer in hospital surgical wards than other ordinary medical patients. Figure 17 compares serious injuries sustained by various road users from road traffic crashes in 2016. The figure shows that motor vehicle passengers accounted for 50% (n = 3,242, N = 6,432) serious injuries by road user type. Pedestrians ranked second at 27% (1,734, N = 6,432) followed by motor vehicle drivers. Thus the top three road users at higher risk are motor vehicle passengers, pedestrians and motor vehicle drivers. The rest were pedal cyclist accounting for 4.9%, motor cycle driver at 3.1%, pedal cycle passenger constituted 1.5% and motor cycle passengers contributed 1.4%. There is need to seriously enforce the law on wearing seat belt for both drivers and passengers. Seat belts do not kill but not fastening a seat belt can lead to death or an injury.

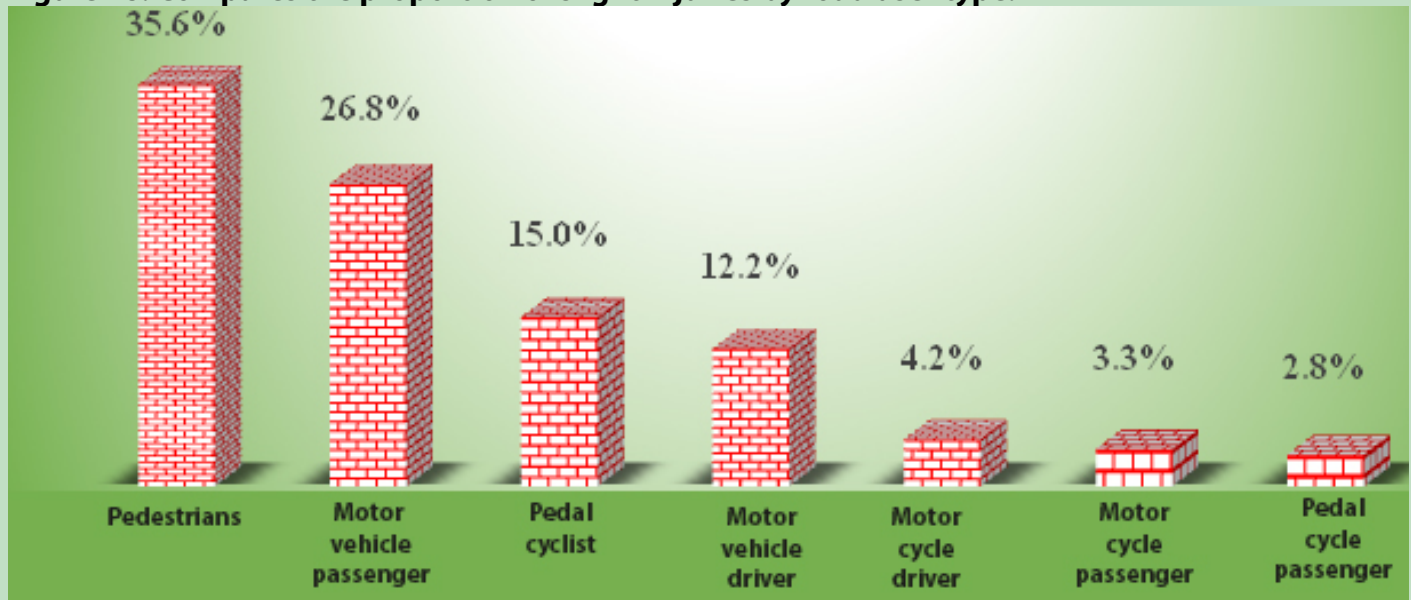
Figure 17: Compares proportions of serious injuries by road user type



3.3 Slight injuries classification by road user type

The proportions of slight injuries sustained by various road users in 2016 are shown in figure 18. The figure shows that the three high ranking risk road users were pedestrians, motor vehicle passengers and pedal cyclist representing 35.6% (n = 2,928, N = 8,221), 26.8% (2,205, N = 8,221) and 15% (n = 1,235, N = 8,221). The rest were motor vehicle drivers with 12.2%, followed by motor cycle driver at 4.2% and motor cycle passenger at 3.3%. Pedal cycle passenger accounted for 2.8%.

Figure 18: Compares the proportion of slight injuries by road user type.



4.0 The Time and Days when Road Traffic crashes occurred

4.1 The Time Accidents Occur

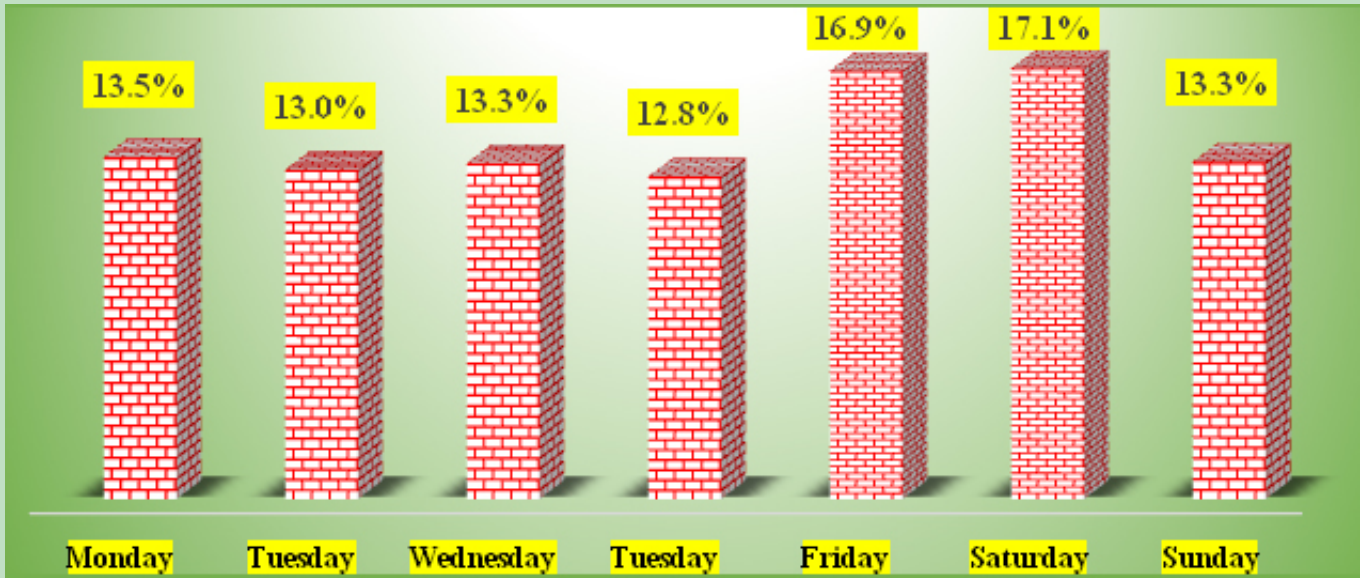
In Zambia motorists used to move freely at any time of the day or night from one place to another, before SI number 76 of 2016 came into being to restrict Public Service Vehicles to move at night between 21:00 hours and 05:00 hours. Table 1 compares the number of crashes at a given time intervals in 2016. The table shows that there was a reduction in accidents that occurred at night from the first, second and third quarters to the fourth quarter. This reduction was attributed to the implementation of SI 76 of 2016.

Table 1 in 2016: Shows the time intervals when road traffic crashes occurred in 2016

TIMES	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
07:00 - 09:00 hrs	960	948	861	844	3,613	11.17%
09:00 - 12:00 hrs	954	1,156	976	1016	4,102	12.68%
12:00 - 14:30 hrs	973	1,011	978	882	3,844	11.88%
14:30 - 16:00 hrs	838	905	867	761	3,371	10.42%
16:00 - 18:00 hrs	1,037	1,236	1,110	961	4,344	13.43%
18:00 - 20:00 hrs	1,170	1,525	1,343	1158	5,196	16.06%
20:00 - 23:59 hrs	973	1,294	1,212	974	4,453	13.77%
23:59 - 07:00 hrs	760	999	884	745	3,388	10.47%
TOTALS	7,704	9,074	8,231	7,341	32,350	100.00%

4.2 The day of the week when accidents occurred

Road traffic crashes can occur on any day of the week. Figure 19 compares the proportions of crashes recorded by each day of the week in 2016. The figure shows that a higher number of road crashes were recorded on Fridays (16.9%) and Saturdays (17.1%), this trend has persistently continued. In order to curb the scourge, enforcement patrols should be intensified over the weekends.



5.0 Contributory factors to road traffic crashes in Zambia

Factors contributing to road traffic crashes in Zambia are quiet numerous. These factors can be classified in five categories as crashes as a result of the following; human error, motor vehicle defects, road defects, weather condition and wandering animals.

5.1 Driver errors road traffic crashes

Table 2. Shows contributory factors to road traffic crashes as a result of driver error. The table shows that out of 32,350 road traffic crashes recorded in 2016, at total of 25,613 were as a result of driver error. Among the driver error factors are, misjudging clearance distance or speed was leading cause of road traffic crashes and accounted for 19% of the crashes. The second in ranking was excessive speeding at 18.6%, failure to keep to near side constituted 16.1%, excessive speeding is driving beyond the permissible speed limit on a particular section of the road with a prescribed speed limit. Each of the contributory factors in table 2 is considered significantly as each occurrence results in distressing effects to families and the entire country. Therefore, addressing the driver contributory factors require to address each cause listed in the table discretely.



A Road traffic crash as a result of excessive speeding in Serenje were 22 passengers and 3 officers (1 RTSA and 2 Fire brigade) died

Table 2: Road traffic crashes as a result of driver errors

DRIVER ERRORS	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Misjudging clearance distance or speed	1142	1379	1217	1041	4779	19%
Excessive speed	1038	1386	1217	1115	4756	18.57%
Failing to keep to near side	1057	1159	1000	899	4115	16.07%
Cutting in	880	1091	816	752	3539	13.82%
Reversing negligently	537	699	586	498	2320	9.06%
Overtaking improperly	347	410	341	279	1377	5.38%
Inexperienced	191	217	263	215	886	3.46%
Other error of judgement	211	243	203	191	848	3.31%
Turning right without due care	204	206	200	154	764	2.98%
Failing to obey the traffic sign/ signal	199	202	204	181	786	3.07%
Inattentive/ attention diverted	71	115	125	63	374	1.46%
Turning left without due care	90	98	63	72	323	1.26%
Turning round in road	27	59	16	48	150	0.59%
Under influence of drink/ drugs	22	32	33	37	124	0.48%
Dazzled by lights of other vehicle	38	24	22	18	102	0.40%
Asleep	19	18	45	12	94	0.37%
Stopped suddenly	26	35	20	12	93	0.36%
Negligently opening door of vehicle	26	29	13	37	105	0.41%
Skidding	12	9	14	7	42	0.16%
Failing to signal	14	11	7	2	34	0.13%
Ill	0	1	0	1	2	0.01%
TOTAL	6151	7423	6405	5634	25613	100.00%



A Road traffic crash as a result of overtaking improperly along Kabwe – Kapiri road 25 people died.

5.2 Factors resulting from pedestrian errors

Pedestrians contribute significantly to the number of road traffic crashes and have been ranked high among the vulnerable road users in Zambia. Table 3 presents the contributory factors to road traffic crashes as a result of pedestrian error. The table shows that in all the four quarters, pedestrian crossing the road was the leading cause of road traffic crashes among pedestrian error and accounted for 89 % (n = 1,993, N= 2,245). Pedestrian walking along the road constituted for 7% (n = 160, N= 2,245). This is an indication that pedestrians still require more attention in terms of awareness campaigns. The other factors included standing and playing on or near the road. There were also cases recorded of pedestrians crossing the road while under the influence of alcohol or drugs and falling ill suddenly especially Epilepsy patients.

Table 3: Shows road traffic crashes resulting from pedestrian errors

PEDESTRIANS ERRORS	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Crossing the road	515	454	558	466	1993	88.78%
Walking/ standing in road	18	43	51	48	160	7.13%
Playing in road	16	19	22	11	68	3.03%
Sudden illness	2	2	1	1	6	0.27%
Under influence of drink/ drugs	0	6	7	5	18	0.80%
TOTAL	551	524	639	531	2245	100.00%

5.3 Factors resulting from passenger errors

When passengers who are not well secured in a motor vehicle they are travelling in they are likely to be injured or die in case of a road traffic crash. The contributory factors arising from passenger errors are shown in table 4. The table shows that passengers falling from moving motor vehicle accounted for 99% while motor vehicle conductor accounted for one percent in 2016. This is a clear indication that passengers are not secured in vessels they travel in.

Table 4: Shows road traffic crashes resulting from passenger errors

PASSENGER ERRORS	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Falling from vehicle	35	46	63	42	186	99%
Negligence on part of conductor	1	0	0	0	1	1%
TOTAL	36	46	63	42	187	100%

5.4 HUMAN ERRORS COMPARED

Road traffic crashes as a result of human error in 2016 are compared in table 5. The table shows that driver error accounted for 25,613 out of 29,935 factors as a result of human error. The rest contributed a total of 4,322. There is need to conduct massive sensitisation campaigns on road user behaviour and should be target oriented.

Table 5: Shows the comparison of human errors

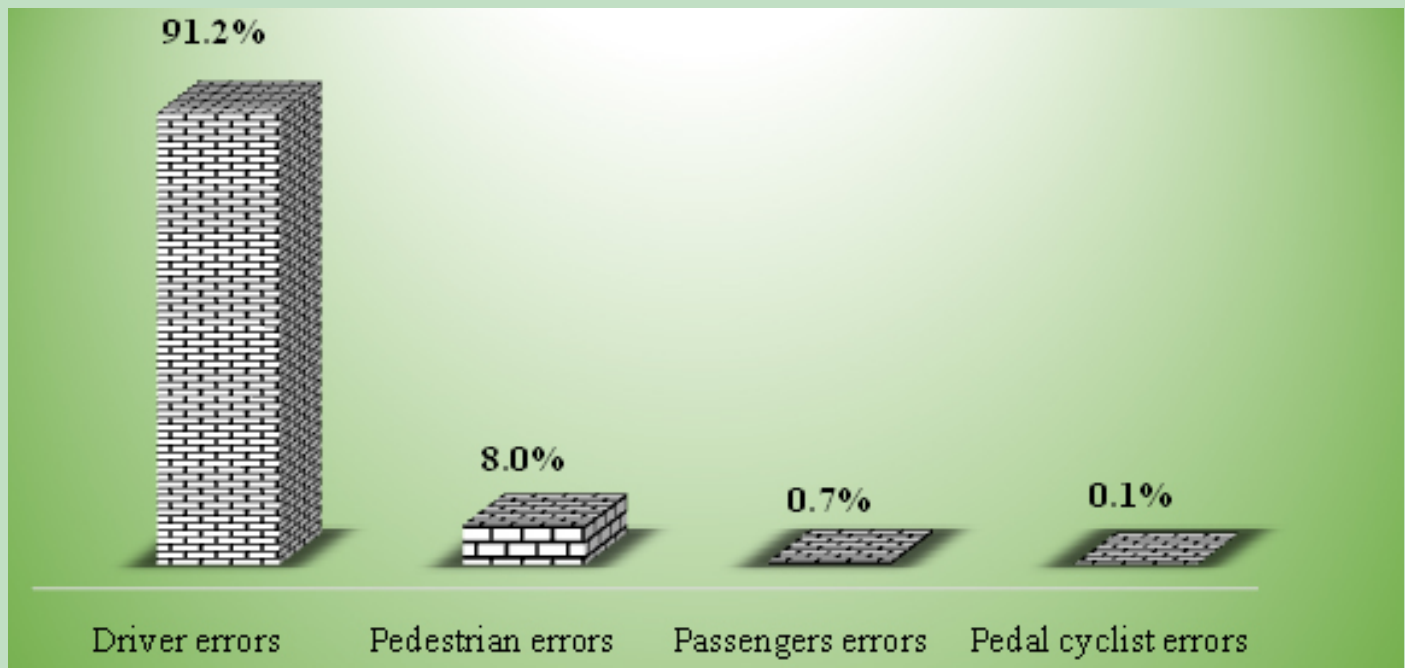
HUMAN ERRORS	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Driver errors	6,151	7,423	6,405	5,634	25,613	91.23%
Pedestrian errors	551	524	639	531	2,245	8.00%
Passengers errors	36	46	63	42	187	0.67%
Pedal cyclist errors	0	0	12	19	31	0.11%
TOTAL	6,738	7,993	7,119	6,226	28,076	100.00%



ZESCO employees were among other stakeholders that pledged during Road Safety Week to no drink driving, 100% seat belt use and no over speeding.

Figure 19 shows that among human errors, driver errors were leading cause of death and injuries. Driver errors accounted for 91.2% of all human errors, followed by pedestrians at 8%.

Figure 19: Compares human error factors percentage wise



5.5 Factors resulting from collisions with animals

Motorist colliding with animals wandering about on the road contribute significantly to the number of road traffic crashes. This mostly occurs when the driver is trying to avoid colliding with an animal and ends up losing control of the motor vehicle or collides head on with an animal. Such crashes are prominent in areas where a section of the road passes through a game reserve where wild animals have no guider/minder and in rural or urban areas where domestic animals are not quarantined. Table 6 shows that domestic animals other than dogs contribute significantly to the number of crashes. These include cattle, goats, sheep, donkeys and pigs that contributed over 85.6 % in 2016. Dogs ranked second on the list accounting for over 6.7%, while other animals (wild) contributed 7.4%.

Table 6: Shows road traffic crashes as a result of collision with wild animals

ANIMALS	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Other domestic animal on road	34	61	121	118	334	85.6%
Dog on road	2	12	10	3	27	6.9%
Other animals on road (wild)	2	15	4	8	29	7.4%
TOTAL	38	88	135	129	390	100.0%

5.6 Factors resulting from obstruction

Obstruction is yet another factor that has led to many losses of lives and leaving permanent injuries among affected road users. Table 7 displays contributory factors arising from obstruction. Stationary vehicle dangerously parked refers to a motor vehicle that has broken down and is parked in middle of the lane or covering part of the lane. Sometimes it could be a vehicle that has crashed and is covering the road posing a serious danger to other motorists. This particular factor accounted for 46 % in 2016. Other obstructions include obstruction from bill boards not well placed along the road, over grown vegetation covering part of the road, Public Service Vehicles parked along the road loading passengers, vendors trading closer to the road and even driving too slow below the permissible speed limit along the high ways. These accounted for 54 %.

Table 7: Shows factors resulting from obstruction

OBSTRUCTION	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Stationary vehicle dangerously parked	4	20	9	2	35	46%
Other Obstruction	8	10	7	16	41	54%
TOTAL	12	30	16	18	76	100%



An accident involving Hillcrest National Technical School pupils. Cause of accident was attributed to obstruction and misjudging distance by driver who was carrying pupils and was drunk. 10 pupils died.

5.7 Factors resulting from motor vehicle defect

The five pillars on road safety advocates and emphasises on the use of safer vehicles. Research show that the conditions of motor vehicle play a critical role in the safety of passengers, drivers and other road users. Table 8 displays contributory factors of road traffic crashes as a result of motor vehicle defects. The table shows that tyres are a leading contributory factor to road traffic crashes as a result of tyre burst. This trend was observed in all the four quarters. A tyre burst may arise if the tyres have out lived their usefulness and are completely finished, sometimes a tyre can burst as a result of overloading a motor vehicle coupled with excessive speeding. Out of all the crashes arising from motor defects, tyres contributed 53.1% . Malfunctioning, failure or binding of brakes accounted for 25.8 % . The others were unattended to motor vehicle, vehicle overloaded, steering wheel, springs, defective lights and smashed wind screen all accounted for 22%.

Table 8: Shows road traffic crashes as a result of motor vehicle defects

Motor vehicle defects	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%AGE
Tyres	75	58	64	58	255	53.13%
Brakes	26	32	30	36	124	25.83%

Unattended vehicle running away	7	6	11	11	35	7.29%
Steering	6	7	4	6	23	4.79%
Vehicle overloaded	1	9	5	1	16	3.33%
Springs	3	3	4	2	12	2.50%
Smashed windscreen	2	1	2	0	5	1.04%
No rear lights/ reflection	0	1	4	1	6	1.25%
No front lights	0	3	1	0	4	0.83%
TOTAL	120	120	125	115	480	100.00%

The United Nations under its five pillars on road safety proclaims safer roads and mobility for all road users. Road infrastructure has been identified as a key road safety feature. Table 9 shows road traffic crashes resulting from Road defects. The table shows that the leading contributory factor among road condition factors was road surface in need of repair which accounted for 79 % in 2016. These mostly were characterised by pot holes on the roads and in some instances the road has narrowed (reduction in width) to permit only a single vehicle at a time to use the road. Other conditions represented 21 %. These factors include over grown vegetation such that road signs are not visible to motorist, unclear road markings or no road markings at all, dust and obscured view.



A bus burnt as a result of binding brakes

Table 9: shows road traffic crashes from road condition

ROAD CONDITION	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Road surface in need of repair	10	16	20	22	68	79%
Other road conditions (view obscured, dust)	10	3	1	4	18	21%
TOTAL	20	19	21	26	86	100%



A Road needing repair: This is part of the Kazungula - Sesheke road stretch

5.8 Factors resulting from weather conditions

In table 10 road traffic crashes resulting from weather conditions are displayed. The table shows that in 2016 heavy rain accounted for 76% (n = 16, N = 21) crashes while 20% (n = 5, N = 21) were crashes recorded as a result of heavy rain. Even though weather factors were minimal their resultant effects have been devastating.

Table 10: Shows road traffic crashes resulting from weather conditions

WEATHER CONDITION	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Heavy rain	12	0	0	4	16	76%
Glaring sun	2	1	0	2	5	24%
TOTAL	14	1	0	6	21	100%

5.9 Factors resulting from unknown causes

Table 11 below shows unknown causes, these are crash whose cause is not well known or traced. A total of 3,221 cases were recorded as unknown. Lack of information on the cause of a road crash is a great source of concern because it very difficult to suggest or put any interventions. This can only be achieved by investing exceedingly in the Highway Surveillance systems such as the Intelligence Traffic System (ITS) to monitor activities on the entire road network for 24 hours. Otherwise this data will not be captured and no appropriate interventions will be suggested to address the situation.

Table 11: Shows road traffic crashes from unknown factors

UNKNOWN CAUSE	2016 Q1	2016 Q2	2016 Q3	2016	TOTAL	%
TOTAL	758	823	815	825	3,221	100%

5.10 Summary of all contributory factors

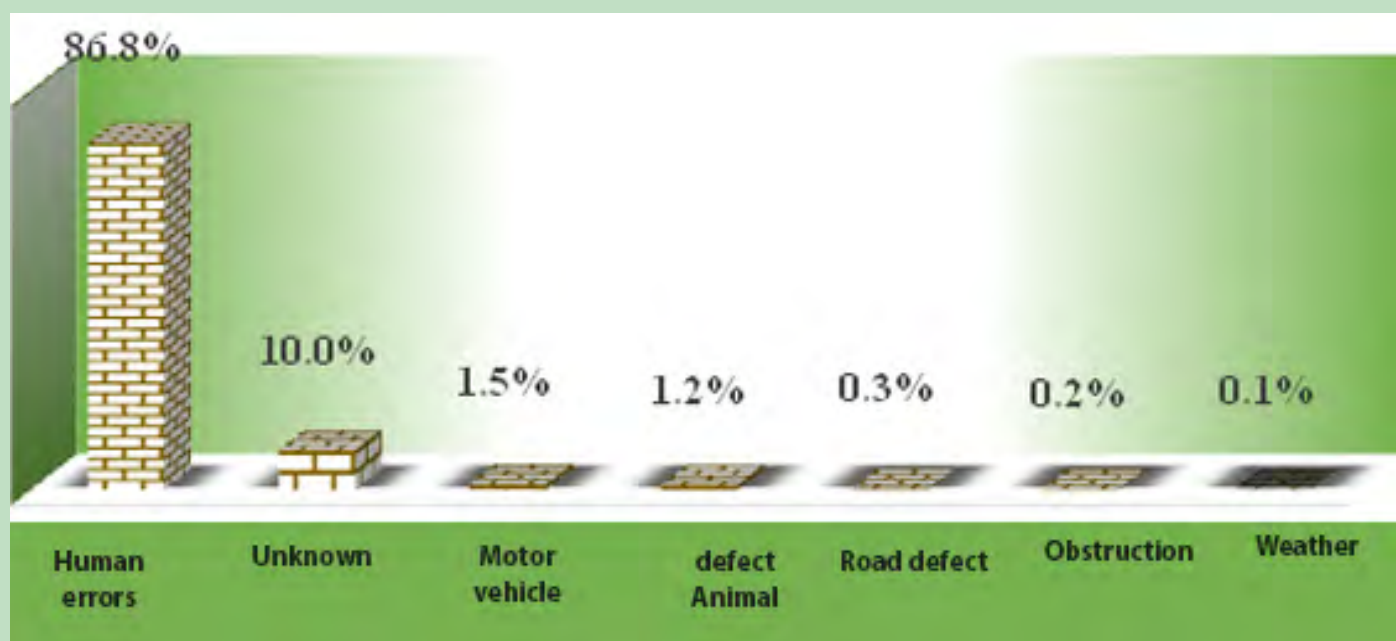
The contributory factors to road traffic crashes in Zambia are summarised in table 12. The table shows that human factors accounted for 87.4% of the total crashes recorded from January to September 2016. Unknown cause of road traffic crash constituted an average of nine percent per quarter. The others also very significant, despite contributing smaller figures were motor vehicle defects, animals on the road, road defect, obstruction and weather condition representing 3% as presented in table 23.

Table 12: Summarises contributory factors to road traffic crashes

CONTRIBUTORY FACTORS	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Human errors	6,738	7,993	7,119	6,226	28,076	86.8%
Unknown cause	758	823	815	825	3,221	10.0%
Motor vehicle defect	120	120	125	115	480	1.5%
Animal	38	88	135	129	390	1.2%
Road defect	26	19	21	26	86	0.3%
Obstruction	10	30	16	18	76	0.2%
Weather	14	1	-	6	21	0.1%
TOTAL	7,704	9,074	8,231	7,345	32,350	100.0%

Figure 20 shows that the major contributory factor to road traffic crashes in Zambia is human error and accounted for over 86.8%. In order to have effective interventions, homogeneous groups of road users should be targeted. The fight against road carnage cannot be fought single handed by one Agency, there is need to bring other key stakeholders on board.

Figure 20: Summarises contributory factors to road traffic crashes in 2016





Road traffic crash as a result of human error by failing to keep near side of the road

RECOMMENDATIONS

We propose the following interventions towards stabilizing and reduction of road traffic crashes and fatalities by 2020.

1. Increase the number of officers in Enforcement and Education and Publicity Units. Education awareness campaigns are more effective when they are supplemented by enforcement activities. Each Province must have one or two education and publicity officers;
2. Engage and bring on board relevant key stakeholders to join in fighting the scourge on road carnage;
3. Undertake studies in Mozambique or Rwanda to learn best practices on how they have managed to reduce road traffic crashes, fatalities and injuries by over 30 %.
4. Roll out of Accident Information System (AIS) so that accurate and timely accident information is collected for appropriate interventions and policy formulation;
5. Invest heavily in Intelligence Traffic System (ITS) to monitor road user behaviour 24hours especially motor vehicle drivers. ITS will supplement the efforts of enforcement officers.

APPENDIX

Table 13: Shows the nature of road traffic crashes in 2016

PROVINCE	FATAL CRASHES					SERIOUS CRASHES					SLIGHT CRASHES					DAMAGES ONLY				
	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL
LUSAKA	92	115	138	107	452	206	207	238	199	850	592	658	681	625	2556	3,427	3,739	3240	3,053	13,459
C/BELT	64	69	92	55	280	132	127	178	144	581	266	279	295	240	1080	775	1,494	743	608	3620
CENTRAL	56	64	79	55	254	94	100	122	109	425	86	90	90	96	362	266	329	311	304	1210
SOUTHERN	21	36	36	35	128	85	70	91	76	322	96	105	102	81	384	224	225	250	224	923
EASTERN	36	38	44	42	160	69	66	85	58	278	73	98	122	111	404	144	191	220	203	758
NORTHERN	19	17	23	17	76	30	42	29	21	122	24	24	30	41	119	57	53	64	51	225
LUAPULA	13	19	23	16	71	40	51	59	62	212	44	37	38	40	159	57	66	77	42	242
N/ WESTERN	23	20	27	25	95	41	51	38	39	169	56	74	87	72	289	196	196	199	182	773
WESTERN	17	18	24	14	73	46	46	37	29	158	40	61	52	37	190	62	61	69	76	268
MUCHINGA	15	25	33	20	93	33	29	51	32	145	31	32	47	30	140	56	52	67	70	245
TOTAL	356	421	519	386	1682	776	789	928	769	3262	1,308	1,458	1,544	1,373	5,683	5,264	6,406	5240	4,813	21,723

Table 14: Shows the number of road traffic crashes by province in 2016

PROVINCE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Lusaka	4,317	4,719	4,297	3984	17,317	53.5%
Copper belt	1,237	1,969	1,308	1047	5,561	17.2%
Central	502	583	602	564	2251	7.0%
Southern	426	436	479	416	1757	5.4%
Eastern	322	393	471	414	1600	4.9%
Northern	130	136	146	130	542	1.7%
Luapula	154	173	197	160	684	2.11%
North western	316	341	351	318	1326	4.1%
Western	165	186	182	156	689	2.13%
Muchinga	135	138	198	152	623	1.9%
TOTAL	7,704	9,074	8,231	7,341	32,350	100.0%

Table 15: Shows the number of road traffic crashes from 2006 to 2016 by Province

YEAR	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Lusaka	10,513	10,889	11,180	11,430	11,055	11,498	13,687	15,435	17,028	17,661	17,317
C/belt	4,105	5,400	3,442	6,137	4,371	4,742	6,196	5,277	5,868	5,808	5,561
Central	1,047	1,382	1,311	1,339	1,402	1,384	1,763	1,882	2,362	2,547	2251
Southern	1,279	1,431	1,234	1,074	1,128	1,335	1,674	2,034	2,004	2,051	1757
Eastern	632	693	469	769	787	941	1,273	1,075	1,220	1,431	1600
Northern	443	569	493	605	581	678	429	409	532	533	542
Luapula	185	190	246	213	304	251	273	229	292	553	684
N/ western	549	735	882	1,017	863	1,109	1,527	1,533	1,525	1,464	1326
Western	342	401	470	394	471	632	781	664	896	906	689
Muchinga	-	-	-	-	-	-	644	580	665	718	623
TOTAL	19,095	21,690	19,727	22,978	20,962	22,570	28,247	29,118	32,392	33,672	32,350

Table 16: Shows the number of fatalities from urban areas by quarter and province in 2016

FATALITIES IN URBAN AREAS						
PROVINCE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
C/belt	63	130	117	36	346	37.4%
Lusaka	66	88	73	94	321	34.7%
Central	15	12	27	24	78	8.4%
Eastern	8	15	12	11	46	5.0%
Southern	5	14	16	9	44	4.8%
Western	6	7	8	6	27	2.9%
N/ western	10	1	3	3	17	1.8%
Luapula	3	6	6	1	16	1.7%
Northern	5	3	3	4	15	1.6%
Muchinga	3	2	7	4	16	1.7%
TOTAL	184	278	272	192	926	100.0%

Table 17: Shows the number of fatalities from rural areas by quarter and province in 2016

FATALITIES IN RURAL AREAS						
PROVINCE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Central	49	98	36	45	228	17.8%
Copperbelt	18	126	19	25	188	14.7%
Lusaka	33	36	98	28	195	15.2%
Eastern	31	31	42	37	141	11.0%
Southern	20	33	34	33	120	9.4%
Muchinga	16	33	19	18	86	6.7%
Northern	20	15	23	13	71	5.5%
N/ western	13	19	37	26	95	7.4%
Luapula	10	20	26	15	71	5.5%
Western	14	16	29	26	85	6.6%
TOTAL	224	427	363	266	1280	100.0%

Table 18: Compares serious injuries from urban areas by quarter and province in 2016

SERIOUS INJURIES URBAN						
PROVINCE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Copper BELT	160	274	238	196	868	30.3%
Lusaka	200	195	257	226	878	30.7%
Central	40	55	53	109	257	9.0%
Southern	38	50	58	28	174	6.1%
Eastern	47	45	47	58	197	6.9%
Western	69	24	12	12	117	4.1%
Northern	16	33	29	17	95	3.3%
N/ western	20	34	15	41	110	3.8%
Luapula	15	26	23	28	92	3.2%
Muchinga	13	12	24	23	72	2.5%
TOTAL	618	748	756	738	2860	100.0%

Table 19: Compares serious injuries from rural areas by quarter and province in 2016

SERIOUS INJURIES RURAL						
PROVINCE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Central	187	225	244	175	831	23.3%
Southern	86	97	228	75	486	13.6%
C/belt	39	204	71	41	355	9.9%
Eastern	67	97	121	61	346	9.7%
Lusaka	58	92	104	41	295	8.3%
N/ western	92	80	67	69	308	8.6%
Luapula	43	85	104	65	297	8.3%
Muchinga	79	51	51	84	265	7.4%
Western	38	29	67	96	230	6.4%
Northern	43	54	28	34	159	4.5%
TOTAL	732	1014	1085	741	3572	100.0%

Table 20: Compares slight injuries from urban areas by quarter and province in 2016

PROVINCE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Lusaka	634	914	724	644	2916	50.0%
Copperbelt	275	489	322	220	1306	22.4%
Southern	91	92	110	97	390	6.7%
Eastern	58	90	122	93	363	6.2%
Central	69	73	31	61	234	4.0%
North western	43	36	44	45	168	2.9%
Western	24	43	35	28	130	2.2%
Northern	19	37	30	49	135	2.3%
Luapula	31	24	27	35	117	2.0%
Muchinga	22	13	33	10	78	1.3%
TOTAL	1,266	1,811	1,478	1,282	5,837	100.0%

Table 21: Compares slight injuries from rural areas by quarter and province in 2016

PROVINCE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Copperbelt	108	308	89	62	567	21.6%
Lusaka	69	100	99	69	337	12.9%
Southern	49	80	102	62	293	11.2%
Central	61	78	86	139	364	13.9%
Eastern	60	69	87	92	308	11.8%
North western	34	72	77	48	231	8.8%
Western	43	30	45	20	138	5.3%
Muchinga	33	41	41	41	156	6.0%
Luapula	29	21	20	31	101	3.9%
Northern	7	42	20	55	124	4.7%
TOTAL	493	841	666	619	2,619	100.0%

Table 22: Displays fatalities by casualty type in 2016

CASUALTY TYPE	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Pedestrians	221	254	258	204	937	42.5%
Motor vehicle passenger	104	148	222	122	596	27.0%
Motor vehicle driver	8	171	58	47	284	12.9%
Pedal/cyclist	34	46	47	44	171	7.8%
Motor cycle passenger	0	65	25	8	98	4.4%
Motor cycle driver	40	12	9	23	84	3.8%
Pedal/cycle passenger	1	9	16	10	36	1.6%
TOTAL	408	705	635	458	2206	100.0%

Table 23: Shows serious injuries by casualty type in 2016

CASUALTIES	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Motor vehicle passenger	623	870	1076	673	3242	50%
Pedestrians	420	455	391	468	1734	27.0%
Motor vehicle driver	146	262	199	152	759	11.8%
Pedal cyclist	82	87	65	83	317	4.9%
Motor cycle driver	37	39	70	52	198	3.1%
Pedal cycle passenger	25	22	28	20	95	1.5%
Motor cycle passenger	17	27	12	31	87	1.4%
TOTAL	1,350	1,762	1,841	1,479	6,432	100.0%

Table 24: Shows Slight injuries by casualty type in 2016

CASUALTIES	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Pedestrian	593	1014	689	632	2928	35.6%
Motor vehicle passenger	634	45	814	712	2205	26.8%
Pedal cyclist	132	797	150	156	1235	15.0%
Motor vehicle driver	308	79	320	298	1005	12.2%
Motor cycle driver	46	172	66	61	345	4.2%
Motor cycle passenger	12	159	78	23	272	3.3%
Pedal cycle passenger	34	151	27	19	231	2.8%
TOTAL	1759	2417	2144	1901	8221	100.0%

Table 25: Shows the number of road traffic crashes by day of the week in 2016

DAYS	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
Monday	1,035	1,164	1,147	1036	4,382	13.55%
Tuesday	997	1,194	1,080	947	4,218	13.04%
Wednesday	1,034	1,190	1,107	971	4,302	13.30%
Thursday	994	1,159	1,060	917	4,130	12.77%
Friday	1,336	1,574	1,317	1256	5,483	16.95%
Saturday	1,269	1,606	1,398	1244	5,517	17.05%
Sunday	1,039	1,187	1,122	970	4,318	13.35%
TOTALS	7,704	9,074	8,231	7,341	32,350	100.00%

Table 26: Shows the number of accidents by time intervals in 2016

TIMES	2016 Q1	2016 Q2	2016 Q3	2016 Q4	TOTAL	%
07:00 - 09:00 hrs	960	948	861	844	3,613	11.17%
09:00 - 12:00 hrs	954	1,156	976	1016	4,102	12.68%
12:00 - 14:30 hrs	973	1,011	978	882	3,844	11.88%
14:30 - 16:00 hrs	838	905	867	761	3,371	10.42%
16:00 - 18:00 hrs	1,037	1,236	1,110	961	4,344	13.43%
18:00 - 20:00 hrs	1,170	1,525	1,343	1158	5,196	16.06%
20:00 - 23:59 hrs	973	1,294	1,212	974	4,453	13.77%
23:59 - 07:00 hrs	760	999	884	745	3,388	10.47%
TOTALS	7,704	9,074	8,231	7,341	32,350	100.00%

Figure 21: Shows number of fatalities from 2006 to 2016

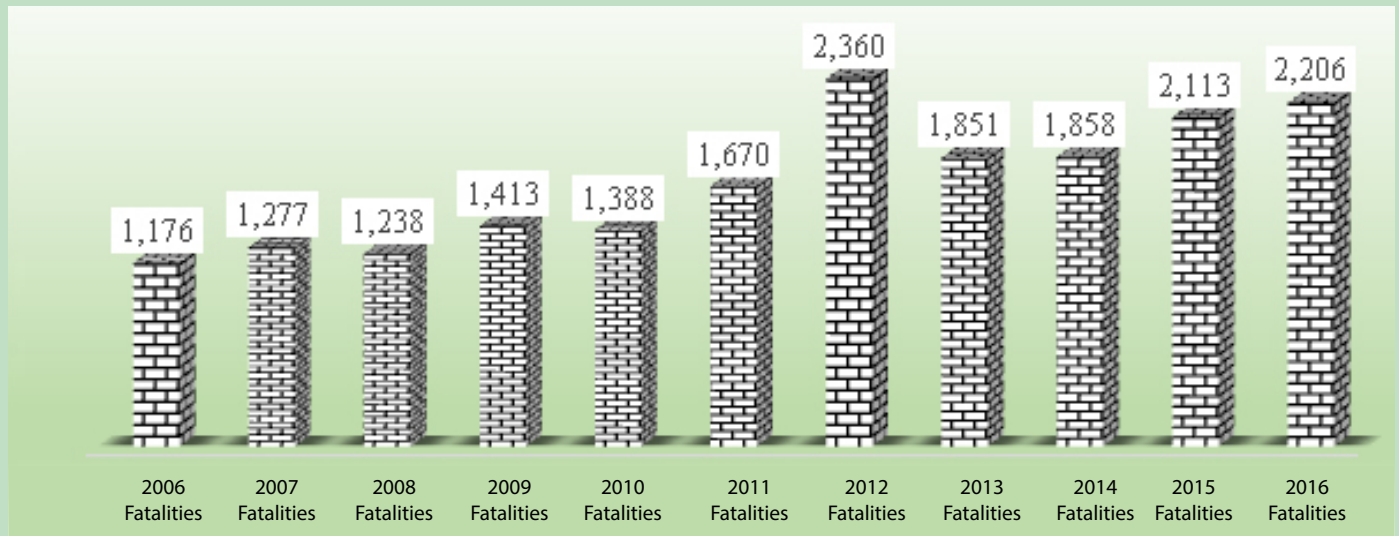


Figure 22: Shows number of road traffic crashes recorded from 2006 to 2016



Table 27: Shows fatalities per 10,000 vehicles and 100,000 population

Year	No. of Registered Motor Vehicles	Zambia Population	No. of Accidents	No. of Fatalities	No. of Accidents per 10,000 Vehicles	No. of accidents per 100,000 population	No. of fatalities per 10,000 vehicles	No. of fatalities per 100,000 population
2006	183,701	12,000,000	19,095	1,176	1,039	159	64	10
2007	230,332	12,300,000	21,690	1,277	942	176	55	10
2008	277,870	12,600,000	19,727	1,238	710	157	45	10
2009	307,241	12,900,000	22,978	1,413	748	178	46	11
2010	337,513	13,300,000	20,582	1,388	610	155	41	10
2011	381,948	13,800,000	22,570	1,670	591	164	44	12
2012	452,574	14,300,000	28,247	2,360	624	198	52	17
2013	534,532	14,800,000	29,118	1,851	545	197	35	13
2014	605,635	15,200,000	32,392	1,858	535	213	31	12
2015	663,529	15,500,000	33,672	2,113	507	217	32	14
2016	696,474	16,040,000	32,350	2,206	464	202	31.7	13.8

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 78 of 2016: The Road Traffic (Public Service Vehicle) (Global Positioning System) Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 27th October, 2016. The SI makes it mandatory for owners of public service vehicles to install a Global Positioning System (GPS) device in their vehicles in order to monitor the movement and speed of the vehicles.

Over speeding is one of the major causes of road crashes in Zambia and Government has been putting in place measures to ensure that drivers especially of public service vehicles drive at the appropriate speed. Some of the measures that have been implemented include enforcement operations by the Zambia Police and the Road Transport and Safety Agency to curb over speeding.

In 2006, the Ministry of Transport and Communications (Ministry) issued SI No. 19, the Road Traffic (Public Service Vehicle) (Speed Limiter) Regulations, 2006. SI No. 19 defined a speed limiter as a device fitted into a public service vehicle to prevent such vehicle from exceeding a prescribed speed limit.

With time, the Ministry came to observe that compliance with the above Regulation by owners and drivers of public service vehicles was poor because public service vehicles were still found over speeding notwithstanding the speed limiters that had been installed. The challenge, it was discovered, was that drivers would easily temper with the speed limiters thereby defeating the purpose for which they were installed. SI No. 78 of 2016 now introduces GPS monitoring of vehicles in place of the obsolete technology of speed limiters.

The Global Position System is a web based electronic system that is used to monitor the position and speed of vehicles. Through the use of the GPS system, the Road Transport and Safety Agency will be able to monitor the speed of PSVs and take action against erring drivers.

The maximum speed limit for Public Service Vehicles on the highways is 100 kilometers per hour for passenger public service vehicle and 80 kilometers per hour for freight vehicles.

SI No. 78 of 2016 will result in a reduction of road accidents involving public service vehicles, which occur as a result of over speeding.

Any person who fails to comply with the Regulation is liable upon conviction in the case of a first offence to a fine not exceeding one thousand penalty units or to imprisonment for a period not exceeding three months, or to both.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 80 of 2016: The Road Traffic (Public Service Vehicle) (Driving Hours) Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 4th November, 2016. The SI seeks to prescribe the maximum number of hours that a driver of a Public Service Vehicle (PSV) can drive in a day and also in a week.

The SI addresses the problem of fatigue among PSV drivers. Currently, PSV drivers drive very long hours and are paid extra allowances for working overtime. Such practices make these drivers a hazard to other road users and hence the need to regulate their hours of driving. The substantive provision of the SI provides as follows:

“A person shall not drive a public service vehicle, or cause or permit another person to drive a public service vehicle without taking a rest-

- a) **for a continuous period exceeding eight hours in a day; or**
- b) **for periods amounting in the aggregate to forty-eight hours or more in a period of seven days”**

The Regulation also requires an owner of a public service vehicle to cause to be kept in the public service vehicle a log book in the prescribed form where the drivers are expected to record their details when driving such vehicle. Officers of the Road Transport and Safety Agency and Zambia Police will be able to verify the identity of driver against what is recorded in the log book.

The Regulation also requires a driver of a public service vehicle to have intervals of rest of at least five minutes each after every two hours of driving.

Accidents involving public service vehicles often claim a number of lives in one incident and the Ministry is determined to put in place measures to prevent such accidents from happening.

Any person who fails to comply with the Regulation is liable upon conviction in the case of a first offence to a fine not exceeding one thousand penalty units or to imprisonment for a period not exceeding three months, or to both.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 91 of 2016: The Road Traffic (Disposal of Impounded Vehicles)
Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 10th November, 2016. The SI provides for the procedure of disposal of impounded motor vehicles.

Prior to the SI being issued, the Road Transport and Safety Agency (RTSA) had a problem dealing with impounded motor vehicles that are abandoned by the owners after being impounded. This caused needless congestion at RTSA premises and the Agency has been exploring means of disposing off of unclaimed motor vehicles.

It is worth noting that some of the impounded vehicles have been in the custody of the Agency for well over two years and the owners have simply abandoned them. SI No. 91 of 2016 allows the RTSA or the Zambia Police to sell an impounded vehicle by public auction if it is not claimed by the owner within thirty days from the date of detention of the vehicle.

The Minister of Transport and Communications is empowered under section 233 (2) (k) of the Road Traffic Act No. 11 of 2002 to make Regulations for the detention of any vehicle in respect of any contravention or suspected contravention of the Act or any regulation or notice made under it, and providing for the sale of any vehicle so detained which is not claimed within a period of thirty days after the date of detention.

The SI therefore puts pressure on the owner of the vehicle to ensure that the motor vehicle is collected before the expiration of the thirty days.

The appropriate authority is required to apply the proceeds of sale, after deducting the fine and other costs incidental to the storage and disposal of the impounded vehicle, to pay the balance to the owner of the impounded vehicle.

The RTSA impound yards are currently full of impounded vehicles which the owners have either abandoned or not willing to come and collect. There has also been the risk of vehicles being cannibalized with time thereby exposing the Agency to unnecessary litigation.

SI No. 91 of 2016 provides a remedy to the long standing problem that the Agency has had of keeping impounded vehicles unnecessarily long.

EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 79 of 2016: The Road Traffic (Seat Belt and Child Car Seat)
Regulations, 2016

INTRODUCTION

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 27th October, 2016. SI No. 79 of 2016 is one of the SIs that existed under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

Despite the repeal of Cap 464, the subsidiary legislation under it continued to have the force of law by virtue of the provisions of section 234 (2) (a) and (b) of the Road Traffic Act. Section 234 (2) (a) and (b) provides as follows:

“Notwithstanding subsection (1), any subsidiary legislation made under that Act in force immediately before the appointed date-

- a) **shall remain in force unless inconsistent with this Act and be deemed to be subsidiary legislation under this Act; and**
- b) **may be replaced, amended or repealed by subsidiary legislation made under the Act”.**

The SI has been re-issued in order to align its provisions with those of the current Act and thereby making it easy for readers to follow and understand both the enabling and the subsidiary legislation. The substantive provisions of SI No. 79 of 2016 have remained the same with those in the previous SI save for changes in the drafting style to reflect a more current style of drafting.

Like the previous SI, SI No. 76 of 2016 gives a grace period of six months for all vehicles that do not have seat belts, to be fitted with seat belts. SI No. 76 also prohibits the importation of vehicles that are not fitted with seat belts.

Studies have shown that road crash injuries and fatalities can be significantly reduced if people complied with the requirement to wear seat belts. One of the areas where the Ministry intends to bring about high levels of compliance with this law is passenger public service vehicles due to the high number of people that are transported.

This law will also require owners of panel vans (commonly known as Hiace busses) to ensure that their vehicles are fitted with seat belts.

Like the other Regulations referred to above, any person who fails to comply with this Regulation is liable upon conviction in the case of a first offence to a fine not exceeding one thousand penalty units or to imprisonment for a period not exceeding three months, or to both.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 81 of 2016: The Road Traffic (Removal of Vehicles) Regulations,
2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 27th October, 2016. SI No. 81 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The purpose of the SI is to allow for the removal from the road of broken down or abandoned vehicles or vehicles that are parked in circumstances that appear to an authorized officer to be likely to cause danger to persons using the road or to cause obstruction to those persons.

It is common knowledge that broken down vehicles are a danger to other road users and a lot of people have died especially in the night after ramming into stationary vehicles that are parked on the road or by the side of the road. The subject SI confers power on the Road Transport and Safety Agency and the Zambia Police to either remove such vehicles from the road or arrange for their removal.

SI No. 81 of 2016 also allows the Road Transport and Safety Agency or the Zambia Police to sell an abandoned motor vehicle if the owner does not come to collect it within the prescribed period.

The proceeds of sale are applied firstly to the removal, storage and disposal expenses of the vehicle and balance is paid to the owner of the vehicle within one year from the date of sale of the abandoned motor vehicle. Where the owner does not claim the moneys within one year of the date of sale, the moneys will be paid into the general revenues of the Republic.

The Road Transport and Safety Agency has four tow trucks that it uses to remove broken down or abandoned motor vehicles from the road. The Agency is also looking to procure more tow trucks to cover the whole country, thereby making it possible to remove the broken down vehicles from the road as quickly as possible.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 83 of 2016: The Road Traffic (City of Ndola) (Prohibition of Traffic)
Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 27th October, 2016. SI No. 83 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The purpose of the SI is to restrict vehicles that carry petroleum products in bulk from using certain specified roads in Ndola. The specified roads are mostly found in residential areas and the intention is to prevent fuel tankers from using those roads due to the highly flammable nature of the goods that they transport.

The names of the roads have been updated following consultations that were held with the Ndola City Council. A comparison of the names of the roads in the previous SI and the current one shows the changes that have been made to the names of the roads. For ease of reference, we attach herewith the Roads and Road Traffic (City of Ndola: Prohibition of Traffic) Regulations, 1975.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 82 of 2016: The Road Traffic (Public Service Vehicles) (Exemption
from Registration and Licensing) Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 27th October, 2016. SI No. 82 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The SI exempts public service vehicles that are registered and licensed in Zimbabwe, which are only used in Zambia within a radius not exceeding sixteen kilometers of the international border at the Victoria Falls Bridge, the Kariba Dam wall or the Chirundu Bridge from registration and licensing under the Act in Zambia.

Public service vehicles from either side of the border are therefore allowed to traverse the territory of the other state within the given radius to either transport goods or passengers. In essence, the SI allows for smooth movement of public service vehicles within the given radius of the border areas in question.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 87 of 2016: The Road Traffic (Obligatory Test Certificate)
Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 10th November, 2016. SI No. 87 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The Agency is proposing the re-issuance of all the Regulations under the repealed Cap 464 in order to align them with the provisions of the current Act.

The SI makes it obligatory for all vehicles that are five years old or older from the date of manufacture to undergo a roadworthiness inspection test. Vehicles that are less than five years old from the date of manufacture, including construction vehicles, invalid carriages, motor cycles, vehicles to which Part IX of the Act applies or vehicles registered and licensed elsewhere than in Zambia and used in Zambia by visitors are excluded from the application of this Regulation.

Newer vehicles that are five years and below from the date of manufacture are not required to undergo a roadworthiness inspection test.

The SI is there to ensure that all vehicles that move on the road are roadworthy and are not a hazard to other road users.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 88 of 2016: The Road Traffic (Obligatory Test Certificate)
(Exemption) Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 10th November, 2016. SI No. 88 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The SI confers discretion on the Minister of Transport and Communications to exempt reconditioned motor vehicles from undergoing an obligatory roadworthiness inspection test, upon an application being made by an importer, dealer or manufacturer of a reconditioned motor vehicle. The proposed Regulation proposes an exemption period of three years.

It is important to note that the power given to the Minister under this Regulation is discretionary and therefore it is not any application for exemption that shall be granted. What is important is to identify those garages that have high expertise in reconditioning vehicles so that only deserving vehicles are granted this exemption.

The previous Regulation did not specify the period of exemption. It allowed the Minister to grant exemptions on conditions that the Minister may determine. In the current Regulation, the Minister will be able to grant exemptions for a period of three years.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 89 of 2016: The Road Traffic (Protective Helmets) Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 10th November, 2016. SI No. 89 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The SI prescribes the standard of protective helmets for motor-cyclists and side-cars. The substance of the current SI has remained the same with the previous one save for making it obligatory for a rider to ensure that a passenger who is below the age of ten years old wears a protective helmet.

It is important to note that the proposed SI does not prescribe the standard of helmets for cyclists. This is because such a standard is yet to be developed by the Zambia Bureau of Standards. Once the standard is developed, the SI will be amended to incorporate the standard of helmets for cyclists.

Any motorist who uses a helmet that does not comply with the prescribed standard commits an offence and is liable upon conviction to a fine not exceeding one thousand penalty units or to imprisonment for a period not exceeding six months, or to both.

**EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION
Statutory Instrument No. 92 of 2016: The Road Traffic (Prohibition of Loading and Offloading in Kabwe Municipality) Regulations, 2016**

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 10th November, 2016. SI No. 92 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The SI restricts the loading or offloading of commercial goods from a vehicle, or the parking of a motor vehicle with a gross weight exceeding 3500 kilograms, on specified roads in Kabwe Municipality between the hours of 0700 to 1800 (Monday to Friday) and 0700 to 1400 (Saturday)

The roads in question which have been listed in the Schedule to the SI and are situated in the Central Business District of Kabwe. The intention, is to allow traffic to flow smoothly on those roads during the day by prohibiting obstruction that may be caused by vehicles that are loading or offloading goods along the busy roads.

The Regulation also creates an offence for any person who fails to comply with it.

EXPLANATORY MEMORANDUM TO THE COMMITTEE ON DELEGATED LEGISLATION

Statutory Instrument No. 90 of 2016: The Road Traffic (Speed Limits) Regulations, 2016

The Minister of Transport and Communications issued the foregoing Statutory Instrument (SI) on 10th November, 2016. SI No. 90 of 2016 was also part of the subsidiary legislation under the repealed Roads and Road Traffic Act chapter 464 of the Laws of Zambia and has now been re-promulgated under the Road Traffic Act No. 11 of 2002.

The SI prescribes the following speed limits for different categories of vehicles.

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	<i>Within the area of a local authority Kilometres per-hour</i>	<i>Built up area outside a local authority area Kilometres per-hour</i>	<i>In any other part of Zambia (trunk roads) Kilometres per-hour</i>
Public service passenger vehicle whether drawing a trailer or not	40	60	100
Public service Goods vehicle, heavy vehicle or trailer	40	40	80
Motor vehicles other than a public service vehicle, or heavy vehicle or trailer	40	60	40

The above are default speed limits which should be observed by all motorists especially in places where no speed limit sign is displayed.

SI No. 90 of 2016 is also supposed to serve as a guide to road contractors and local authorities on the speed signs that should be put up on different portions of the road.

It will be noted that there was an error on the specification of speed limits for among others private vehicles on the highways which in the SI shows that they are supposed to be driven at 40 kilometers per hour. The correct speed limit for the category referred to above is 100 kilometers per hour and an instruction to that effect has been forwarded to Ministry of Justice to make the adjustment.

The previous SI had categorized the speed limits according to net weight and as such had several categorizations of speed limits. The current Regulation on the other hand has classified the speed limits according to the use of the vehicles.

