Road Transport and Safety Agency

ANNUAL ROAD TRAFFIC CRASHES REPORT

2018

Road Smart
Life is Precious

Road Transport and Safety Agency

2018 Annual Traffic Accident Report

Road Smart

Life is Precious

Road Transport and Safety Agency

The Road Transport and Safety Agency (RTSA) was established by the Road Traffic Act No. 11 of 2002 as a body corporate with perpetual succession and a common seal. The Agency is mandated by the Act to implement and coordinate road safety programmes that are aimed at reducing the likelihood and impact of road crashes. The Agency is also mandated to undertake activities relating to road transport and traffic management. Further, the RTSA has become a substantial contributor of Government revenue to the Road Fund being the highest non-tax revenue collector in the country.

MISSION STATEMENT

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

VISION STATEMENT

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. i. Excellence service;
2. ii. Integrity;
3. iii. Confidentiality;
4. iv. Fairness;
5. v. Transparency;
6. vi. Accountability; and
7. vii. Efficiency.

STRATEGIC OBJECTIVES

The following are the strategic objectives for the period 2016 – 2018:

1. i. Improve road safety;
2. ii. Enhance road transport registration, examination and licensing;
3. iii. Undertake capacity building and enhance productivity of the work force;
4. iv. Develop and improve infrastructure; and
5. v. Efficient Management of revenue collection.

FOREWORD

Road traffic crash fatalities and injuries are one the 7NDP and SDGs goals. Given what we know about the problem and its solutions, the goals are achievable. Strong policies and legislations, smart road designs for all road users, well-enforced road safety laws on speeding, drinking and driving, and use of seatbelts, child restraints and motorcycle helmets, target oriented public awareness campaigns, safer vehicles and improved emergency care services can save hundreds of lives in Zambia.

Road traffic crashes, fatalities and injuries are still unacceptably higher on Zambian roads. Although we recorded a reduction in fatalities and stability in road traffic crashes, were are still far from meeting the UN global decade of action, SDG 3.6 and 7NDP whose objectives are to reduce road traffic fatalities by 50% by 2020.

The reduction in fatalities recorded in 2017 and 2018 were attributed to a consortium of targeted road safety interventions which are highlighted the later chapter.

Pedestrian have continued to lead the echelon of road traffic casualties, with a larger proportion recorded in rural areas. So far, predominantly, human error has been the leading cause of crashes.

I now invite you to read the road safety status in Zambia.

Zindaba Soko
Director and Chief Executive Officer
Road Transport and Safety Agency

3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents

11.2: Make cities and human settlements inclusive, safe, resilient and sustainable

7NDP 2017- 2021:
7.9 Development outcome 6: improved transport systems and infrastructure

1,817 Fatalities
Number of fatalities reduced from 1,989 in 2017 to 1,817 in 2018

Pedestrians 47%
Pedestrians are the most vulnerable users, accounted for 47%

Human error 87.5%
Human error predominantly leading cause of RTCs accounting 87.5%.

Inter-urban roads 56%
A larger proportion of RTCs were recorded in inter-urban roads accounting for 56%

EXECUTIVE SUMMARY

Road traffic injuries and fatalities are a growing public health concern which severely affect the poor and vulnerable sections of society. The year 2018 saw 1,817 men, women and children lose their lives on Zambian roads. Most road traffic crashes (RTCs) are both predictable and preventable. There is considerable evidence that various measures and interventions being put in place by various stake-holders in the road sector are making our roads safer. This report gives an analysis of road traffic crashes in Zambia from the period of 1st January to 31st December 2018.

The period under review recorded a total 30,652 road traffic crashes countrywide. This number represents a 1.6% increase from the 30,163 crashes which occurred in the same period in 2017. Lusaka province contributed 16,307 RTCs accounting for 53% of the total crashes recorded in 2018. Copperbelt province contributed 16% while the rest of the country contributed 31%.

There were a total of 15,822 casualties of which 11% were fatal, 33% were seriously injured and 55% sustained slight injuries. The number of fatalities in 2018 declined by 8.6% from the 1,989 deaths recorded in 2017. Of these fatalities, 57% were recorded in rural areas while urban areas accounted for 43%. It is worth pointing out that the risk of being in a fatal collision in a rural area is significantly higher than it is in urban areas. The data also revealed that almost half of all fatalities were among pedestrians. The report further highlights that 40% of RTCs in 2018 occurred at night between 18:00hrs and 07:00hrs and 34% occur on Fridays and Saturdays.

The factors which contributed to the RTCs fall into five categories: human error (86%), motor vehicle defects (1.3%), road defects (0.3%), weather condition (0.1%) and wandering animals (1.7%). The top five driver errors were excessive speed, misjudging clearance distance, failing to keep to near side, cutting in and reversing negligently.

While much progress was made in 2018, there is lots to be done if the country is to meet the UN Decade of Action goal of reducing fatalities by 50% by 2020.

EDITORIAL TEAM

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Obituary

MR EMMANUEL KANYENDA

Mr Emmanyel Kanyenda was born on 12th October 1967 in Kitwe. He attended Lotus Primary School and Kwacha Secondary School. He joined the Central Statistics Office in 1997 where he was involved in the collection of motor vehicle statistics and was later attached to the Road Traffic Commission. In 2006, when the Road Transport and Safety Agency became operational, Mr Kanyenda was attached to the Agency where he continued with gathering and reporting on motor vehicle statistics. In 2011, he was employed on a permanent and pensionable basis as the Research and Statistics Officer.

Mr. Kanyenda has been instrumental in the collection of transport statistics and in the implementation of many other road sector initiatives. He served as a critical liaison with Zambia Police Officers and was instrumental in the collection of road traffic accident statistics. He travelled throughout the country collecting data on various research studies and had vast experience as a researcher.

Mr Kanyenda was a devoted, dedicated and dependable and passionate employee. He was very socialable and related well with all members of staff. He was fearless and was not afraid to speak out on what he perceived to be unfair practices and he readily shared his life experiences and wisdom with friends and colleagues. He was kind, considerate and caring and he would often times put the needs of others above his own.

Mr Kanyenda was taken Ill at Lusaka Trust Hospital on 23rd of May 2019 and he passed on the 30th of May 2019. Management and staff of the Road Transport and Safety Agency will greatly miss him and his contribution towards the development of our nation.

M.H.S.R.I.E.P

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DEFINITION OF KEY CONCEPTS

Bus:	Includes 'State Transit Authority' bus and long distance/tourist coach.
Car:	Includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, sports car, passenger van and four wheel drive passenger vehicle.
Casualty:	Any person killed or injured as a result of a crash.
Casualty:	Any road user involved in a road crash or an accident.
Damages only:	Road Traffic Crashes which do not involve any bodily harm.
Driver:	A controller of a motor vehicle other than a motorcycle.
Fatal crash:	A crash for which there is at least one fatality.
Fatality:	A person who dies within 30 days of a crash as a result of injuries received in that crash.
Fatality:	A death occurring as a result of road traffic crash or an accident.
Heavy rigid truck:	Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tones.
Heavy truck:	Comprised of heavy rigid truck and articulated truck.
Injured:	A person who is injured as a result of a crash, and who does not die as a result of those injuries within 30 days of the crash.
Killed:	See Fatality.
Light truck:	Includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle.
Motor vehicle:	Any road vehicle which is mechanically or electrically powered but not operated on rails.
Motorcycle Driver:	A person occupying the controlling position of a motorcycle.
Motorcycle passenger:	A person on but not controlling a motorcycle.
Motorcycle:	Any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with side-car, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorized 'pedal cycle').
Passenger:	Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in/on the road vehicle. Pedal cycle Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.

Pedal cycle Driver:	A person occupying the controlling position of a pedal cycle.
Pedal cycle Passenger:	A person on but not controlling a pedal cycle.
Pedestrian:	Any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.
Road Traffic Crash:	Any apparently unpremeditated event reported to the police and resulting in death, injury or property damage attributable to the movement of a road vehicle on a road.
Road users:	These include all motor vehicle drivers, pedestrians, passengers (motor vehicle, motor cycle and bicycle), motor cycle drivers and cyclists.
Rural accidents:	Accidents or crashes occurring outside a radius of 10Km of a Municipal or Township Council.
Serious injury:	An injury of severe nature arising from a road traffic crash or accident that usually requires emergency evacuation to a nearest or specialised hospital or health centre.
Slight injury:	An injury of less severity in nature arising from a road traffic crash or an accident that is usually in the category of minor bruises which do not lead to evacuation to a nearest specialised hospitalisation or health centre.
Urban accidents:	Accidents or crashes occurring within a radius of 10Km of a Municipal or Township Council.
Vulnerable road users:	These include all road users' pedestrians such as children, the disabled, the aged, the insane and cyclists who are always competing for road usage with motorists.

1.0 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. In recent years, Road transport has diversified, grown and become more important to the economy. As a result of this trend, there is greater awareness of levels of quality within different parts of the Road transport sector. Road transport so far accounts for 90 percent 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. It is Zambia's goal to enhance economic development of the prioritized economic sectors through provision of improved quality of road transport.

The population of Zambia as captured during the 2010 Census of Population and Housing stood at 13,092,666. In relation to the 2010 Census of Population and Housing report, this represented a 32.4 percent increase from the population of 9,885,591 people captured during the 2000 Census. The population in rural areas increased from 6,458,729 in 2000 to 7,919,216 in 2010, representing an increase of 22.6 percent between the two Censuses. The population in urban areas grew by 51.0 percent from a population of 3,426,862 in 2000 to 5,173,450 in 2010. Thus, a large population of people in Zambia live in rural areas (Zambia Census Report; 2010).

Zambia has a total gazette Road Network of length of 67,671 km. The Road network comprises Trunk, Main, District, Urban and Primary Feeder roads. In recent years, the conditions of most of Zambia's roads have received a face lift and have improved greatly. In 2014, 87 percent Trunk, Main, District, paved roads were classified as good which signifies that it is 69 percent 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 hasty growth in the purchase of motor vehicles. The majority of these motor vehicles 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 2015. In 2006 the motor vehicle fleet in Zambia stood at 183,701. This figure increased to 663,529 in 2015. As of 2016 mid-year, the motor vehicle population stood at 679, 659 and further increased to 696,474 by the end of the year (RTSA Annual Report; 2016). Statistics reveal that, as of 31st December, 2017, motor vehicle population in Zambia stands at 737,671.

Road traffic crashes, injuries and fatalities have of late become a global public health and development problem, especially within low- and mid-income level countries (LMIC) and Zambia is no exception. Zambia has had a history of high traffic crash incidences. Ninety percent (90%) of the world's road traffic deaths occur in low-and mid-income level countries. Road traffic crashes have been ranked third highest cause of death in Zambia after HIV and AIDS, and malaria. 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, the insane people and children below the age of 16 years.

The increased use of motorized vehicles in LMIC countries has resulted in greater motor vehicle related injuries and fatalities. For the purpose of ensuring safety for all road users, the RTSA has the enforcement, Road safety Engineering, Education and Publicity units as well as the Research and Statistics units in place that take care of road user needs. The

Enforcement unit enforce road traffic and safety rules, laws and regulations of Zambia to all Zambian road users through motorized patrols and mounting check points randomly. The Education and Publicity unit conduct awareness campaigns to all road users to change road user behaviour and attitude, nurture the level of knowledge in order to escalate road safety. The Road Safety Engineering unit conducts routine road safety audits to ensure that all roads are safe for all road users. The Research and Statistics unit undertakes various research activities with a view of monitoring and establishing the extent of road user safety.

In 2015 the United Nations General Assembly adopted "Transforming our World: The 2030 Agenda for Sustainable Development". In this Agenda, Road safety is explicitly addressed in two of the Sustainable Development Goals (SDG's), namely Goal 3 with target 3.6 and Goal 11 with target 11.2.

Table 1: Road Safety Goals and Target in the SDG's

Goals	Targets
3: ensure healthy lives and promote wellbeing for all at all ages	3.6: by 2020, halve the number of global deaths and injuries from road traffic accidents.
11: make cities and human settlements inclusive, safe, resilient, and sustainable	11.2: by 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women and children, persons with disabilities and older persons.

These two goals are a strong mandate for action to promote road safety. In particular, the ambitious target for 50% reductions of both road crash fatalities and injuries is a significant challenge to all governments and other stakeholders worldwide. Figure 9 illustrates this new target together with the 2 scenarios in the Plan for the Decade of Action. This SDG target 11 indicates in 2020 an almost 300.000 additional fatality reduction target compared to the lower scenario in the Plan.

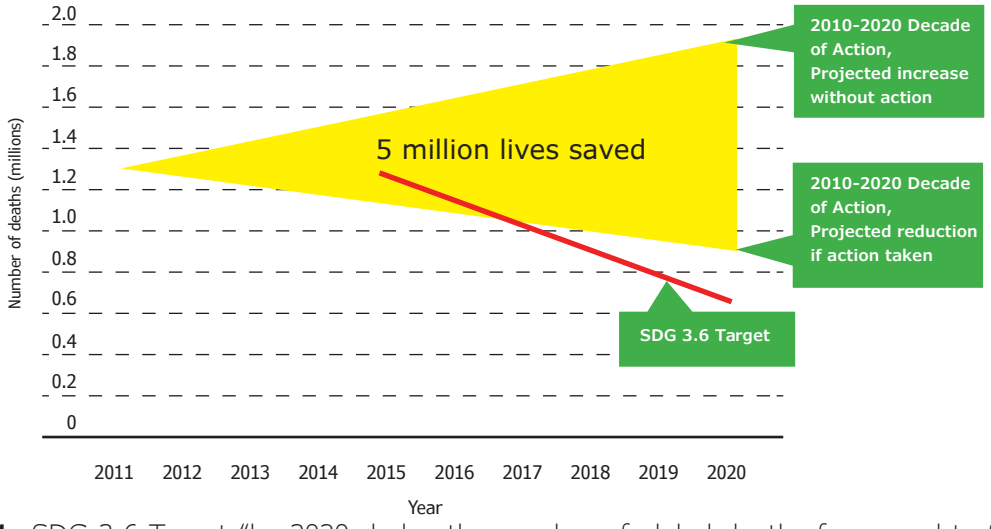


Figure 1: SDG 3.6 Target "by 2020, halve the number of global deaths from road traffic accidents", together with the 2010 predictions in the Plan for the Decade of Action for Road Safety in case of no action (upper boundary) and if actions are taken in line with the goal of the Plan (lower boundary)

1.1 MEASURES TAKEN BY THE ROAD TRANSPORT AND SAFETY AGENCY IN REDUCING ROAD TRAFFIC ACCIDENTS

1.1.1 ROAD SAFETY AUDITS (RSAs)

A Road Safety Audit (RSA) is a formal procedure for independent assessment of the accident potential and likely safety performance of a specific design for a road or traffic scheme –

whether new construction or an alteration to an existing road. The principle behind it is that 'prevention is better than cure'. Road user error is the major cause of road accidents, but defects in the road environment (poor alignment, inadequate signing, dangerous obstacles, etc.) are a contributory factor in many cases. Remedying these defects at the design stage is an economic and effective way of reducing road accidents and preventing injury.

Road safety audits assess how the road will work once open to use by traffic, focusing on the safety of road users - including pedestrians, cyclists, and motorists. A Road Safety Audit Report identifies any road safety deficiencies in the design stage and recommends ways in which these can be overcome.

1.1.2 ROAD SAFETY INSPECTIONS (RSIs)

A Road Safety Inspection (RSI) is a formal safety performance examination of an existing road. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvement in safety for all road users. During the year under review the Agency conducted Road Safety Inspections and made recommendations for safety improvement.

Figure 2: Road Safety Inspections: Road with broken Shoulders

1.1.3 FAST TRACK COURT IN LUSAKA

The fast track court in Lusaka attended to a total number of 6,715 traffic offences, 5,238 secured convictions compared with 3,696 traffic offences dealt with in 2017, securing 3,148 convictions. In 2016 2,987 traffic offences were dealt with and 2,581 convictions were secured. Comparing 2018 and 2017 an increase of 3,019 offences was recorded, this can be attributed to the intensified special operation conducted in Lusaka.

1.1.4 ROAD SAFETY SCHOOL PROGRAMMES

Child pedestrians are the most vulnerable road users as they have a tendency to dash across roads when crossing. Those of school-going age are placed at a higher risk as a result of exposure to different traffic conditions as they move to and from schools unsupervised. The transport system and road environment is dangerous because children at that age tend to loiter or rather wander on the roads without taking time to understand the complexities of different traffic situations .They are also vulnerable as passengers because they have little or no control over the persons operating the vehicles they are in. It is against his background that the Education Unit conducted school road safety education activities which were aimed at training and preparing children to become safety conscious road users through the following programmes.

1.1.5 ROAD SAFETY CLUBS/ TRAFFIC WARDEN SCHEMES

During the year under review, the Education & Publicity Unit Officers inspected a total number of 136 schools in order to monitor how the road safety clubs and traffic warden schemes were performing.

Figure 3: A visit to the RTSA School Park by at Rugambwa Primary School Road Safety Club

1.1.6 ROAD SAFETY SCHOOL PARK

During the year under review, a total number of 38 schools visited the Road Safety School Park as illustrated below;

Figure 4: Educating School going children on the proper use of a pedestrian crossing

1.1.7 SENSITIZATION AT INTERCITY BUS TERMINUS

The Agency continued to conduct road safety awareness to passengers and drivers at the Intercity Bus Terminus. The programme had been running since April, 2016. The following stakeholders were on record as taking part in the sensitization:

i. Zambian Road Safety Trust
ii. People's Will Zambia
iii. Crime Prevention Foundation of Zambia
iv. Human Rights and Amnesty
v. Monitors for Justice
vi. Viola Rose Recovery
vii. Passenger, Pedestrian and Cyclist Association (PAPECA)

Figure 5: RTSA Road Smart Team Putting up Stickers in Public Buses.

1.1.8 ROAD SAFETY AWARENESS DURING ANNUAL EVENTS

Annual events attract large patronage and as such, people travel from different places to be in attendance. It is for this reason that the Unit planned for such activities in order to sensitize road users on how they should move to and from such occasions safely.

1.1.9 TRADITIONAL CEREMONIES

The Unit took advantage of large gatherings drawn to attend traditional ceremonies in order to sensitize the public on various road safety matters. It took part in the Nc'wala Ceremony in Eastern Province, Kuomboka Traditional Ceremony (Western Province) and the Mutomboko Traditional Ceremony in Luapula Province. Sensitization activities were in form of road shows, information kiosks at main arenas and information kiosks at which various promotional materials targeting different road users were handed out. The unit also engaged popular artistes and cultural groups to disseminate road safety information in a captivating manner.

Figure 6: Road Safety Kiosk at the Umutomboko Traditional Ceremony

1.1.10 CHOOVA CYCLING CONTEST

The Unit facilitated for the Chipata RTSA office to participate at the Choova cycling contest under the theme "Choova – 16 Years of Ubuntu with Road Safety, good health and Environmental Protection".

Chipata RTSA officers took a leading role in road safety sensitization as well as road worthiness inspection of bicycles in readiness for the competition. The Agency also donated RTSA- branded reflectors and t-shirts for the cyclists. The team conducted two road shows. There was also a live television talk show at Chipata TV where the Road Traffic Inspectors (RTIs) had a discussion on the importance of compliance to road safety rules during the Choova Contest.

Figure 7: RTSA officer placing reflective Stickers on Bicycles in Eastern Province

1.1.11 EXHIBITIONS

The Unit took part in major public exhibitions where it interacted with members of the public. The displays drew a lot of attention from road users seeking information on road safety as well as services offered by RTSA. The exhibitions served as platforms at which the public were sensitized on road safety for all road users. Members of the public were also able to air their views on their experience on road safety issues.

1.1.12 ROAD SAFETY COMMEMORATIONS

During the year under review, the Educational Unit under took 3 road safety commemorations. These were, United Nations Road Safety week in October, the Day of Remembrance of Accident Victims in November and Road Safety Week in December. The Unit organized the three (3) annual events in Lusaka Province only, this was due to limited funds.

Figure 8: Transport Minister Hon. Eng. Dr. Brian Mushimba at the Road Safety Week Collaboration

1.1.13 WORLD DAY OF REMEMBRANCE FOR ROAD TRAFFIC VICTIMS

The Agency commemorated the World Day of Remembrance for Road Traffic Victims on 18th November, 2018 under the theme: “Roads Have Stories”.

The Minister of Transport and Communications, Honourable Brian Mushimba, MP flagged off a march past at the RTSA Dedan Kimathi Office. A church service was held at the Cathedral of the Holy Cross. The church service was conducted by the Church mother bodies and religious leaders. The sermon was given by the Seventh Day Lusaka Conference Ministerial Director, Pastor Rabson Chiyangaye. Families and friends of crash victims were invited to the service. Various choirs were engaged to offer songs of hope, comfort, and love.

Figure 9: Commemorations of the World Day of Remembrance of Road Accident Victims

1.1.14 ROAD SAFETY WEEK

The Agency commemorated the Road Safety Week from 16th – 22nd December, 2018 under the theme; "Speed Down – Save Lives!" The Minister of Transport and Communications, Honourable Brian Mushimba, MP officially launched the Road Safety Week on ZNBC Television on Sunday, 16th December, 2018. An official launch was held on 17th December 2018 at the RTSA Dedan Kimathi Office where Honourable Brian Mushimba officiated at the event as Guest of Honour. Various stakeholders were present at the event.

1.1.15 JOINT ROAD SAFETY ENFORCEMENT OPERATION

The Road Transport and safety in collaboration with Zambia Police, joint conducted road safety operation to enforce the law on road traffic.

The strategies that were used during the Highway Patrols included but not limited to the following;

CHECK POINTS AND SNAP CHECKS

Check points were mounted mainly on the high ways and the following activities were done. Vehicles were purposefully randomly selected from the flowing traffic. Driver, passengers and vehicles were subjected to enforcement scrutiny which included for:

i. Motor Vehicles : License disc; correlation of plate numbers with license disc numbers; lights; brakes; tires; steering and chassis defects (particularly buses, minibuses, trucks and heavy trailers)
ii. Driver: Valid driving license (private or PSV), Alcohol, Seat belt.
iii. Passengers: Seatbelts (front seat and backseat passengers).

MOTORISED PATROLS

Motorized patrols were conducted on highways, checking for Obstructions, dangerous drivers and those contravening S.I 76 and S.I 78 as well as general traffic violations. A total number of 476 public service goods vehicles were record for Contravening S.I 76 and S.I 78. The figure shows the distribution by towns. The towns of Kabwe and Kapiri Mposhi recorded the highest number of traffic violation with the lowest being Kitwe and Solwezi with 5 and 6 a piece respectively.

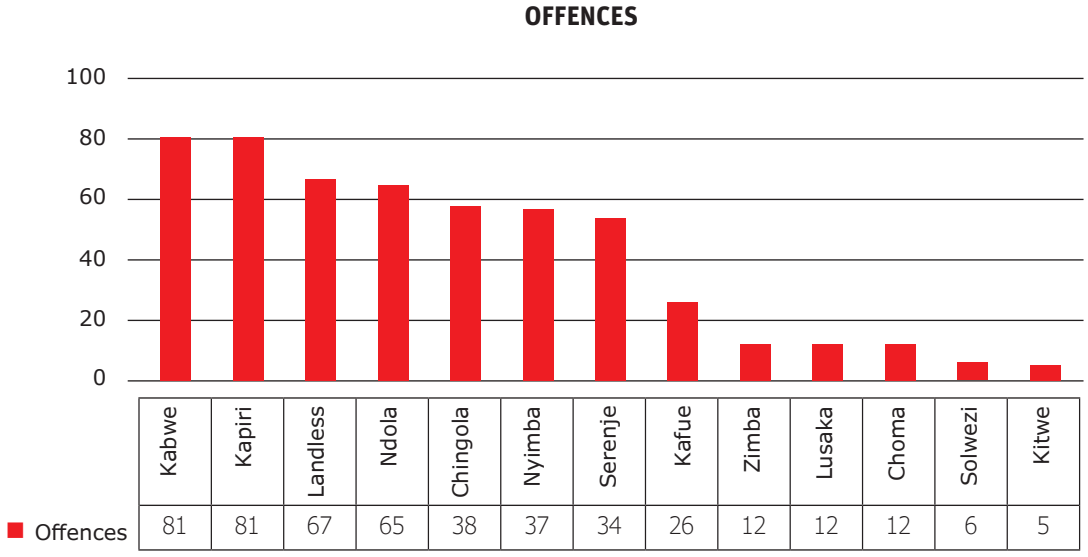


Figure 10: Number of traffic vehicles charges with abrogating the night driving restrictions regulations

Box 1: Faces Behind the Figures

The Story of Fabian Mwema

A road accident is a traumatic experience for the victims and their families. Febian Mwema was a teacher at Kabulonga Boys secondary school in Lusaka. On Wednesday 26th June 2017, Fabian was coming back home from a funeral in Kabwe town. He was a front passenger in a Toyota Ace truck which also had 20 people in the back. The truck had just passed Fringilla Lodge and was approaching the Chisamba Police Check Point, there was a broken-down truck which had obstructed part of roadway. The truck was parked in the road with no reflectors and no triangles to warn on coming traffic.

The driver of our Ace truck tried to avoid it but as you can guess the distance to negotiate around it was minimal and our truck hence hit the stationary truck and the impact was mostly on my side. Our vehicle then careered off the road and came to a stop in a nearby bush." Fortunately for the victims there was an ambulance that was from the Copperbelt heading to Lusaka which meant speedy medical assistance. Mr. Mwema recalls that even though others were injured, their injuries were minor and meant a stay of only two days at the University Teaching Hospital. For him, this was the beginning of an uphill battle that would test him both mentally and physically.

Fabian sustained a broken wrist, fractured waist and a broken knee which left his bedridden for almost 8 months after the accident and would not be able to walk during that period. Although my hand has healed a bit, I am unable to walk without the help of crutches and this was only after a lot of physiotherapy." This for Mr. Mwema meant that the accident had robbed him of the chance not only to do something he dearly loved but also cut off his role in the participation of grooming a brighter future for the nation as he has not been able to resume work.

Furthermore he is unable to engage in my farming activates since the accident occurred. Mr. Mwema feels that there could have been more assistance from his employer and the insurance companies towards the covering of his medical bills. The claim process has stalled because of a policy in place by most insurance companies which states that an accident victim can only lodge a claim after they have recovered fully.

Now settled in Kabangwe area with his wife, Mr. Mwema has continued to struggle to support his five school going children, his niece and his mother. "I would like to appeal to the government to increase support to health institutions such as UTH, as it has a lot of challenges." Fabian also bemoaned the fact that Insurance companies take too long to process claims and the requirements are too burdensome for accident victims who have to bear huge parts of the cost while the insurance claims are being processed.

Fabian Mwema

Box 2: Faces Behind the Figures
The Story of Frank Nkhoma

On 28th June 2016 Franck Nkhoma was traveling back home to Livingstone from Lusaka on a FM public bus. According to Mr Nkhoma, the driver of the bus lost control and careered off the road while trying to avoid an animal which had strayed onto his lane around the Magoye Area.

Frank recalls that the seats in the bus came off their railings trapping the passengers' legs. He managed to remove his leg which was caught under his seat and felt his bones penetrate his flesh as he pulled it out and at this point he knew that his leg was broken. Frank was able to drag himself away from the wrecked bus through a window and crawled to a safe distance. The ambulance took about 40 mins to get to the scene and when it did, it could only carry a limited number of people. Many of the other injured victims were rushed to the medical facility by well wishers.

When he got to the hospital, a double fracture was discovered on his right leg and this entailed he be admitted for 17-20 days in hospital in one position. "Because my wound had to heal before my bones could be reattached, they closed up the wound minus reattaching the bones and my leg was fitted with a Plaster of Paris (P.O.P)" he continued to narrate. Mr. Nkhoma described the whole ordeal as excruciatingly numbing especially in his toes. He looked back with gratitude at how his expecting wife stayed and cared for him at his bedside for several weeks.

Mr. Nkhoma laments how the medical staff have not greatly aided his recovery as he has been going for reviews for two years now and still hasn't been operated on. His bones have reunited in an unnatural position leaving him in impediment and constant pain around the knees. Two years after the accident he is still unable to walk without the aid of his clutch.

The trips between Livingstone and The University Teaching Hospital have been very costly and he added that no pain relief medication had been administered until recently – from the time of his discharge. Mr. Nkhoma adds that life has since become financially challenging as the insurance company and the transport company have not supported him. He continues to take care of his four children and two dependents who all count on him as a bread winner.

From his experience Mr. Nkhoma recommended that the public learn how to react in the event of a road accident. For the victims, he urged the Agency to be proactive in assisting victims make claims from insurance companies and transporters. Lastly, he placed emphasis on the need for stern and uncompromised retribution for road traffic offenders.

Frank Nkhoma

2.0 NATURE AND DISTRIBUTION OF ROAD TRAFFIC ACCIDENTS

2.1 CLASSIFICATION OF CRASHES BY SEVERITY

Table 2: Number of road traffic crashes by severity by province.

PROVINCE	FATAL	SERIOUS	SLIGHT	DAMAGE ONLY	TOTAL
LUSAKA	392	788	2,681	12,446	16,307
C/BELT	397	927	1,911	1,601	4,836
CENTRAL	213	356	455	1,199	2223
SOUTHERN	112	265	457	1,026	1860
EASTERN	128	240	465	639	1472
NORTHERN	67	112	143	193	515
LUAPULA	93	210	148	243	694
N/WESTERN	113	200	308	824	1,445
WESTERN	50	126	162	255	593
MUCHINGA	71	168	161	307	707
TOTAL	**1,636**	**3,392**	**6,891**	**18,733**	**30,652**

Table 2 above shows road traffic crashes' (RTCs) classified by severity. The total number of RTCs' recorded in the country in 2018 were 30,652 representing an increase of 1.6 percent as compared to the previous year which recorded 30,163 road traffic accidents in total. The highest number of fatal RTCs' were recorded on the Copperbelt with a figure of 397, Lusaka recorded the second highest fatal RTA' with 292 and the least fatal RTCs' were recorded by Western 50 and Northern 67 respectively. With respect to the RTCs' classified as serious by nature, Copperbelt had the highest recorded RTCs' of this nature with 927 seconded by Lusaka with 788 with Northern and Western scoring the least with 112 and 126 respectively.

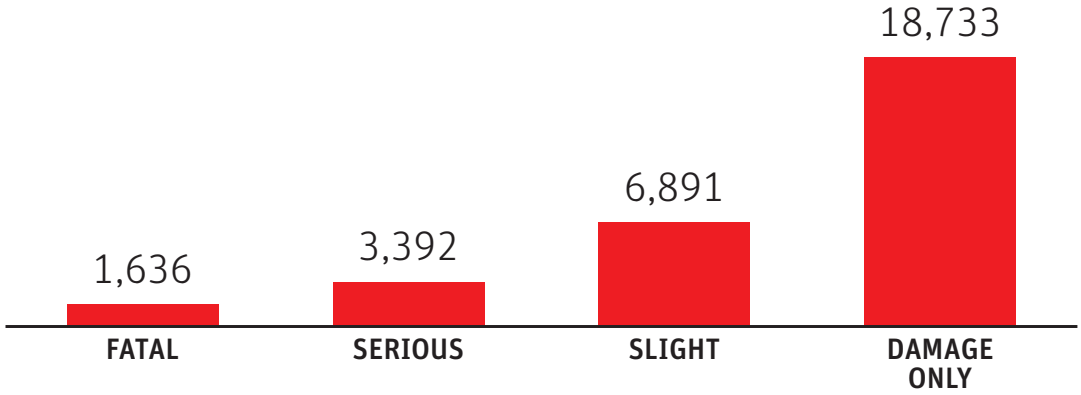


Figure 11: Classification of RTC's by severity

Figure 11 above shows the absolute number of RTCs' by nature, with RTA' classified as damage only recording the highest with 18,733 followed by RTA's described as Slight with 6,891, in third were RTA' classified as serious with 3,392 and the least were RTA' classified as Fatal with a figure of 1,636. It is important to understand in what classification the RTA' reduced and increased so as to make well informed interventions and to assess previous interventions. Accidents classified as fatal increased in occurrence by 200 (13.9%) from the previous year while those classified as serious also increased by 375 (12.4%). A further increase was recorded in accidents classified as slight by 1266 (22.5%), the only reduction recorded in 2018 was in the classification of accident as damage only with a figure of 1352 (6.7%).

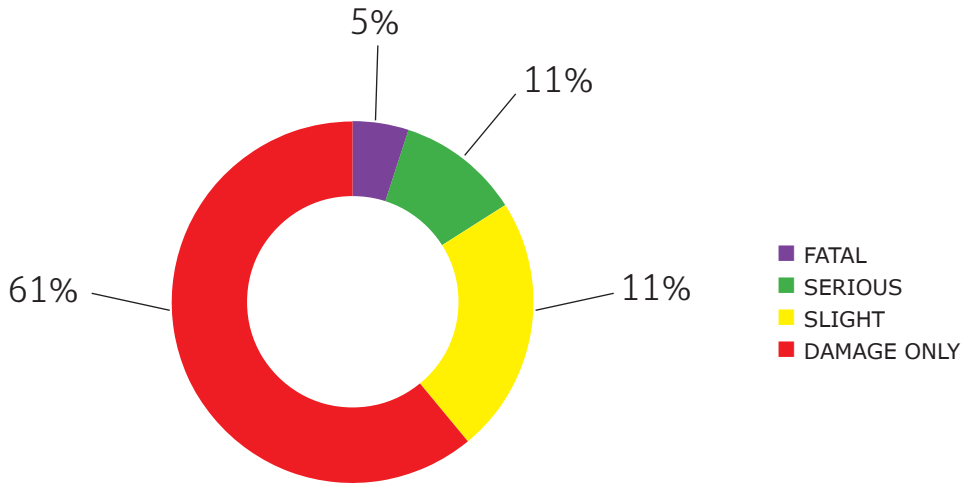


Figure 12: Percentage of RTC's classified by serverity

Figure 12 above chart shows classification of nature of RTA' in a pie chart with each classification clearly showing a percentage and slice it represents. The highest percentage is represented by RTA' classified as Damage only with 61%, followed by those RTA' which were Slight in nature with 23%, RTA' which were classified as serious had the third highest percent with 11% and the RTA' with the least percent were those classified as Fatal with 5%.

2.2 CRASHES PER PROVINCE

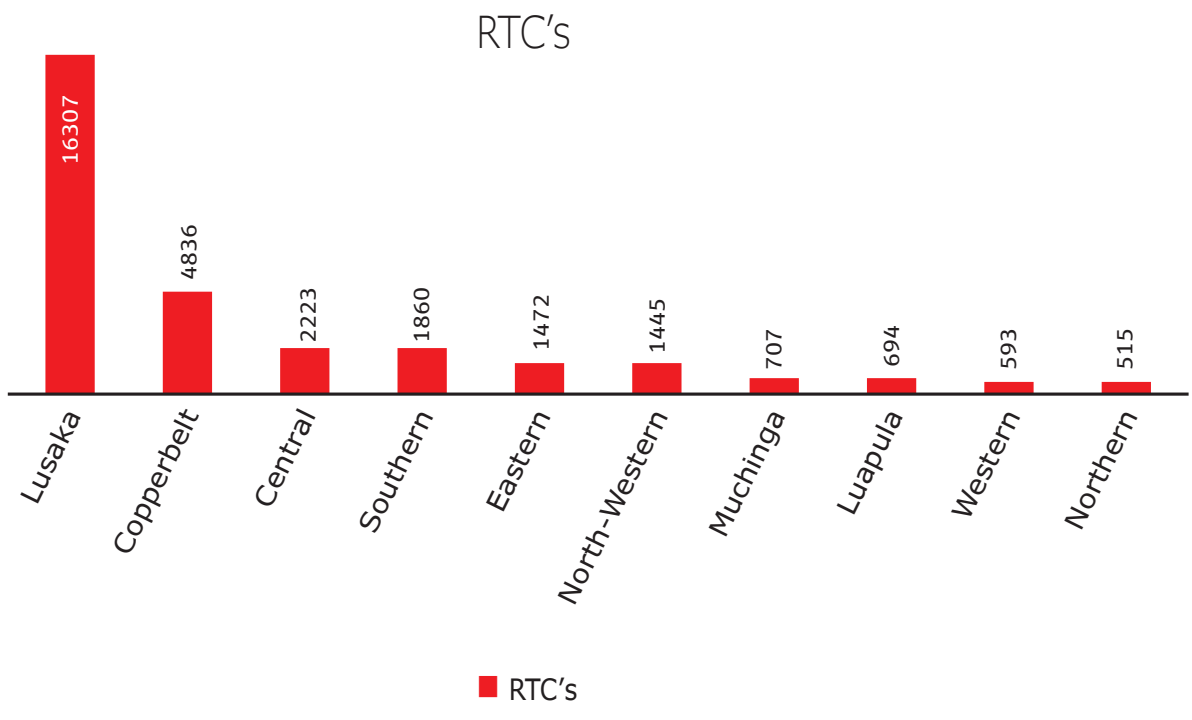


Figure 13: Number of RTC's by province

Figure 13 above shows RTC' per province, the province with the highest number of crashes was Lusaka with 16,307 followed by the Copperbelt which represented a figure of 4,836, central recorded the third highest number of RTCs with 2,223 with Southern in fourth recording 1,860. The least RTC' were recorded by Luapula, Western and Northern with 694, 593 and 515 respectively. It is therefore important to note that there is a higher number of RTC' in highly urbanized areas a trend that has continued from the previous year, this can be attributed to the larger populations in these areas and the higher levels of motorization.

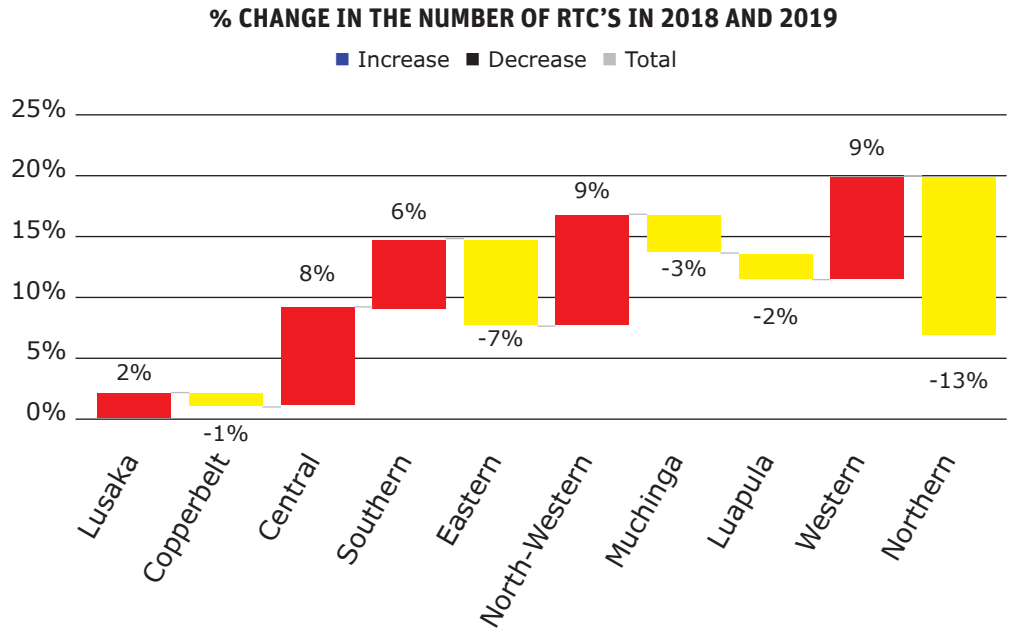


Figure 14: Comparison of in the percentage increase in the number of crashes in 2018 and 2017

Figure 14 above shows that Lusaka, Central Southern and North-Western Provinces recorded more traffic crashes in 2018 than in 2017. Eastern, Muchinga, Luapula and Northern provinces recorded declines in the number of traffic accidents.

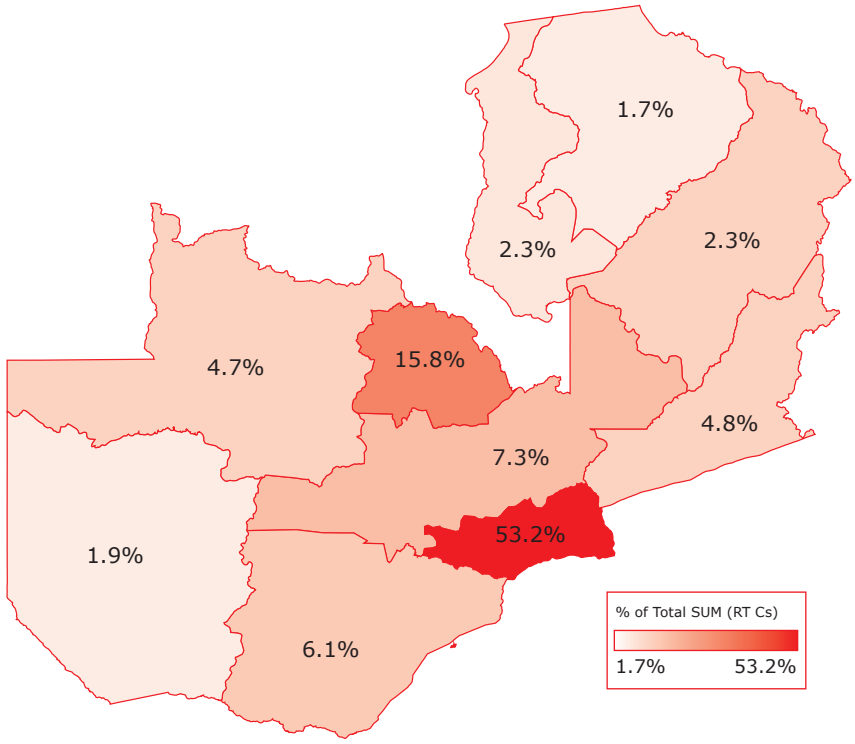


Figure 15: Number of road traffic accidents by province

Figure 15 above is a representation of RTC' by geographical distribution by province in Zambia. The highest recorded percent was by Lusaka with 53%, this was seconded by 15.8% which represented RTC on the Copperbelt. Moderate percentages were represented by Eastern, Northern- western and Muchinga with percentages of 4.8%, 4.7% and 2.3%. The least percentages were recorded by Western and Northern with 1.9% and 1.7% respectively this can attributed to the lower populations and motorization in these areas a trend that has continued from 2017 through to the year under review.

2.3 URBAN RTCs , RURAL RTC's AND FATALITIES COMPARED

Table 3: Urban and Rural RTC's in 2018

	URBAN	RURAL	Total
RTC's	23838	7013	30851
Fatalities	781	1036	1817

Table 3 above shows the distribution of RTC' by Urban and Rural areas. The table shows that RTC' are more prominent in Urban Areas than in Rural areas with figures 23,838 and 7,013 respectively. However fatalities are more prominent in rural areas than in urban areas the discrepancy can perhaps be attributed to better health care and faster response time in urban areas than in rural areas.

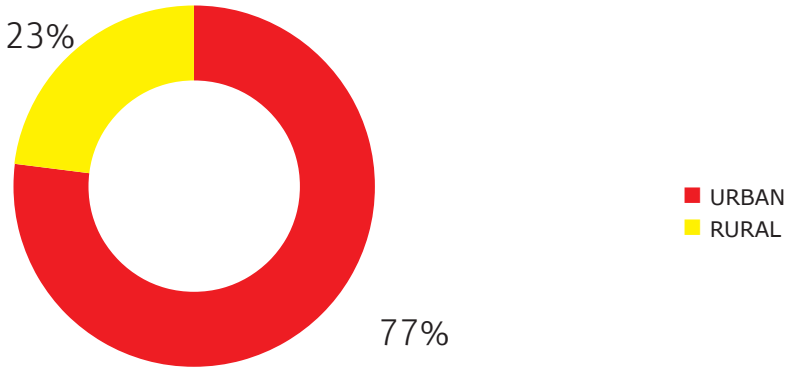


Figure 16: Percentage of urban and rural RTC's

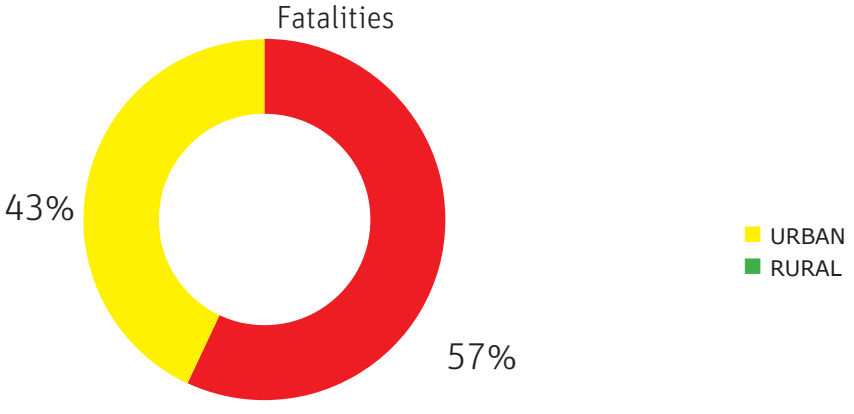


Figure 17: Percentage of urban and rural fatalities recorded in 2018

2.4 MOTOR VEHICLE REGISTRATIONS AND HUMAN POPULATION

The rising population and rapid motorization of transport taking place in the country has to be taken into account in order to fairly assess the progress that is being made to address road safety issues.

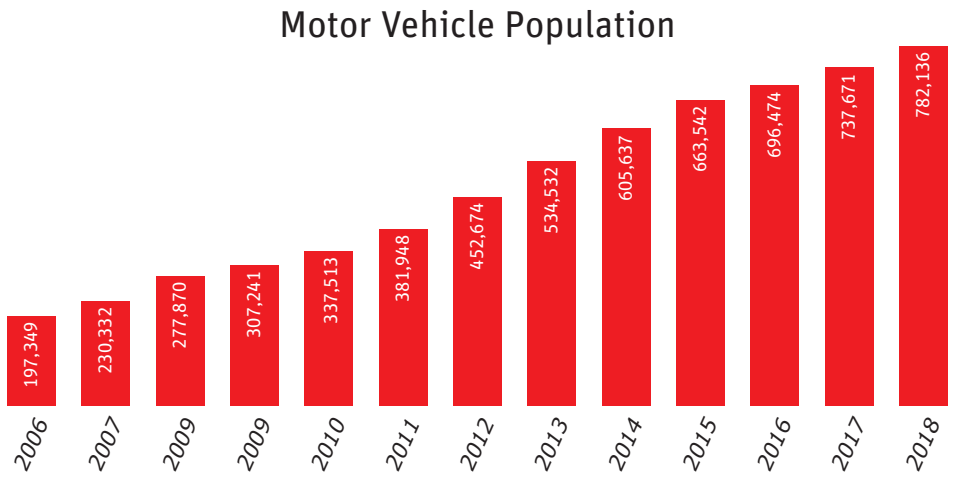


Figure 18: Motor vehicle population

Due to increased economic activity and rising household income levels, both the human and motor vehicle population has been rising steadily since 2005. The average annual growth rate for the human population from 2005 to 2018 has been 3% while the growth rate for motor vehicle population has been 13%.

2.5 TRENDS IN CRASHES

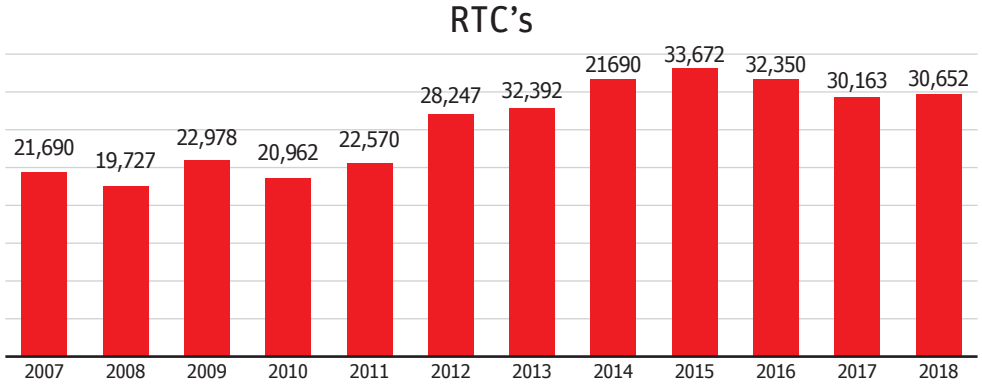


Figure 19: RTC's from 2007 to 2018

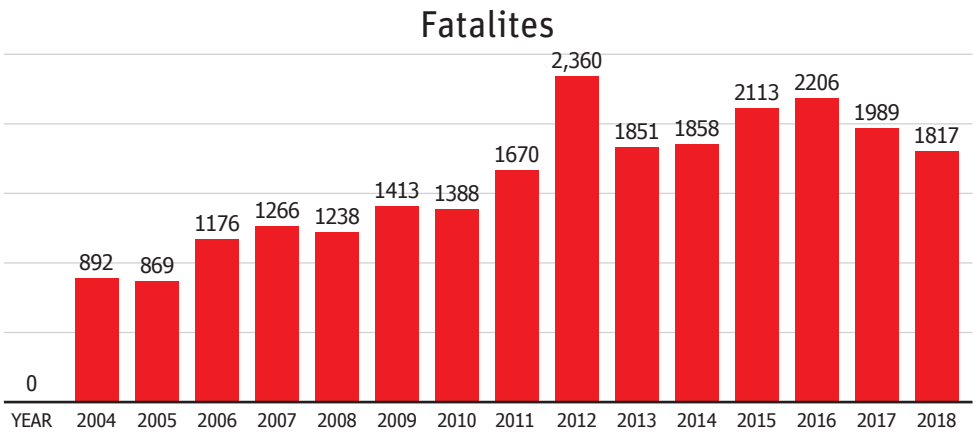


Figure 20: Fatalities from 2007 to 2018

The charts above show the trends in crashes and also the fatality trends from 2007 to 2018. The trends in RTC' had shown a decrease in 2008 from the previous year 2007, the

improvement did not last long as there was an increase in the year after which is 2009. A reduction in RTC' was recorded in 2010 from the previous year. However there was a steady rise in RTC occurrence from 2010-2015, with 2015 recording the highest number of RTC'. This perhaps necessitated from stricter enforcement of rules and the need to come up with interventions to alleviate the problem. This saw a decrease in RTC' in 2016 and 2017. On the other hand 2018 saw an increase in RTC'. 2008 remains the year that shows the least number of RTC', it can be therefor be used as a base year to improve on and replicate further reductions in years to come in the number of RTC'.

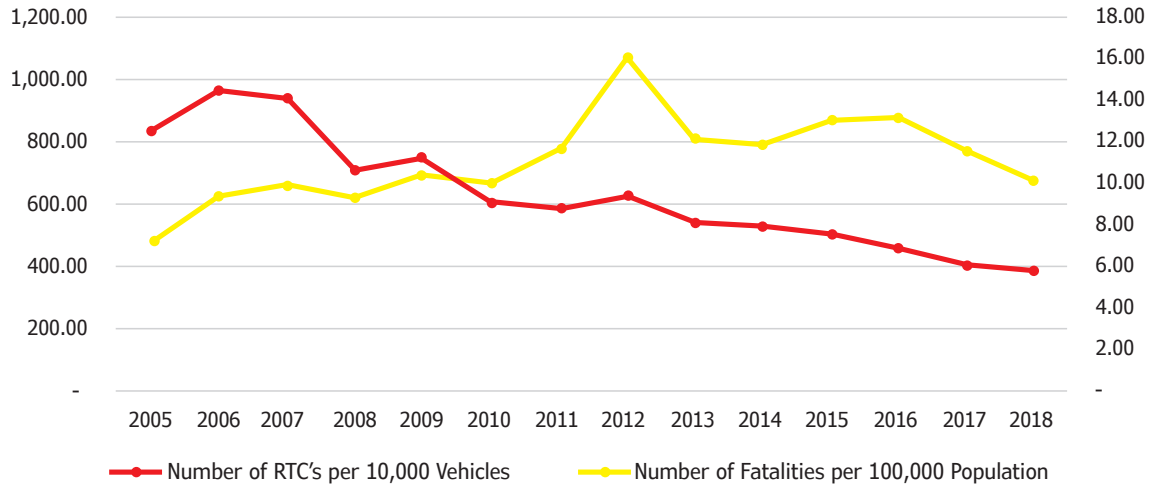


Figure 21: RTC's per 10,000 vehicles and fatalities per 100,000 population from 2005 to 2018

The trends in fatality also show 2008 as having the least number of fatalities, representing a reduction from the year 2007. The decrease was short lived as there was an increase in the following year that was 2009. A slight decrease was recorded in 2010 but this was followed up by a growing increase in fatalities from 2010 to 2012, with 2012 recording the highest number of fatalities. 2013 and 2014 saw a significant decrease in fatalities but 2015 and 2016 showed an increase in fatalities. From 2016 there were notable reductions in RTC' all the way until 2018. It is important to note that RTC' may have been high in some years but the fatalities in those years were significantly low and in some years RTC' were low but fatalities were highest, this was evident in the year with the highest fatalities which was 2012 that did not necessarily record the highest RTC'.

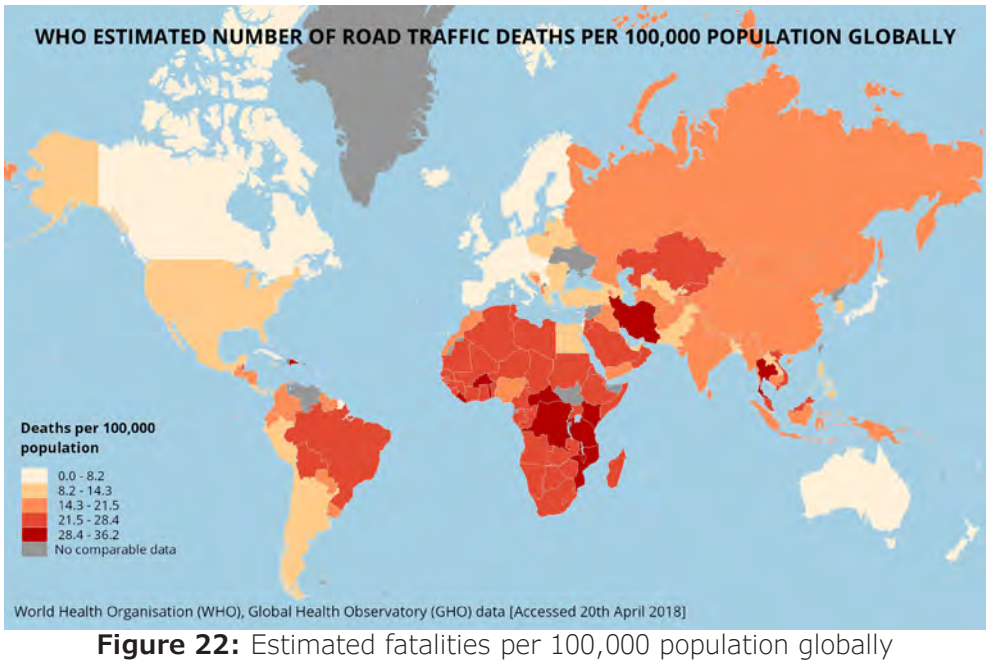


Figure 22: Estimated fatalities per 100,000 population globally

2.6 TYPES OF MMV

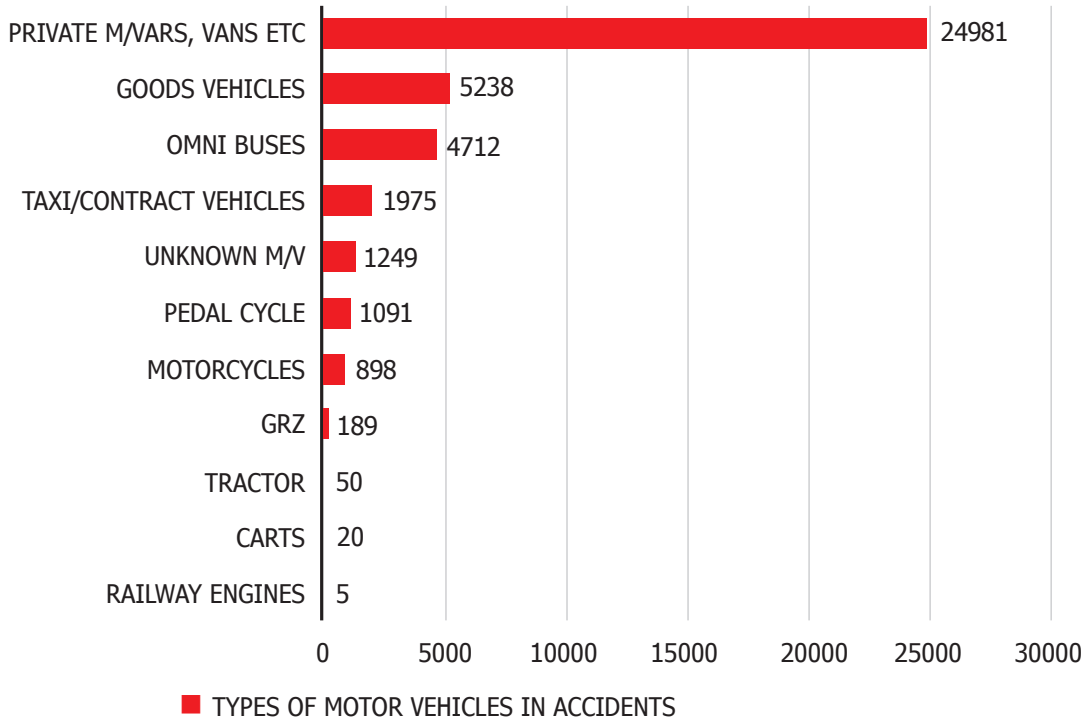


Figure 23: Number of RTC's by motor vehicle type

The charts above show the types of motor vehicles involved in an accident for the year under review. The highest number 24,981 (62%) was represented by private motor vehicles, cars, vans etc. Goods vehicles represented 5238 (13%) of vehicles involved in accidents while 4712 (12%) was represented by Omni buses with 1975(5%) been represented by taxi's/contract vehicles. Unknown vehicles represented 1249 (3%) of vehicles represented in accidents, while pedal and motor cycles represented 1091 (3%) and 898 (2%) respectively. GRZ, Tractor, Carts and railway engines all had a 0% representation, it is however important to note that the absolute figures for those represented by 0% do not mean that no accident occurred for these Mv types, as they were represented by 189, 50, 20 and five respectively. These statistics represent the view that the chances of having an accident using a private motor vehicle/car etc. were highest as of 2018.

2.7 RTC TIME OF DAY

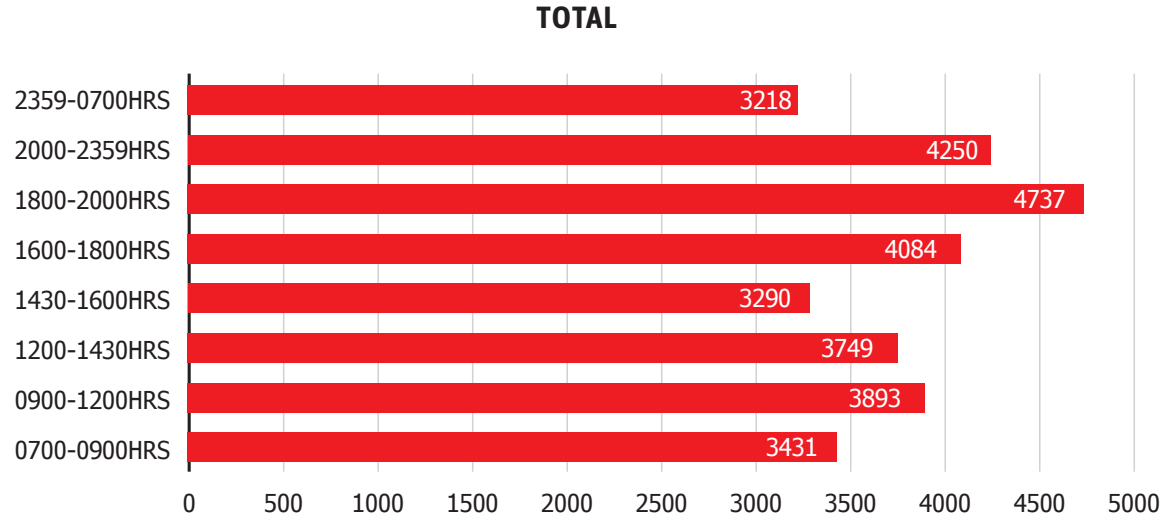


Figure 24: Number of RTC's by time of day

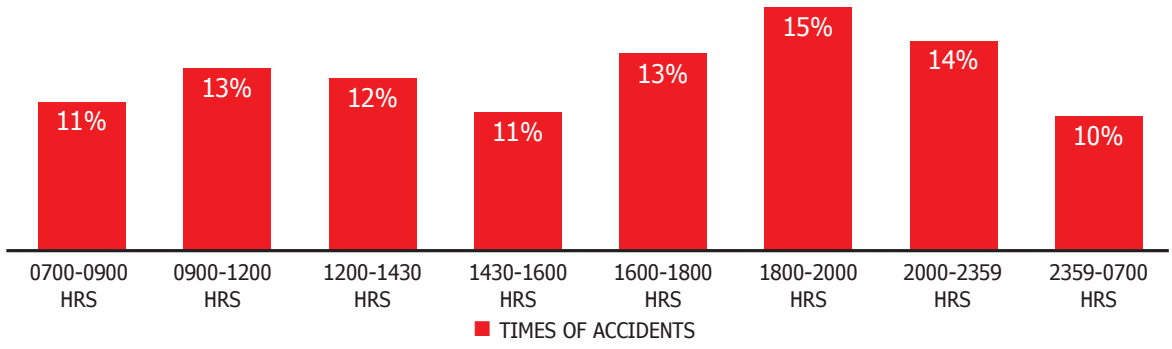


Figure 25: Percentage of RTC's by time of day

The figures 24 and 25 above show the time of day when road traffic accidents occurred. It can be noted that most traffic accidents occurred between 18-20 hours. In urbanised areas this can be said to be the time when roads are busiest and congestion is not heavy hence a situation where vehicles are free flowing. The period between 20-23:59 hours also records a high number of accidents accounting for 14% of RTC' and this can be attributed to night driving which may reduce proper vision, furthermore fatigue could be a contributing factor. The least number of accidents by time are recorded between 23:59 hours and 07:00 hours.

2.8 RTC DAY OF THE WEEK

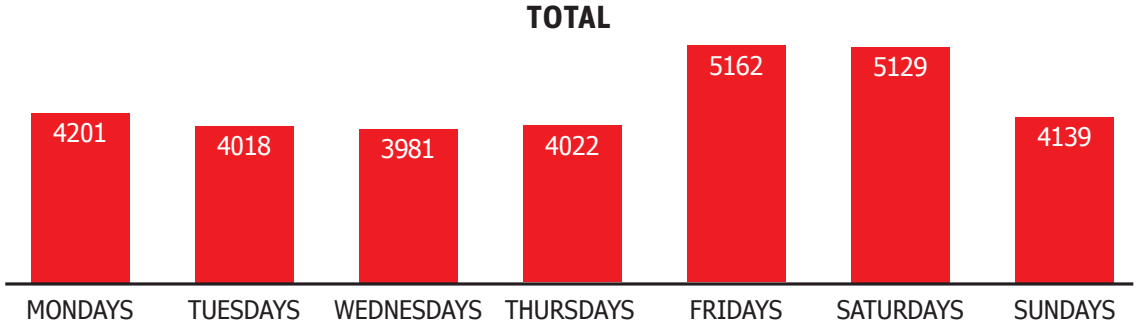


Figure 26: Number of RTC's by day of week

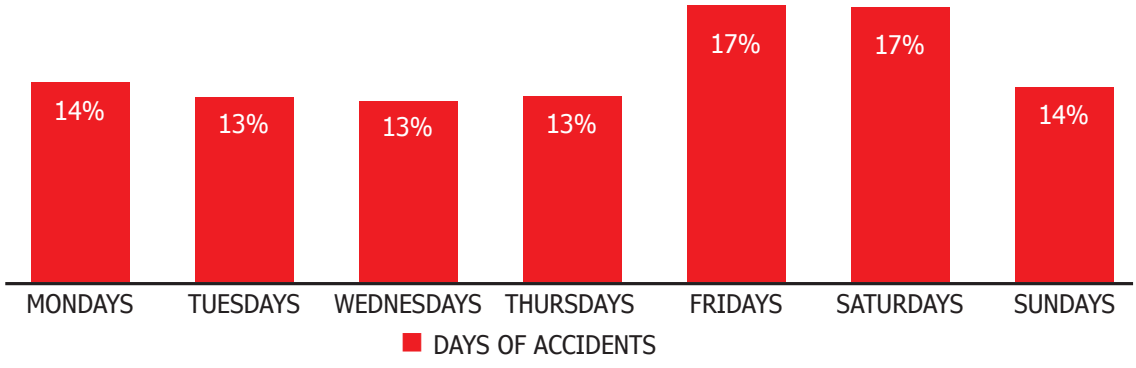


Figure 27: Percentage of RTC's by day od the week

The figures 26 and 27 above show the number of accidents recorded in 2018 by day. Evidence from the figures above show that most accidents in the year under review occurred between Friday and Saturday each representing a 17% occurrence. This could be due to the fact that most people may choose these days to take long distance trips especially for those in formal employment who maybe occupied during working days, furthermore the days are usually characterised by drinking and enjoyment. These statistics present a continued trend from the previous year with accidents occurring on Fridays increasing by a percent (1%) and accidents on Saturday's remaining constant at 17% percent.

3.0 CASUALTIES

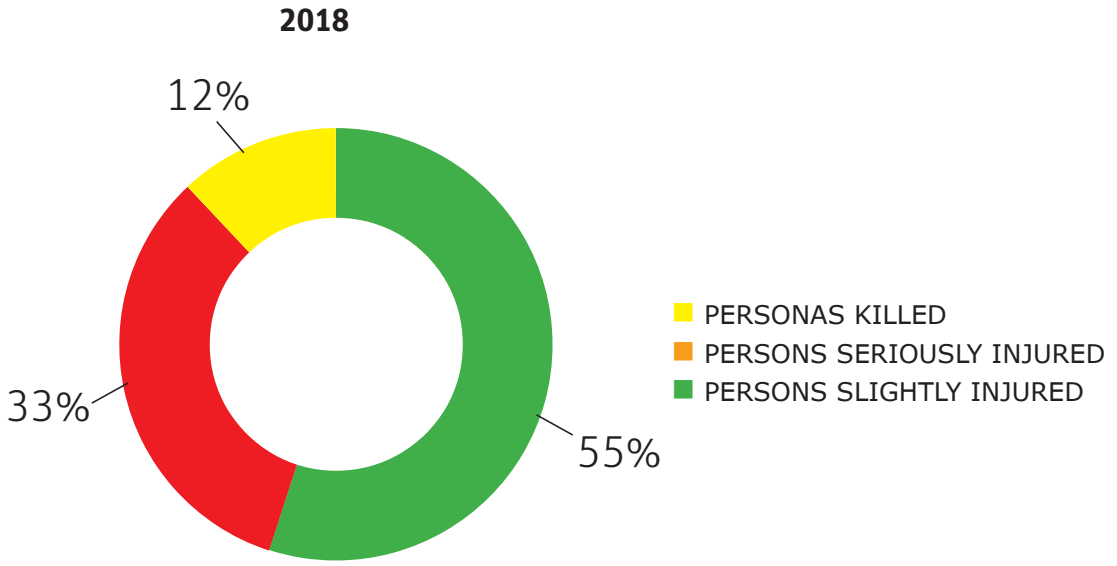


Figure 28: Classification of casualties

Figure 28 above shows that 55% of the traffic accidents recorded in the year 2018 involved persons who were slightly injured. Further 33% of the casualties were seriously injured and 12% were fatal.

3.1 FATALITIES

3.1.1 FATALITIES BY PROVINCE

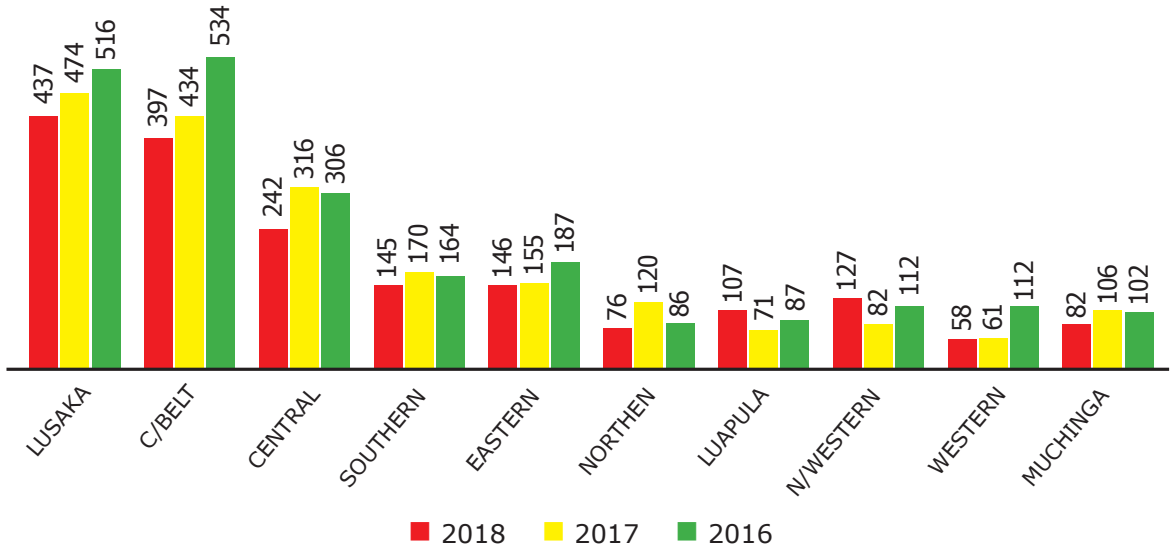


Figure 29: Fatalities by province in 2016,2017 and 2018

Figure 29 above shows the fatalities presented by province for Zambia. In the year 2018, 1,817 people lost their lives in total representing an 8.6% decrease in fatalities from 2017 which recorded 1,989 a reduction of 172 fatalities, the highest fatalities were recorded in Lusaka 437, while Copperbelt 397 recorded the second highest fatalities, and Central province 242 recorded a relatively high number of fatalities as well. The least number of fatalities were recorded in Western province 58, low fatalities were also recorded in Northern 76 and Muchinga 82. In comparison to the previous year, there were significant reductions in fatalities in Lusaka province 474, Copperbelt 434, Central province 242, Muchinga 82, Northern 120 and Western 61.

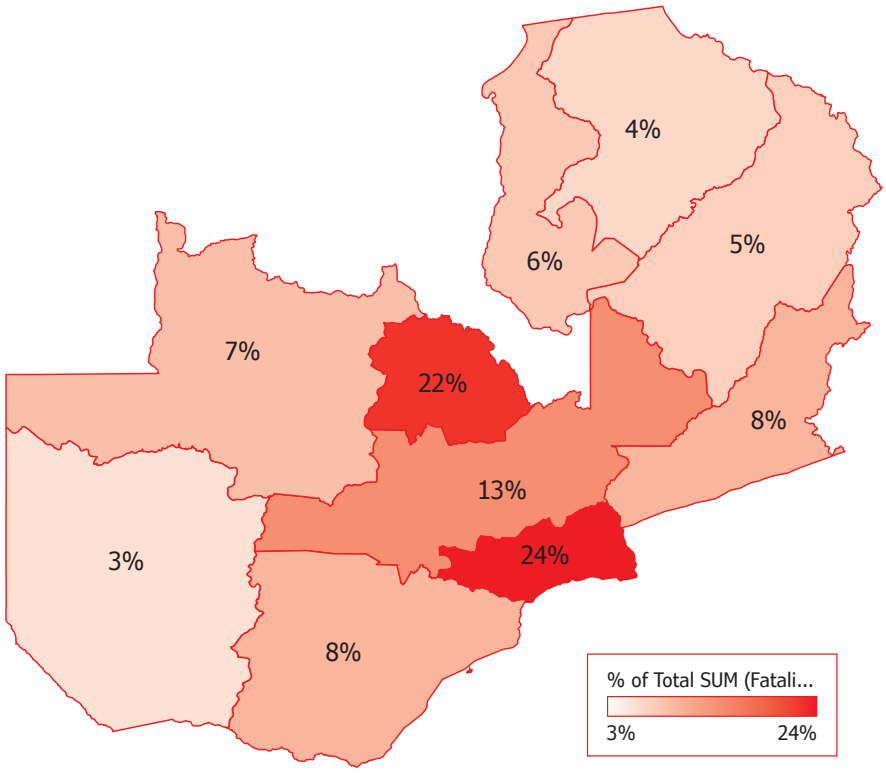


Figure 30: Percentage of fatalities by province

Figure 30 above represent percentages of fatalities in 2018 as per province, the highest percentage was recorded in Lusaka accounting for 24% of fatalities, while Copperbelt recorded 22%, and Central province recorded a relatively high percentage as well with 13%. The lowest provincial fatalities were recorded in Western province with 3%, while Muchinga 5% and Northern 4% recorded relatively low percent fatalities. The percentages of fatalities in the year under review as compared to the previous year remained the same for most provinces but for Luapula 6% from the previous year, N/western 7% and central 13% from the previous year. The areas that are more urbanized continued to experience the highest fatality levels a trend that continued from the previous year, this can be attributed to the higher fleets of motor vehicles and a higher population in these areas.

3.1.2 FATALITIES BY ROAD USER TYPE

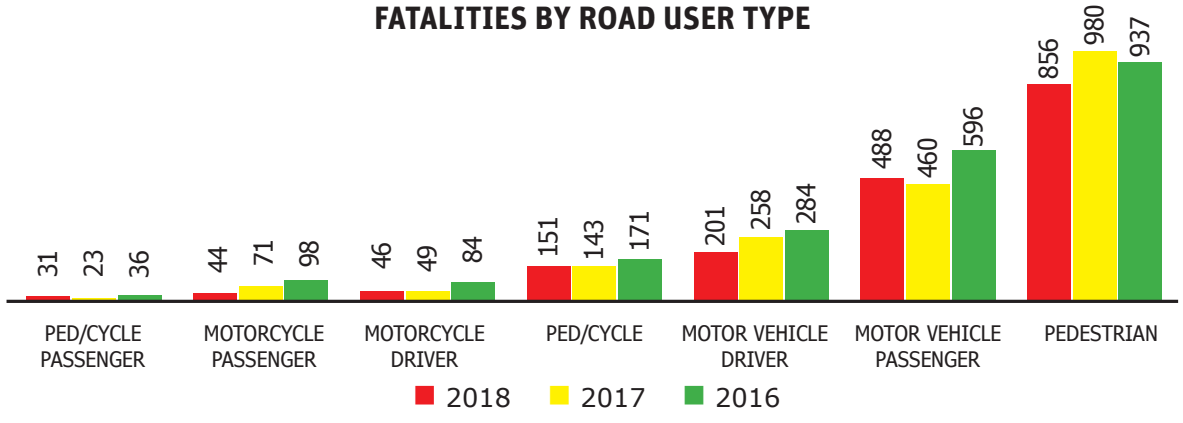


Figure 31: Number of fatalities by road user type in 2016,2017 and 2018

The data collected indicate that the largest portion of the fatalities recorded in the last three years were among pedestrians. The year 2018 recorded a smaller number of fatalities that 2017. Motor vehicle passengers are the second largest portion of road users who peris in traffic accidents.

3.2 SERIOUS INJURIES

3.2.1 SERIOUS INJURIES BY PROVINCE

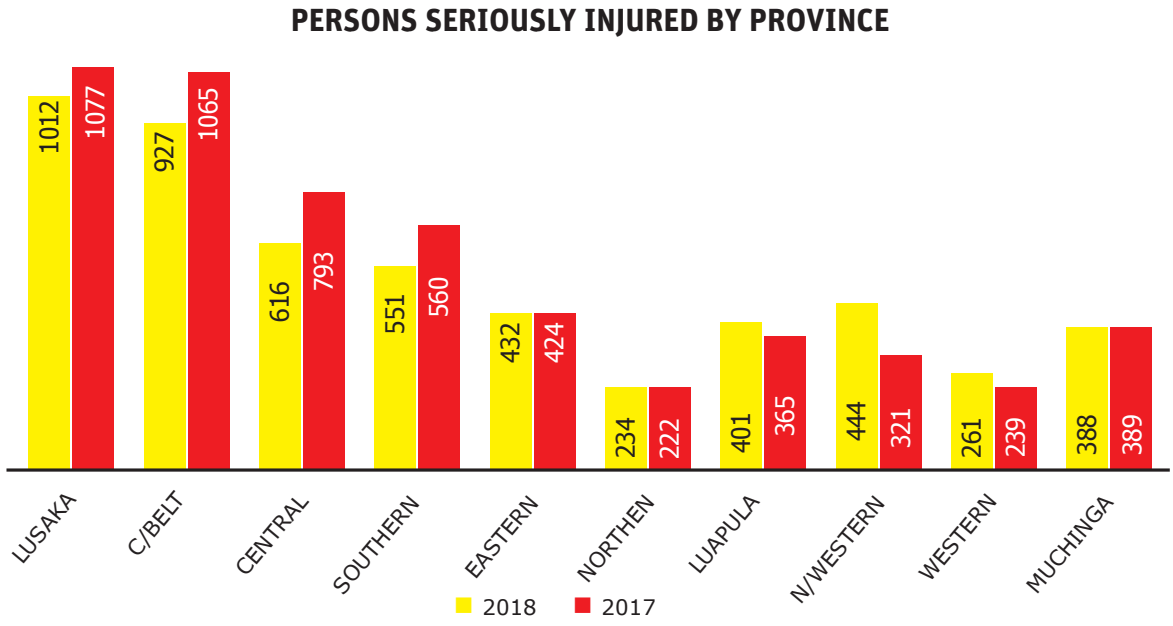


Figure 32: Comparison of persons seriously injured in 2017 and 2018

Figure 32 shows the number of persons seriously injured by province in 2017 and 2018. The data also shows that the number of serious cases in 2018 was less than the number recorded in 2017 in Lusaka, Copperbelt, Central, Southern and Muchinga provinces.

3.2.2 SERIOUS INJURIES BY ROAD USER TYPE

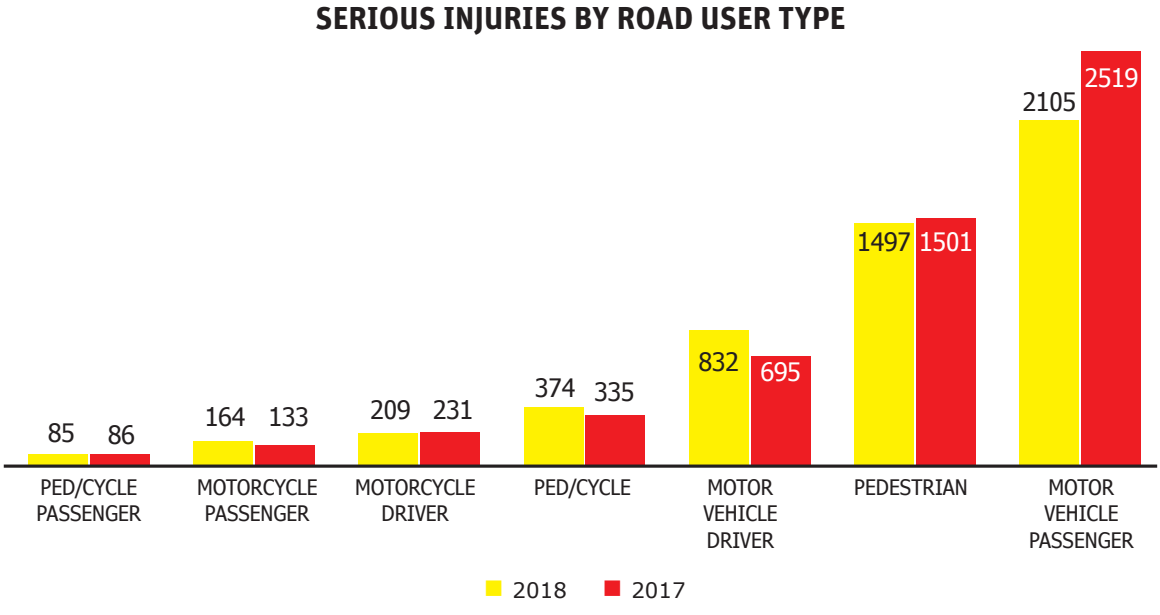


Figure 33: Comparison of persons seriously injured by road user type in 2018 and 2017

3.3 SLIGHT INJURIES

3.3.1 SLIGHT INJURIES BY PROVINCE

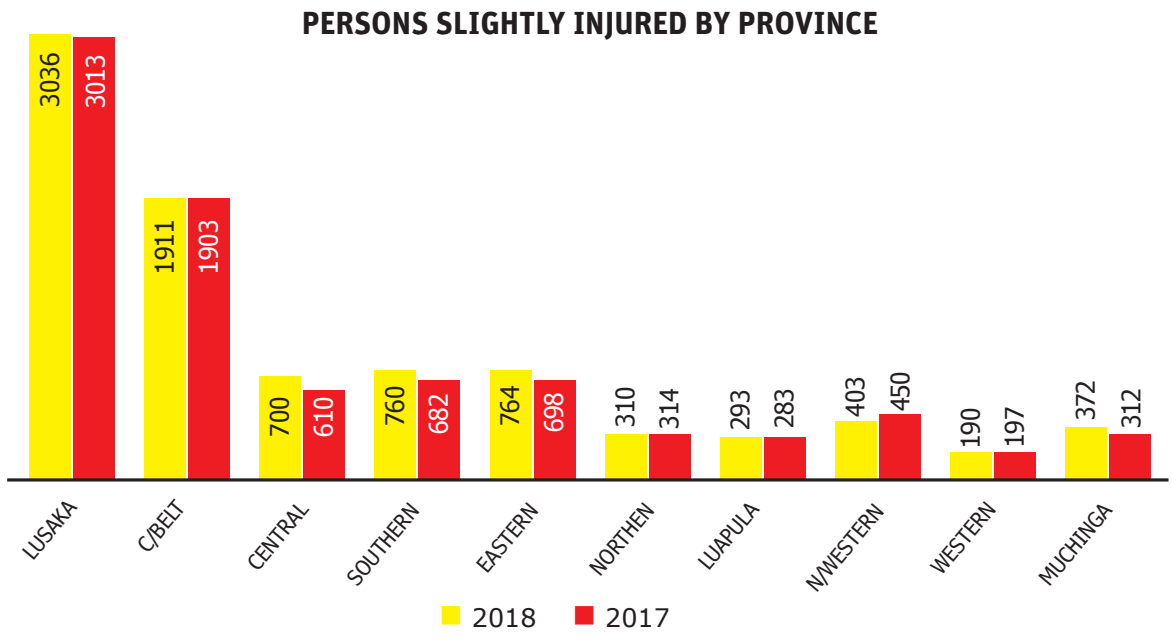


Figure 34: Comparison of persons slightly injured in 2017 and 2018

3.3.2 SLIGHT INJURIES BY ROAD USER TYPE

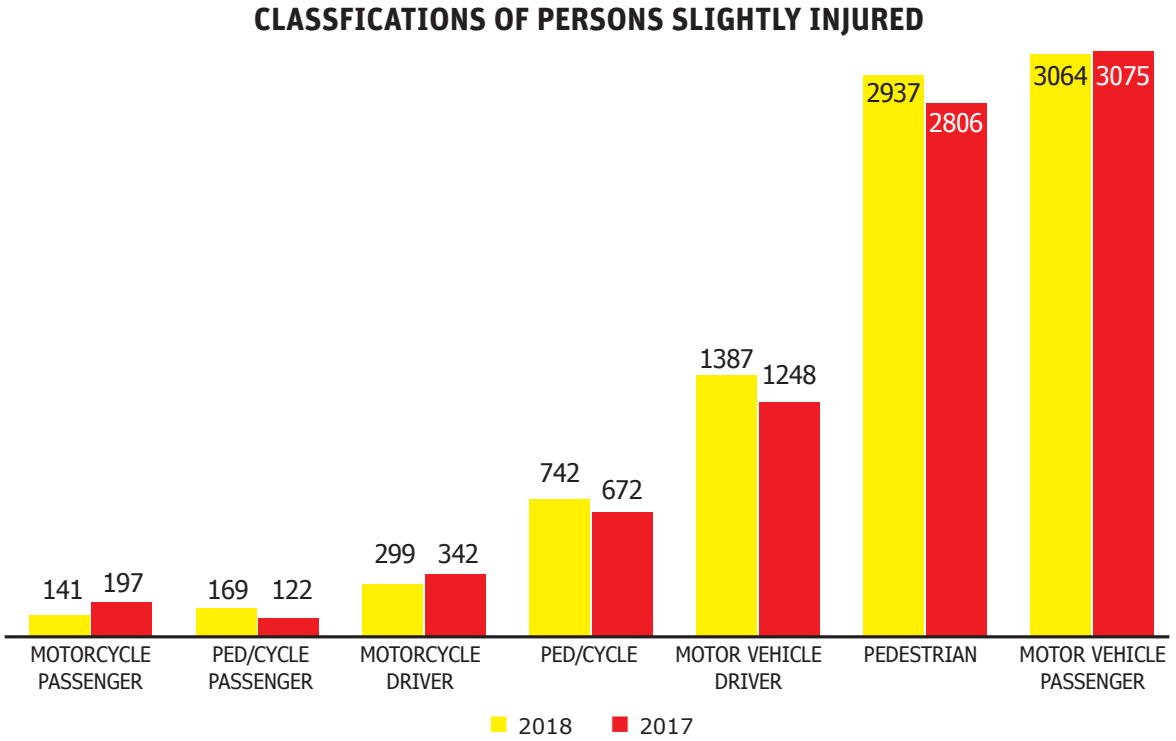


Figure 35: Comparisons of persons slightly injured by road user type in 2017 and 2018

Box 3: Upgrading of Road Infrastructure at Northmead Primary School

An initiative of Zambia Road Safety Trust

The importance of promoting safe walking and road infrastructure for a range of the sustainable development goals, including education motivated this road safety project with AMEND on behalf of Vital Strategies as part of the partnership for healthy cities program. Zambia Road Safety Trust (ZRST), an NGO, worked with Vital Strategies and Bloomberg Philanthropies to improve the road's infrastructure around the Northmead Primary and Northmead Secondary Schools.

Northmead Primary School and Northmead Secondary School had a child population of 3,512 and 2,300 respectively, over 60% of the total population commuted by foot and experienced 14 road accidents one of which was a traffic fatality since 2017.

The two schools which are right next to each other experienced challenges in road infrastructure such as the unavailability of speed humps, road signs, proper walk paths and road markings. Following a series of surveys and travel patterns the initiative put in place speed table humps, rumple strips, the necessary road signs and barriers that separate pedestrians from the road's traffic. The average motor vehicle speed outside the school was 45km/h before the road development and has now reduced to 20km/h.

Measures specific to pupils were also promoted as part of the initiative, including road safety education which took place at both the primary and secondary school. Knowledge retention surveys were also administered to a random sample of 60 pupils.

"I walk when going to school every day. Crossing the road used to be scary because the some bus drivers would not give us a chance to cross the road. There was no Zebra crossing, speed humps or road signs. As a pupil, I am thankful for the road safety measures sponsored by the Vital Strategies and Bloomberg Philanthropies. I am also thankful to Zambia Road Safety Trust for teaching us about road safety. What I learned has made me confident when crossing the road. Everything Zambia Road Safety Trust, Vital Strategies and Bloomberg Philanthropies have done for me and my school will save us from the dangers of road accidents and keep our dreams alive." **-Tumelo Shalala, Grade 7**.

Figure 36: Children crossing the road on a Child Safe Zone.

3.4 CHILDREN CASUALTIES

Table 4: Number of child casualties by gender

	Boys	Girls	Total
Fatalities	114	67	181
Serious Injuries	301	201	502
Slight Injuries	443	335	778

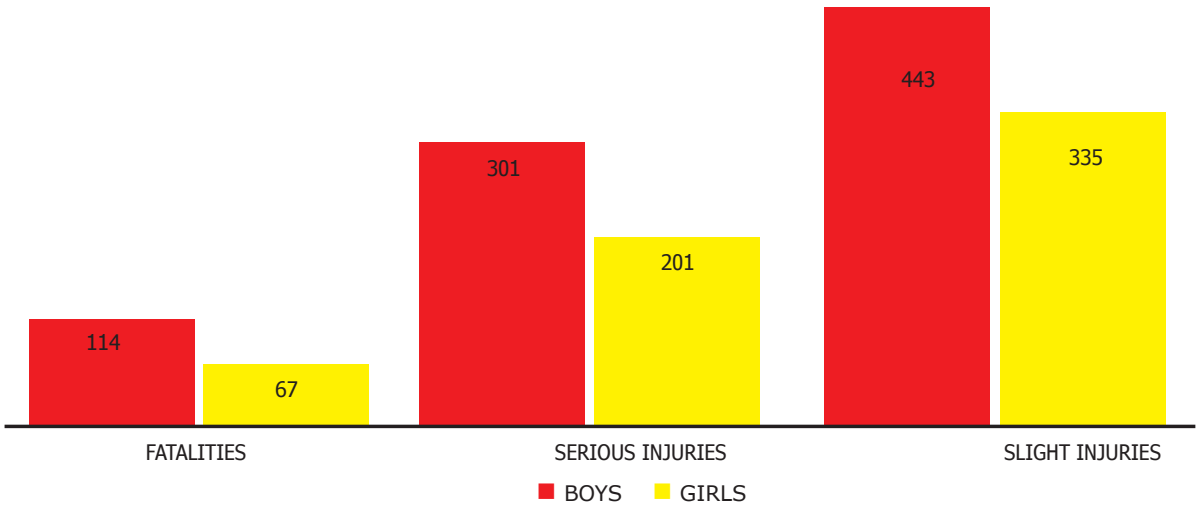


Figure 37: Child casualties by gender

Figure 37 above represents the number of child casualties that were experienced in the year 2018. In total 181 children lost their lives, this represents a 13% drop in the number of fatalities as compared to those in 2017 which had 208, and in the year under review 502 children were seriously injured while 778 had slight injuries. It is important to note that boys were more prone to casualties than girls in every casualty classification.

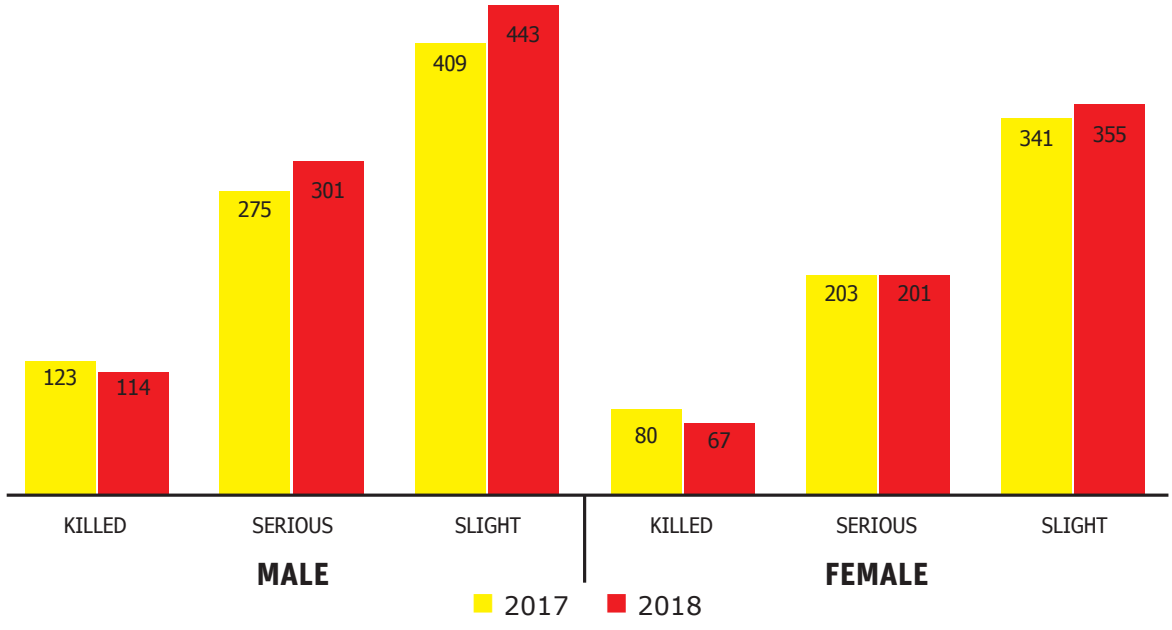
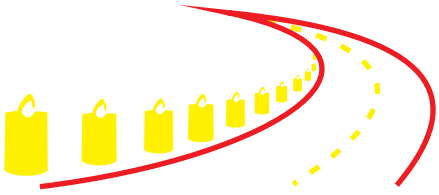


Figure 38: Comparison of child casualties in 2017 and 2018

Figure 38 above shows that the number of child fatalities for both girls and boys reduced in 2018 compared to 2017, though the figures are unacceptably higher.

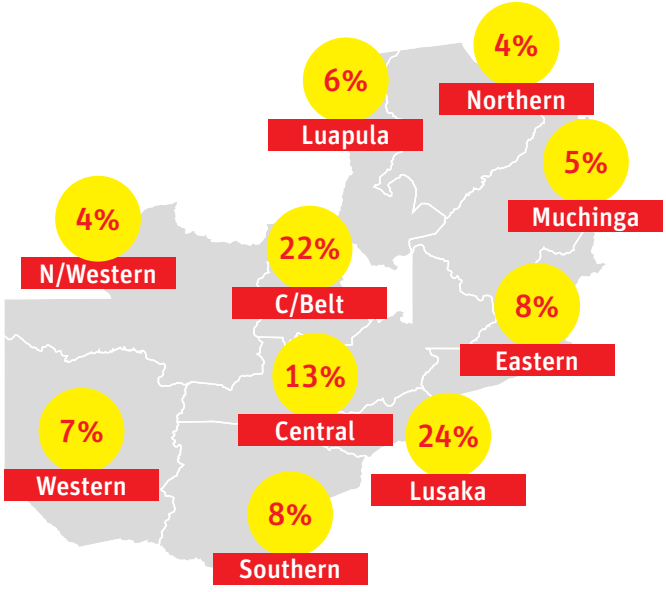
2018 ROAD TRAFFIC CRASH STATISTICS

1,817 fatalities were recorder on Zambian roads in 2018

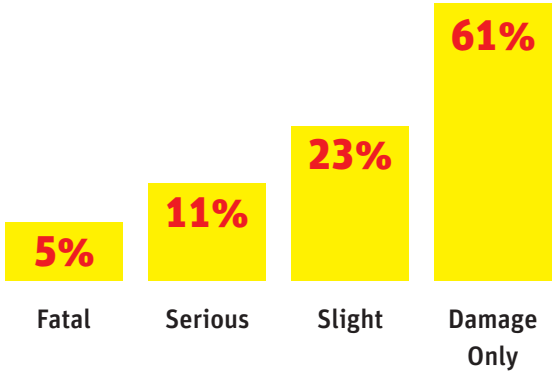


8% reduction from 1,989 fatalities recorded in 2017

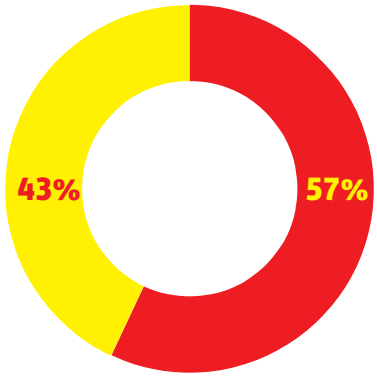
Road Traffic Fatalities by Province



Road Traffic Accidents by Severity



Rural vs Urban Fatalities



Fatalities by Road user type

58% of persons killed were vulnerable road users.

10% of those killed in road traffic crashes were children under the age of **16**

4.0 CONTRIBUTORY FACTORS

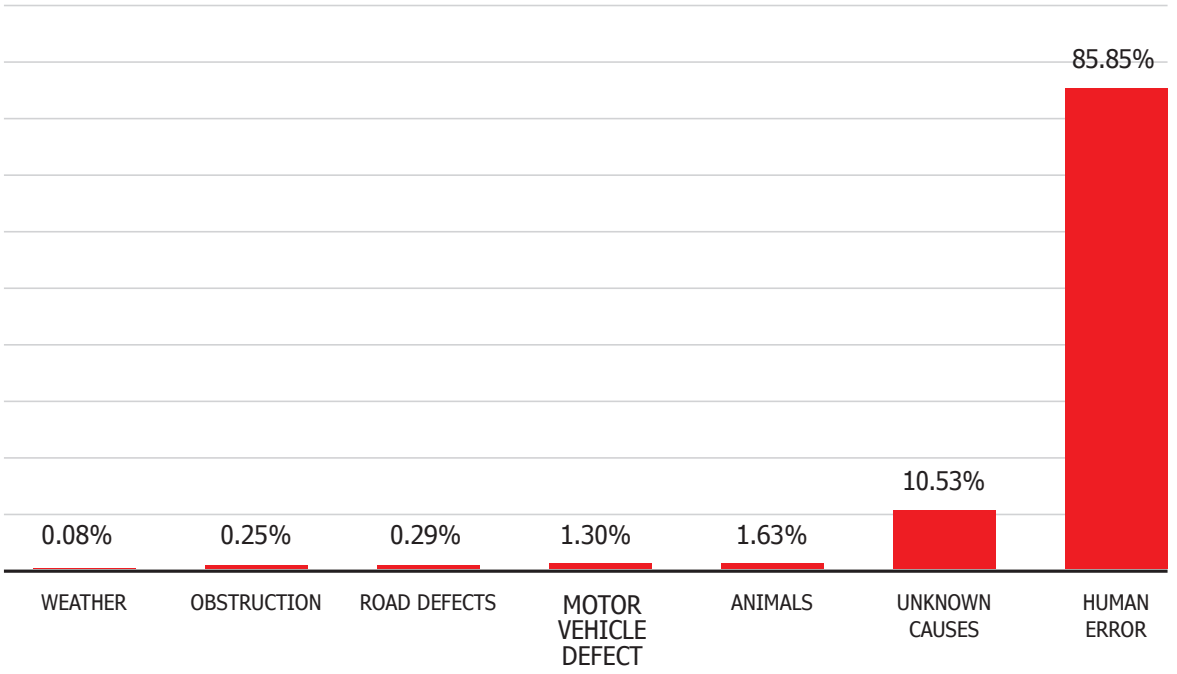


Figure 39: Contributory factors

Contributory factors are an important aspect that allow for insights on key actions and failures that led directly to the actual impact and this aids investigation of how accidents might be prevented. Factors contributing to RTC are here classified into five categories: environmental or weather conditions, vehicle defects, human errors, road defects and wandering animals. The 2018 statistical evidence shows that human error is the highest contributory factor to RTC' with 85.85%, this continues to outweigh all other factors significantly as the percentages would suggest, unknown cause 10.53%, animals 1.69%, Motor Vehicle defects 1.30%, road defects 0.29%, obstruction 0.25% and weather 0.08%. Though there has been minimal change in the percentages from the previous year. It is important to note that the ranking of these factors remain the same with human error the extreme cause.

4.1 HUMAN ERROR

The data shows that within the human error category, driver errors are by far the biggest causes of road traffic accidents in Zambia. 92% of traffic accidents were due to driver errors, 7% were as a result of pedestrian errors, 0.2% passenger errors and 0.1% were attributed to Cyclist errors.

Table 5: Human Errors

CONTRIBUTORY FACTOR	RTC's	RTC's
Driver Error	24207	92.3%
Pedestrian Error	1948	7.4%
Passenger Error	41	0.2%
Cyclist error	26	0.1%

4.1.1 DRIVER ERRORS

Among driver errors, overspending was the highest contributory factor to Road traffic accidents accounting for 22% of the crashes. Other leading factors include Misjudging clearance distance (17%), failure to keep to the near side of the lane (17%) cutting in (10%) and reversing negligently (9%).

Table 6: Driver errors

No	Contributory Factor	Number of RTC's	Percentage
1	Excessive speed	5251	22%
2	Misjudging clearance distance	4082	17%
3	Failing to keep to near side	4062	17%
4	Cutting	2476	10%
5	Reversing negligently	2214	9%
6	Overtaking Improperly	1118	5%
7	Inexperienced	981	4%
8	Failing to obey traffic sign/signal	757	3%
9	Turning right without due care	737	3%
10	Other error of judgement	678	3%

Figure 40: Use of mobile phones while driving

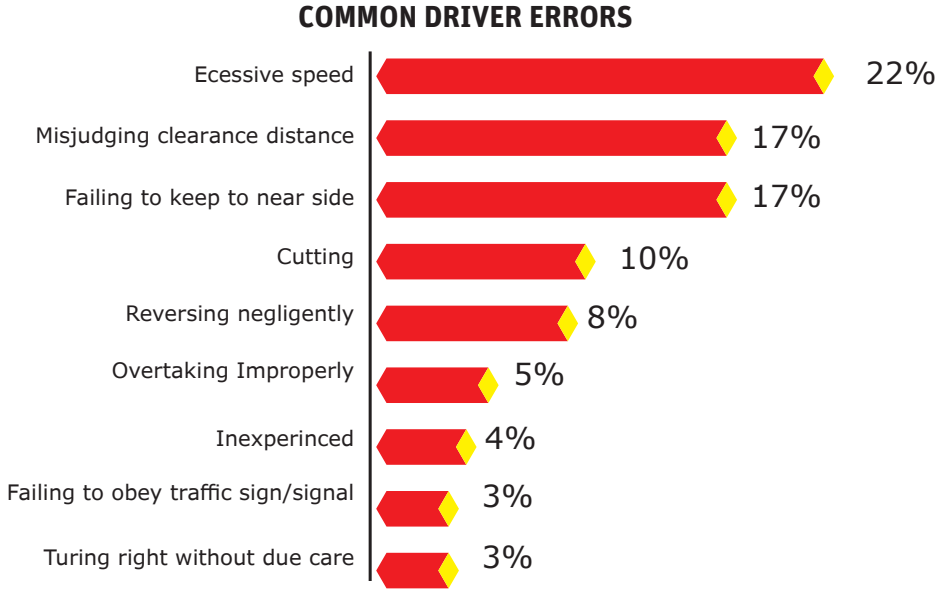


Figure 41: Percentage of driver errors

4.1.2 PEDESTRIAN ERRORS

Pedestrian errors account for 0.2% of the road crashes attributed to human errors. The most common pedestrian errors are pedestrians crossing the road, walking or standing on the road, playing on the road and pedestrians being struck as a result of being under the influence of alcohol.

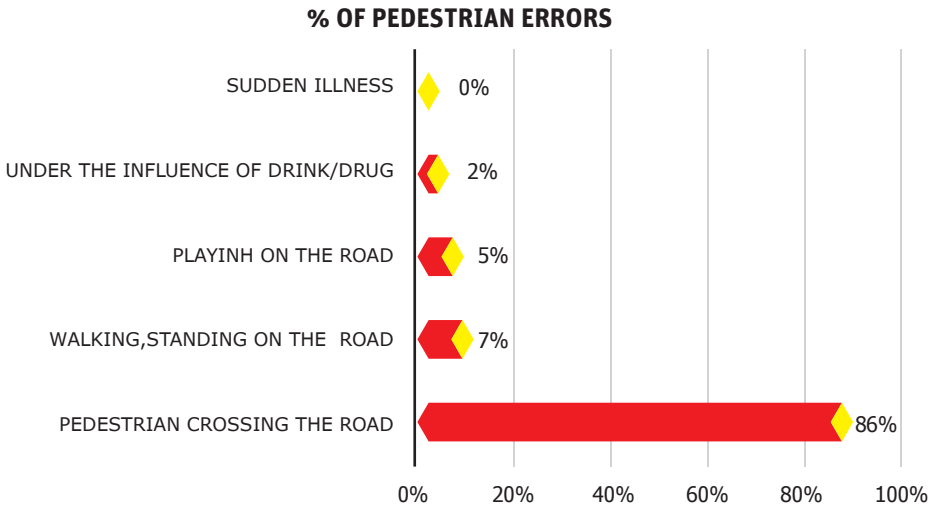


Figure 42: Pedestrian errors

4.1.3 PASSENGER ERROR

The most common types of passenger errors are passengers falling from a moving vehicle and negligence on the part of the bus conductor. 102 accidents were caused by passengers falling from the vehicle and 15 accidents were as attributed to negligence by bus conductors.

Figure 43: A public service Mini bus with passengers seated and standing on windows. Passengers risk falling in case of any emergency

4.1.4 CYCLIST ERRORS

0.1% of the accidents which are attributed to human errors are as a result of cyclist errors. 26 road traffic accidents recorded in 2018 were as a result of a cyclist holding on to another vehicle while riding.

4.2 MOTOR VEHICLE DEFECTS

The data collected shows that 0.2% of all road traffic crashes were as a result of Motor vehicle defects. The top contributory factors among motor vehicle defects include defective tyres (43%), defective brakes (28%), vehicle left unattended to (10%), overloaded vehicle (7%), defective steering wheel (7%), and smashed windscreens (3%).

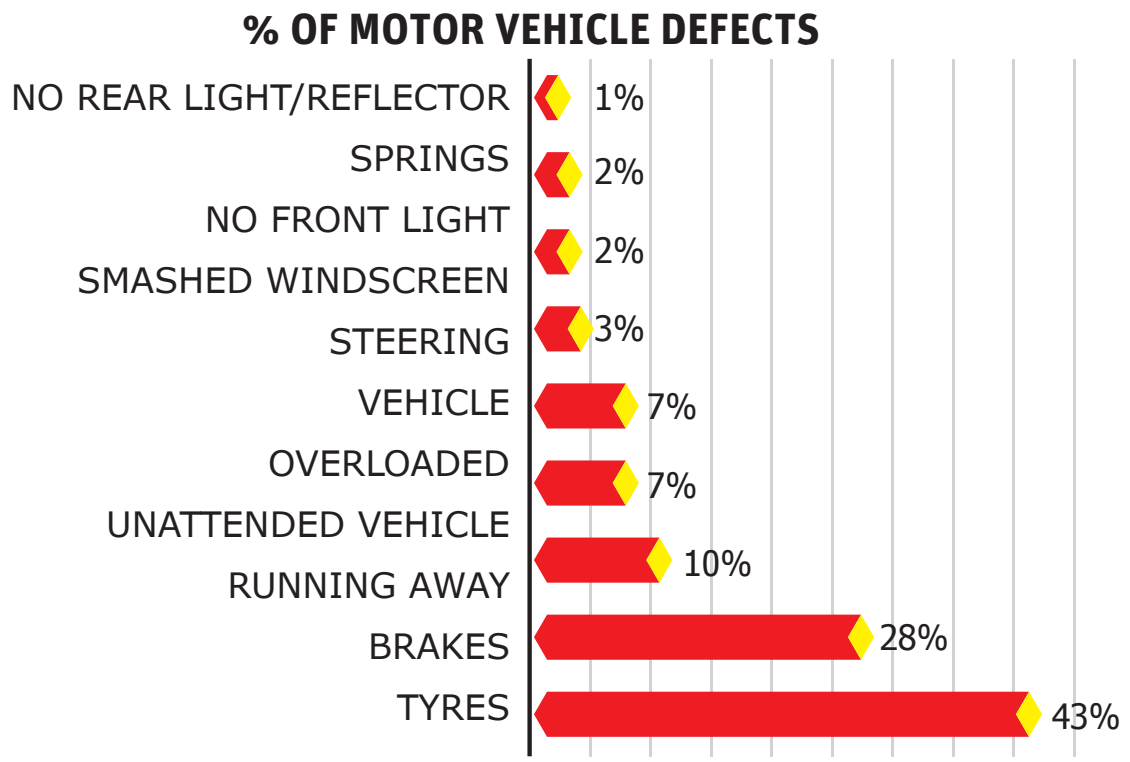


Figure 44: Percentage of Motor Vehicle defects

4.3 WANDERING ANIMALS

Wondering animals causes 1.7% of accidents recorded in the year 2018. The most common causes include domestic animals such as dogs, goats and cattle being left to wander on the roads.

Contributory Factor	RTC's	% RTC's
Other domestic animal on road	450	87%
Other animal on road	42	8%
Dog on the road	26	5%

Figure 45: Wandering Animals

4.4 WEATHER CONDITIONS

Environmental factors such as weather conditions caused 0.08% of the traffic accidents in 2018. The most common factors recorded include glaring sun and accidents caused by heavy down pours.

Table 7: Number of accidents as a result of weather conditions

Contributory Factor	RTC's	
Glaring sun	3	12%
Heavy rain	22	88%

5.0 RECOMMENDATIONS

In the face of rapidly increasing motorization in the country, the reduction in the numbers of RTCs and fatalities recorded in 2018 is an indication of the progress that has been made in the fight to curb road traffic crashes. Efforts to further reduce road traffic crashes need to be augmented if the targets set for the Sustainable Development Goals – a halving of deaths by 2020 – are to be met. Good data is fundamental for good policies. Without a solid evidence base, decision makers drive in the dark. We owe it to the Zambian people to formulate and implement the most effective policies and measures to reduce the number of road deaths, and we owe it to tax payers to spend funds wisely, to maximum effect. The 1818 deaths from road crashes recorded in 2018 are too many, and we are all called upon to end this tragedy.

We propose the following interventions towards halving the numbers of road traffic crashes and fatalities by 2020:

1. Increase the number of enforcement, education and publicity activities. More work is needed to explore the best ways to optimize enforcement of existing road safety laws. Educational campaigns need to be conducted to support and maximize the effects of the enforcement unit.
2. More attention should be paid to the needs of pedestrians, pedal cyclists and motorcyclists, who together make up 63% of the road traffic fatalities in Zambia. Making our roads safer will not be possible unless the needs of these road users are considered in all approaches to road safety.
3. Hasten the roll-out of the Accident Information Systems (AIS) so that accurate and timely accident information can be collected for appropriate interventions and policy formulation;
4. Making cars safer is a critical component of saving lives on the roads. Seat-belts and child safety seats must be included in all vehicles. Law enforcers must impose strict and harsh penalties for use of hand-held mobile phones while driving.
5. There is a need to train more specialists in road traffic injury prevention in order to address the growing problem of road traffic injuries at international and national levels.

NOTES

NOTES

2018 ROAD ACCIDENT STATISTICS

- 30,652 traffic accidents were recorded countrywide
- 1.6% increase from last year
- 61% resulted in vehicle damages, 23% were classified as sight and 11% were serios crashes
- 5% were fatal resulting in 1,817 fatalities
- The number of fatalities reduced by 8.6% from last
- Lusaka Province recorded the highest number (24%) of fatalities
- Muchinga province recorded the lowest number (3%)
- 10% of persons killed were children under the age of 16
- 57% of persons killed were vulnerable road users such as pedestrians and cyclists

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