



ROAD TRANSPORT AND SAFETY AGENCY

Road Transport and Safety Status Report

2020



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Road Transport and Safety Status Report

2020



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Foreword



Road traffic crashes, fatalities and injuries are an emerging public health concern worldwide and Zambia is not exceptional to this global pandemic. The global status report on road safety for 2018 revealed that, worldwide deaths from road traffic crashes have increased to 1.35 million a year.

The specific inclusion of road safety targets in Agenda 2030 reflects universal recognition that death and injury from road crashes are now among the top most agenda items. The year 2020 marked the endpoint of the 2011-2020 UN global decade of action on road safety whose objectives were to stabilise road traffic crashes and reduce forecasted fatalities by 50% by 2020. Zambia attained 48% of the UN global decade of action targets and was close to meeting the 50% proclaimed target.

Road traffic crashes are preventable and avoidable. Given what we now know about the problem, the fight to reduce road carnage is 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, massive target oriented public awareness campaigns, safer vehicles and improved emergency care services can save thousands of lives in Zambia.

Even though the number of fatalities are still unacceptably higher, Zambia, in the recent past recorded a successive four year steady reduction in the number of fatalities in 2017, 2018, 2019 and 2020. This improvement in the road safety profile is attributed to effective target oriented road safety interventions being implemented by the Agency and with support from various stakeholders.

Pedestrians are among the vulnerable users and 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.

It is my pleasure now to invite you to read the 2020 annual road transport and safety status report.

Gladwell Banda
Director and Chief Executive Officer



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

1,690 fatalities in year 2020

Number of fatalities reduced from 1,746 in 2019 to 1,640 in 2020, a 3.2% decrease in fatalities

23.4% Decrease in fatalities from 2016



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

7 NDP 2017- 2021

7.9: Development outcome 6: improved transport systems and infrastructure

46% Pedestrians

Pedestrians are the most vulnerable users, accounted for 46% in the year 2020

87% Human error

Human error predominantly leading cause of RTCs accounting 87% in the year 2020

Executive Summary

Road transport dominates other modes of transport in movement of goods, services and people. An efficient Road Transport System has potential to stimulate national development and Socio-economic activities. While the road transport sector contributes substantially to gross domestic product (GDP) and provide access for people to markets, healthcare, education, employment, recreation and other key social amenities, road transport is also associated with a high numbers of road traffic crashes which result in injuries and loss of lives.

The Agency, is mandated to implement and coordinate road safety programs that are aimed at reducing the likelihood and impact of road crashes. With a vision “A Safe, Inclusive and economically enabling road transport system”, the Agency has been and is implementing activities aimed at mitigating road traffic crashes. In the year 2020, the Agency implemented various programmes and activities whose goal was reducing road traffic crashes and injuries. During the year under review, a total of 236 schools were visited to monitor to the implementation of road safety programmes such as traffic warden scheme and road safety school clubs. The Agency facilitated for the printing of 125,900 copies of Road Safety Supplementary Books for schools and were handed over to the Ministry of General Education for onward distribution in schools.

The Agency undertook Media activities such as radio and TV programmes where various road safety thematic topics were discussed. Others include radio adverts, road safety billboards, road safety dramas, and print media with placement of road safety articles on various road safety topics once every week. The Agency also conducted road safety sensitisation to passengers and drivers at Inter-City Bus Terminus as the buses exited the Terminus with a total 244,897 passengers reached out. Road Safety sensitisations were also conducted in various workplaces where 446 employees received assorted road safety messages. A total of 12 road safety audits and

39 Road Safety Inspections were conducted in order to ensure that road safety features where included in the road designs.

The Agency developed and rolled out an enforcement Mobile-App. The mobile App allows the verification of driver and Motor Vehicle details without necessarily engaging the call centre for confirmation. The Agency successfully implemented the driver mentorship programme countrywide in 2020. A total of 49,621 candidates were enrolled in driver mentorship and were taken through the programme.

During the year under review, a total of 28,484 road traffic crashes were recorded. The number of road traffic crashes reduced by 7.1% from 30,648 road traffic crashes recorded in 2019. Lusaka province recorded the highest number of road traffic crashes (15,871). The least was Northern which recoded a total of 502 road traffic crashes. Results also show that, only Western province recoded an increase by 4% in the number of road traffic crashes compared to 2019. The year 2020 had a similar trend to previous years in terms urban and inter districts road traffic crashes as more crashes (76%) occurred on urban roads while 24% were recorded on inter district roads. Inter district roads accounted for 59% of the fatalities while 41% of the fatalities were on urban roads.

A total of 1,690 lives were lost on Zambian roads in the year 2020. This number represents a 3.2% decrease in the number of fatalities from 1,746 recorded in the year 2019. An analysis of results also show that human errors were leading contributors to road traffic crashes and accounted for 86.55%, while weather condition was the least at 0.05%. Of all human errors, 91.71% were classified as driver related errors, 7.65% were pedestrian errors while cyclist errors stood at 0.11%. Among driver errors, excessive speeding was the most predominant and accounted for 20.7% while failing to keep near side and misjudging clearing distance was ranked second at 18%.



2020 Road Transport and Safety Status

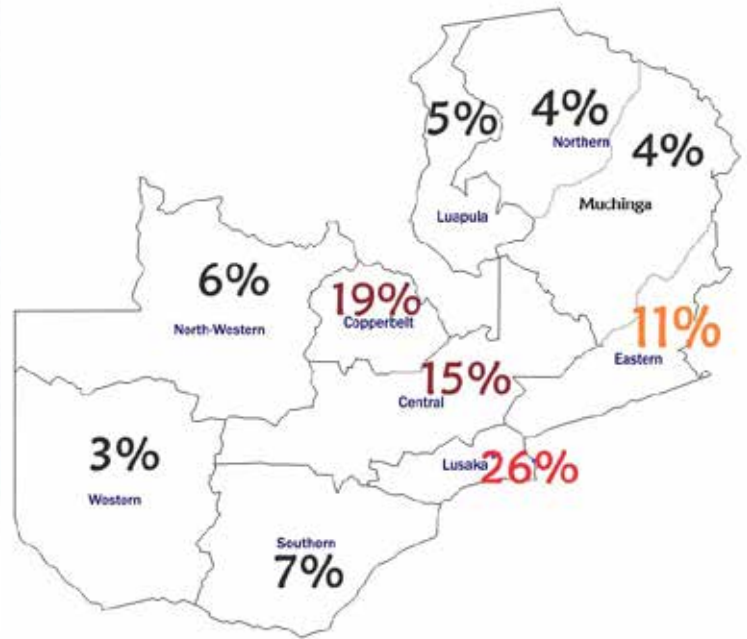


1,690 fatalities were recorded on Zambian Roads

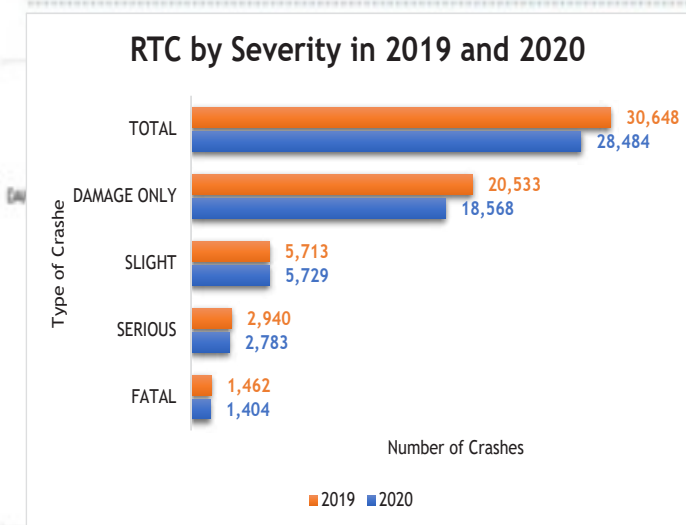


3.2% reduction from 1,746 fatalities recorded in 2019

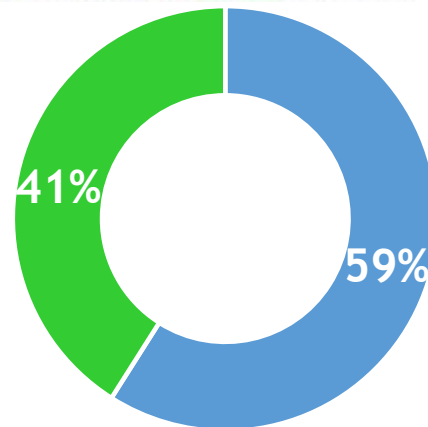
Road Traffic Fatalities by Province



RTC by Severity in 2019 and 2020



Inter District Vs Urban Fatalities



Fatalities by Road user type



65% of persons killed were vulnerable road users

11% of those killed in road traffic crashes were children under the age of 16 Years



Acronyms

| | |
|----------|--|
| CEO | Chief Executive Officer |
| E-ZamTIS | Electronic Zambia Transport Information System |
| ICT | Information, Communication and Technology |
| LMIC | Low and Mid Income Level Countries |
| MV | Motor Vehicle |
| NRFA | National Road Fund Agency |
| RDA | Road Development Agency |
| RTA | Road Traffic Accident |
| RTC | Road Traffic Crash |
| RTSA | Road Transport and Safety Agency |
| UN | United Nations |

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Definitions of Key terms

| Term | Definition |
|----------------------|--|
| 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 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. |
| Heavy rigid truck | Comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tones |
| Heavy 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. |
| 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') |
| Motor vehicle | Any road vehicle which is mechanically or electrically powered but not operated on rails. |

| | |
|-----------------------|---|
| 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, 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 center. |
| 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 hospitalization 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 use with motorists. |



INTRODUCTION

1.0 INTRODUCTION


Transport plays a crucial role in socio-economic development by providing access for people to markets, healthcare, education, employment, recreation and other key facilities and services. It has been noted that most people in African countries use road transport and as such many road traffic accidents are reported which results in at least one person being injured or killed. The World Health Organisation, through the 2018 Global Status Report on Road Safety, reports that, the number of deaths on the world's roads remains unacceptably high, with an estimated 1.35 million people dying every year. Further, road traffic injuries are the eighth leading cause of death for all age groups as more people now die as a result of road traffic injuries than from HIV/AIDS, tuberculosis or diarrhoea diseases (WHO, 2018). Road traffic injuries are currently the leading cause of death for children and young adults aged 5 to 29 years globally, signalling a largely neglected road safety (WHO, 2018).

In Zambia, despite the number of road traffic fatalities reducing by 4% from 1,817 in 2018 to 1,746 in 2019, the overall number of road traffic accidents recorded countrywide are still high standing at 30,648 in 2019 (RTSA, 2020). Lusaka province contributed 16,596 road traffic accidents accounting for 54% of the total road traffic accidents. A total of 14,907 casualties were recorded, of which 11% were fatal, 33% were seriously injured and 55% sustained slight injuries. A total of 1,746 men, women and children lost their lives with 46.5% of the road fatalities being pedestrians (RTSA, 2020).

Like many developing countries, Zambia is experiencing a steady increase in motorisation without having adequate road safety systems in place to control the rising number of road traffic accidents. Therefore, the Road Transport and Safety Agency is mandated by the Road Safety Act No. 11 of 2002 to undertake activities relating to road safety, road transport and traffic management.

The scale and the severity of this problem is increasing from year to year and adversely affecting the economy of the country in general and the livelihood of individuals in particular. Road traffic injuries and fatalities cause substantial economic losses to individuals, families, and to the nation as a whole. The cost in terms of human trauma, both physical and emotional, is incalculable and the economic impact that these crashes have on society as a whole is also considerable. WHO estimates RTCs cost most countries around 3% of their gross domestic product. It is further estimated that the direct cost of road traffic accidents, globally, is something like US\$ 518 billion a year.

Effective interventions to this situation, therefore, include designing safer infrastructure and incorporating road safety features into land use and transport planning. This will ensure all roads in Lusaka and many other Zambian towns have enough space for walkways and cycling tracks. These will ensure safety, ensure pedestrians' mobility and make certain, better health for people that choose to or in most cases are obliged to commute through walking.



The Road Transport and Safety Agency (RTSA) was established through an act of parliament under the Road Traffic Act No. 11 of 2002 as a corporate body with a perpetual succession and common seal with a responsible for implementing the Policy on road transport and traffic management, Road Safety and enforcement of road transport and safety laws in Zambia. The Agency is mandated by the Road Traffic Act No. 11 of 2002 to implement and Coordinate road safety programs 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 Road Transport and Safety Agency has become a substantial contributor of Government revenue to the Road Fund being the highest non-tax revenue collectors in the country.

The increased use of motorised vehicles in Low and Medium Income Countries (LMIC) countries has resulted in greater motor vehicle related injuries and fatalities. For the purpose of ensuring safety for all road users, the Agency has different 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 Planning, Research and Development unit undertakes various research activities with a view of monitoring and establishing the extent of road user safety.

The 2020 annual report presents statistics on the road traffic crashes recorded in Zambia. This report also highlights the measures that the Agency is putting in place to mitigate road traffic crashes and makes some recommendations on measures and interventions which needs to be taken.



**MEASURES TAKEN BY THE
ROAD TRANSPORT AND
SAFETY AGENCY IN REDUCING
ROAD TRAFFIC CRASHES**

2.0 MEASURES TAKEN BY THE ROAD TRANSPORT AND SAFETY AGENCY IN REDUCING ROAD TRAFFIC CRASHES

2.1 INTRODUCTION

The Road Transport and Safety Agency is implementing its 2019 to 2021 Strategic Plan, whose vision is “A Safe, Inclusive and economically enabling road transport system” with the mission “To deliver a safe, efficient, client focused and inclusive road transport system which supports socio - economic development”. Strategic Objective Number One (SO1) of the Agency’s Strategic Plan calls for the improvement of Road Transport and Safety has five strategic programmes of which four of them relate to the Agency’s road safety mandate as follows:

- i. Demonstrating leadership role in transport system and safety management;
- ii. Broadening road user education on safety;
- iii. Enhancing the safety of road infrastructure; and
- iv. Enhancing compliance through registration, examination and licensing.

A key focus under SO1 for the strategic period is to ensure that the Agency responds to dynamically expanding road transport sector by ensuring improved road infrastructure through road safety audits and inspections. The Agency will also intensify road safety education programmes and enhance enforcement activities to improve road user behaviours. Success for SO1 will be reflected in the overall reduction of traffic infringements and most importantly, road traffic crashes and fatalities.

In order increase road safety activities conducted at the national, regional and global levels, the United Nations General Assembly proclaimed the period 2011 to 2020 as the Decade of Action for Road Safety whose goal is to stabilise and then reduce the forecast level of road traffic fatalities around the world. The United Nations appealed to Member States, civil society, organizations, private and public sector to ensure that the Decade of Action for Road Safety leads to a real improvement.

Table 1: The Five Pillars of the Safe System Approach

| National Activities | | | | |
|--|--------------------------------------|----------------------------|------------------------------|---------------------------------|
| Pillar 1 Road safety management | Pillar 2 Safer roads and mobility | Pillar 3 Safer vehicles | Pillar 4 Safer road users | Pillar 5 Post-crash response |
| International coordination of activities | | | | |

The expected specific outcomes from the implementation of activities on the MoU on road safety are summarized by thematic or broad outcome area (also referred to as pillars) in table below.

Table 2: Specific Outcomes of the Safe System Approach

| | |
|---|---|
| PILLAR 1: Improving Road Safety Management | |
| 1.1. | Improved data management systems for road safety |
| 1.2. | Improved road safety culture among road users |
| 1.3. | Improved coordination on implementation of MoU on road safety |
| 1.4. | Harmonized road safety programs and activities among stakeholders |
| PILLAR 2: Safer Roads and Mobility | |
| 1.1. | Improved safety for all road users on Zambian road network |
| 1.2. | Reduction in conflict between pedestrians and motor vehicles |
| 1.3. | Increase in safer road networks |
| PILLAR 3: Safer Vehicles | |
| 1.1. | Increased safer motor vehicles on Zambian road network |
| 1.2. | Improved safety and quality of passenger transport system |
| PILLAR 4: Safer Road Users | |
| 1.1. | Improved road safety communication |
| 1.2. | Improved road safety behaviour among road users |
| 1.3. | Improved awareness of road safety issues |
| PILLAR 5: Improving Post-crash Response | |
| 1.1. | Improved emergence operation services for post-crash response |
| 1.2. | Increased survival rate from road traffic crashes |
| 1.3. | Improved capacity for management of post-crash trauma cases |
| 1.4. | Reduction in road crashes |

The following were the major activities undertaken by the Agency during the year under review under the Pillars;

2.2 PILLAR 1 - ROAD SAFETY MANAGEMENT

2.2.1 Harmonised Road Safety Programs and Activities among Stakeholders/Improved coordination on implementation of MoU on Road safety

As part of the advocacy for Road Safety as a focus area in development plans, the Ministry of Transport and Communications in partnership with the Road Transport and Safety Agency entered into a Memorandum of Understanding (MoU) on Road Safety with seven other key stakeholder ministries. The MoU supported Zambia's efforts to develop and strengthen institutional capacity in accordance with the November 2011 Luanda Declaration of the African Union Conference of African Ministers of Transport. The MoU was furthermore guided by the United Nations Decade of Action for Road Safety and the African Road Safety Action Plan 2011-2020 adopted by the Africa Union Heads of States in February 2012, with the objective of reducing road fatalities by fifty percent by year 2020.

The specific objectives of the MoU were to:

- i. Engage stakeholders in a more rigorous search for high impact solutions
- ii. Guide stakeholders in the formulation of their road safety work plans
- iii. Harmonize the implementation of road safety interventions
- iv. Advocate for mobilization of sufficient resources for road safety
- v. Provide for a more effective monitoring, evaluation and reporting process

The main outcomes of the stakeholder commitments under the MOU on road safety are expressed as six thematic areas or pillars in line with the UN Decade of Actions. The Agency working with the partners held in 2020 to review and revise the MoU which was entered into 2014. Appreciating the limitations in the past work plans, the MoU calls for a special common work plan drawn from the general pool of stakeholder work plans on road safety. The new work plan was drawn and comprises a list of measurable interventions to be implemented by key actors over twelve (12) months cycles, during the next successive four years.

2.2.2 Zambia's performance in the 2011-2020 global decade of action

The United Nations General Assembly proclaimed the period 2011-2020 as the Decade of Action for Road Safety, "with a goal to stabilise and then reduce the forecast level of road traffic fatalities by 50% by 2020. Without interventions, the forecasted fatalities stood at 3,234 implying that by the definition of the decade of action Zambia performed relatively well between 2011 and 2020 towards meeting the target of reducing fatalities by 50% by 2020. In 2020 Zambia recorded 1,690 fatalities compared to the decade of action forecasted 1,617 fatalities as shown in the figure below. The results show that Zambia managed to reduce the fatalities by 48% of the projected fatalities by the year 2020. Figure 1 shows the performance to the global decade of action for the period 2011 to 2020.

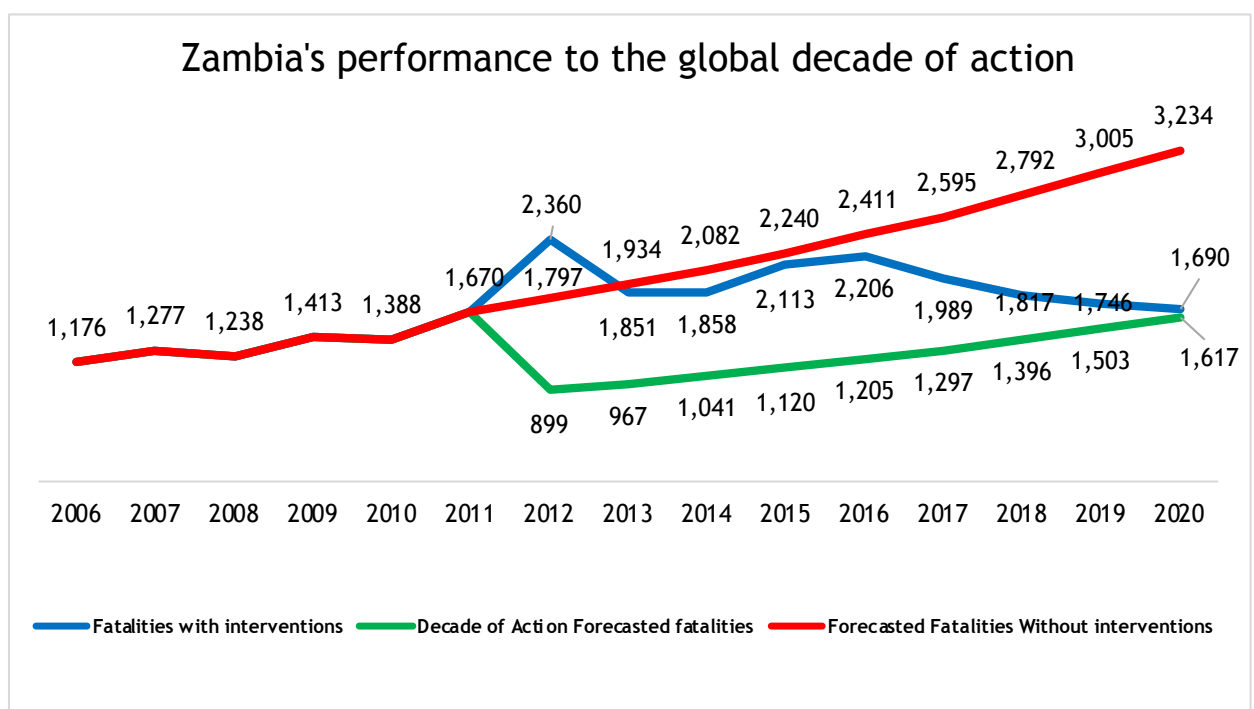


Figure 1: Performance to the global decade of action

2.2.3 Improved data management for road safety

In order to have road safety baseline data which may be used to monitor and evaluate the various road safety interventions, a good data collection and management system maybe essential. The Agency during the period under review held a meeting with Zambia Police, Smart Zambia Institute and the Ministry of Transport and Communication to appraise the Accident Information System (AIS). The meeting recommended that there was no need to develop a new AIS system, instead incorporate additional requirements into the system that is under development on the Road Traffic Operations System Module under the Ministry of Home Affairs Safe City Project. Road traffic crash data is part of the Safe City Project being spearheaded by the Ministry of Home Affairs.

It has been established that a computerised accident recording data base system will make it easy and bring consistency in the analysis of road traffic crashes. Further, having road traffic crashes data on a system may make it possible for daily, weekly and monthly reports. It is also important that circumstances of the road traffic crashes are reported correctly, to allow designation of appropriate remedies. Furthermore, the Agency has developed an electronic Zambia Transport Information System (e- ZamTIS) with the view of harmonising motor vehicle and driver registration information and will interface with the Safe City.

During the period under review, the Agency prepared the 2019 annual road traffic crash report which was printed and distributed to stakeholders. The 2020 Mid-year Road Transport and Safety Status report for 2020 was also printed and was distributed to stakeholders. The indicators in the reports are suggesting that road safety interventions are yielding expected results. Further, the Agency conducted baseline studies on speeding, Drink Driving, adherence to seat belts, child restraints, wearing helmets for motor cycle riders and adherence to nonuse of mobile phones while driving. Information distributed to the stakeholders is aimed at improving the road safety culture among road users as well as having targeted interventions from the findings and statistics.

2.3 PILLAR 2 - SAFER ROAD AND MOBILITY

2.3.1 ENHANCING THE QUALITY OF ROAD INFRASTRUCTURE FOR SAFETY AND INCLUSIVENESS

In order to contribute to the attainment of safer and inclusive roads, the Road Transport and Safety Agency (RTSA), through the Road Safety Engineering Unit, carries out Road Safety Audits (RSAs) and Road Safety Inspections (RSIs) and makes recommendations for safety improvement for all road users.

2.3.1.1 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'. A Road Safety Audit identifies any road safety deficiencies in

the design stage and recommends ways in which these can be overcome. During the year under review, the Agency conducted twelve (12) RSAs.

2.3.1.2 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 undertook thirty-nine (39) RSIs.



Figure 2: A team during Road Safety Inspections Kitwe-Chingola Road

2.3.1.3 Remedial Engineering Measures

In 2020, Agency undertook the following remedial engineering measures.

- i. Delivery of road marking paints and road signs to Lusaka City Council for the RTSA Ridgeway drivers' testing circuit;
- ii. Delivery of ten (10) warning signs to Road Development Agency Copperbelt Region for installation on the T2 Road between Kabwe and Kapiri Mposhi and the T3 Road between Kapiri Mposhi and Ndola; and



Figure 3: Intercity Pre trip Inspection

- iii. Procurement of road marking paints and road signs to for Local Authorities in Lusaka, Kabwe, Mansa and Livingstone. Delivery of these materials commenced and will be completed in the first quarter of 2021.

Through advocacy the accident prone section of Kapiri Ngozi had road signs installed and road marking undertaken by the Road Development Agency following a Road Safety Inspection by the Road Safety Engineering Committee(RSEC) to improve visibility and warning signs to road users.

2.4 PILLAR 3 - SAFER VEHICLES

2.4.1 ENHANCING COMPLIANCE THROUGH REGISTRATION, EXAMINATION AND LICENSING

2.4.1.1 Intercity Bus Terminus Inspections.

Daily Inspections were carried out on all Public Service Buses exiting Intercity Bus Terminus from 05:00 hours to 17:00 hours. This was done in order to verify Driver competence, compliance and experience as well as ascertain road worthiness of the bus, check validity of tokens and educate road users in order to increase awareness of Road Safety issues. During the year 2020, **38,880** buses were inspected before exiting Intercity Bus Terminus compared to **36,996** buses inspected in 2019 and **28,295** in 2018. An increase of **8,671** was recorded in 2020.

2.4.1.2 Road Traffic Crash examinations

During the period under review, 1,563 motor vehicles involved in Road Traffic Crashes (RTC) were examined of which 601 were fatal, 486 serious injuries, 486 slight injuries and 177 were damages only. Comparatively, 1,624 motor vehicles were examined in 2019 of which 685 were fatal, 544 serious injuries, 150 slight injuries and 245 damages only. There was a decrease in RTC examination by 61 compared to the previous year.

2.5 PILLAR 4 - SAFER ROAD USERS

2.5.1 ROAD SAFETY SCHOOL PROGRAMMES

Child pedestrians are among the most vulnerable road users as they have a tendency to dash across roads when crossing and have poor judgement for on coming motor vehicle. 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 unaccompanied. 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 this background that the Agency through the Education and Publicity Unit conducted school road safety education activities in 2020 which were aimed at training and preparing children to become safety conscious road users through the following programmes:

2.5.1.1 Road Safety Clubs/Traffic Warden Schemes

During the year under review, the Agency visited a total of 236 schools in order to monitor how the road safety school clubs and traffic warden schemes were performing as well as to check on how the schools are implementing road safety in the school curriculum. Some of these schools were provided with Road Safety materials which included t - shirts for patrons and club members, traffic wardens’ uniform, traffic cones, and School Manuals among others.



Figure 4: Monitoring of Schools and Libraries in Lusaka.

2.5.1.2 Road Safety Sensitisation in Schools

The Agency visited various schools to sensitise learners on road safety during the year under review. Table 3 shows that a total of 20 schools were sensitised with 4,193 learners reached out.

Table 3: Learners sensitised in schools

| S/N | QUARTER | NUMBER OF SCHOOLS | NUMBER OF LEARNERS REACHED |
|-----|--------------|-------------------|----------------------------|
| 01 | First | 13 | 1,062 |
| 02 | Second | Nil | Nil |
| 03 | Third | 03 | 1,421 |
| 04 | Fourth | 04 | 1,710 |
| | Total | 20 | 4,193 |

The Agency did not conduct road safety sensitisations to learners at schools in the second quarter as indicated in the table as schools were closed due to the COVID-19 Pandemic.



Figure 5: RTSA Education Officer conducting a road safety presentation to members of the Road Safety Club at Kayosha Day Secondary School in Lusaka.

2.5.1.3 Road Safety Supplementary Books

During the year under review, the Agency facilitated for the procurement for the printing of **125,900** copies of Road Safety Supplementary Books for schools. The Permanent Secretary - Technical Services, Dr. Jobbicks Kalumba received the books on behalf of the Ministry of General Education. The books were distributed to the Provincial Education Offices in all the Ten (10) provinces of the country by the Agency.



Figure 6: Handover of the Supplementary Books by RTSA to MoGE in Lusaka.

2.5.1.4 Road Safety School Park

A total of **508** learners from 16 schools were sensitised on Road Safety at the Road Safety School Park during the year under review. The table below tabulates the number of schools and learners that were sensitized at the Road Safety School Park:

Table 4: Number of Schools and learners sensitised at the Road Safety School Park

| S/N | QUARTER | NUMBER OF SCHOOLS | NUMBER OF LEARNERS REACHED |
|-----|--------------|-------------------|----------------------------|
| 01 | First | 11 | 401 |
| 02 | Second | Nil | Nil |
| 03 | Third | Nil | Nil |
| 04 | Fourth | 05 | 107 |
| | Total | 16 | 508 |

The department did not conduct any sensitisations at the Road Safety School Park in the second and third quarters as indicated in table 4 due to the COVID-19 pandemic and restrictions on public gatherings.



Figure 7: Sessions at the Road Safety School Park.

2.5.1.5 Sensitisation at Intercity Bus Terminus

During the year under review, the Agency conducted road safety sensitisation to passengers and drivers at Inter-City Bus Terminus as the buses exit the Terminus. The following stakeholders were engaged for the sensitisation:

- i. Zambian Road Safety Trust (ZRST)
- ii. Crime Prevention Foundation of Zambia
- iii. Monitors for Justice
- iv. The Commuter Magazine

Table 5: Intercity Sensitisation

| S/N | QUARTER | NUMBER OF BUSES | NUMBER OF PASSENGERS REACHED |
|-----|--------------|-----------------|------------------------------|
| 01 | First | 3, 355 | 105, 085 |
| 02 | Second | 2, 612 | 74, 127 |
| 03 | Third | 2,110 | 65, 685 |
| 04 | Fourth | Nil | Nil |
| | Total | 8, 077 | 244, 897 |



Figure 8: Road Safety Sensitisation at Bus Terminus in Lusaka

The total number of buses reached out to in the year 2020 was **8,077** with a total number of passengers reached out being **244,897** as shown in table 5.

2.5.1.6 ROAD SAFETY SENSITISATION ACTIVITIES

During the year under review, the Agency, conducted road safety sensitisations during various events. The table 6 below highlights the sensitisations that were undertaken with 5,178 road users reached:

Table 6: Road Safety sensitisation activities undertaken

| S/N | ACTIVITY / ORGANISATION | NO. OF PEOPLE REACHED |
|-----|---|-----------------------|
| 01 | PTA Annual General Meeting/ Mkandawire Primary School - Lusaka | 120 |
| 02 | Matero After Care Centre Open Day/ Ministry of Community Development and Social Services - Lusaka | 30 |
| 03 | Children Literacy Programme/ Lusaka National Museum - Lusaka | 120 |
| 04 | Zambia Police Service Day / Zambia Police - Heroes Stadium, Lusaka | 2, 500 |
| 05 | Women's and Youth Day Aerobics/ Kafue District Administration - Kafue | 300 |
| 06 | Cycling Competition/ Team Sups Community Cycling Club - Lusaka | 1,500 |
| 07 | Sensitisation of Drivers at Millennium Bus Station/ Capital Buses Company - Lusaka | 300 |
| 08 | Sensitisation of Drivers at Bus Stations and Taxi Ranks - Lusaka | 308 |
| | Total Number of People | 5,178 |

2.5.1.6.1 WORKPLACE ORIENTATION

The Agency conducted road safety sensitisations in various organisations aimed at equipping their staff with road safety information in order to reduce the likelihood of road traffic crashes and promote good road user behaviour. The workplace orientation programme focused on road safety awareness and basic defensive driving skills. The Agency reached a total number of organizations 12 with a total number of staff reached out to being 446.



Figure 9: Workplace Orientation on Road Safety in Lusaka

2.5.1.6.2 ROAD SAFETY CORNERS IN PUBLIC LIBRARIES

During the year under review, the Agency set up Road Safety Corners in three (3) public libraries only as most of the libraries were closed due to the COVID -19 pandemic. The following libraries had Road Safety Corners set up:

- i. Mtendere Public Library in Lusaka district.
- ii. National Institute of Public Administration (NIPA) College Library in Lusaka district.
- iii. Chipata Public Library in Chipata district.

The Agency provided the libraries with various road safety materials which included thematic brochures, the Zambian Highway Code and School Manuals.

2.5.2 PUBLIC EVENTS

2.5.2.1 Traditional Ceremonies

The Agency takes advantage of large gatherings such as Traditional Ceremonies to sensitise members of the public on Road Safety. During the year under review, the Agency participated at the N'cwala Traditional Ceremony of the Ngoni speaking people of Eastern Province of Zambia which took place on 29th February, 2020 at Mtenguleni Grounds in Chipata district.

The Agency conducted sensitisation of cyclists at Kapata Market and cyclist's vests were distributed to the cyclists. Reflectors were also placed on bicycles in order to increase their visibility. On the same day, an information kiosk was setup at the main arena at Mtenguleni Grounds where officers interacted with the members of the public and disseminated road safety information.



Figure 10 : Sensitisations at Kapata Market and Mtenguleni in Chipata.

2.5.3 ANNUAL EVENTS

2.5.3.1 World Day of Remembrance for Road Traffic Victims

During the year under review, the Agency joined the rest of the world in commemorating the World Day of Remembrance for Road Traffic Victims. The event was under the theme 'Remember, Support, and Act'. The Minister of Transport and Communications, Honourable Mutotwe Kafwaya, MP, launched this day on Zambia National Broadcasting Corporation (ZNBC) Television. The commemoration was conducted countrywide with Twenty - six (26) RTSA stations participating. Church services were conducted with support from the church mother bodies. During the countrywide commemoration, a number activities were conducted. These included testimonies from road traffic accident victims, sermons from the clergy, and intercessory prayers among others.



Figure 11: World Day of Remembrance for Road Traffic Victims, Kasama district candle lighting.

2.5.3.2 Road Safety Week

The Agency commemorated the Road Safety Week from 13th to 19th December, 2020 under the theme; ‘Smart Technology to Reduce Road Traffic Offences and Promotion of Safe Driving’.

The flagging off was held in Lusaka. The activities for the week were conducted in all the RTSA provincial centres which included road safety education and sensitisations, mobile licensing, radio programmes and painting of pedestrians crossing in selected areas.

2.5.4 MEDIA ACTIVITIES

2.5.4.1 Radio programmes

The Agency facilitated for staff to feature on Millennium Radio, ZNBC Radio 2, and Classic Woods FM Radio stations in Lusaka where various road safety thematic topics were discussed. The radio programmes focused on road safety matters and how to acquire the RTSA Services.



Figure 19: Radio Programmes on Road Safety

2.5.4.2 Television

During the year under review, the department facilitated for the airing of road safety television adverts on Zambia National Broadcasting Corporation (ZNBC) TV 2. The adverts aired for thirteen (13) weeks.

2.5.4.3 Radio Adverts/Road Safety Dramas

During the year under review, the Agency engaged a number of radio stations across the country to air road safety radio advertisements and dramas.

2.5.4.4 Print Media

During the year under review, the Agency procured for space in the Zambia Daily Mail for the placement of road safety articles on various road safety topics once every week.

2.5.5 ENHANCING COMPLIANCE THROUGH REGISTRATION, EXAMINATION AND LICENSING

2.5.5.1 Fast Track Court in Lusaka

During the year 2020 the Lusaka fast track court dealt with **7,656** traffic offences compared with **11,126** traffic offences in 2019 and **6,715** traffic offences in 2018. Special Operations

2.5.5.2 Highway Operations

In order to ensure ongoing compliance by motorists the Agency conducted 3 Highway operations during the year recording a total of **10,598** offences. For the 2019 Highway Operations a total of **17,993** offences were recorded.

2.5.5.3 Driver Examinations

This examination is conducted on applicants wishing to drive motor vehicles on a public road. The examination is conducted in two fold, namely theory and practical.

A. Theory Driver test

Theory test is conducted to ascertain an applicants' driving knowledge. During the period under review, a total of 95,635 learner drivers, in any preferred class and category, were examined and 78,946 candidates were issued with provisional drivers' licenses whilst 16,659 were unsuccessful. The overall pass rate was 82.5 % compared to previous year of 75.7 % and 76.6 % in 2018.

B. Practical Driving Test

This was conducted to ascertain applicants driving skill and competences. The applicants were subjected to docking or barrel and country drive test. During the period under review, a total of 119,628 learner drivers, in any preferred class and category, were tested across the country and 78,636 candidates were issued with drivers' licenses whilst 40,992 failed. Comparatively, in 2019, 104,047 learner drivers were tested, 52,942 passed while 51,132 failed.

2.5.5.4 Driver Mentorship

The driver mentorship programme was implemented successfully countrywide in the year 2020. Figure 13 shows the number of candidates who passed through the driver mentorship sessions.

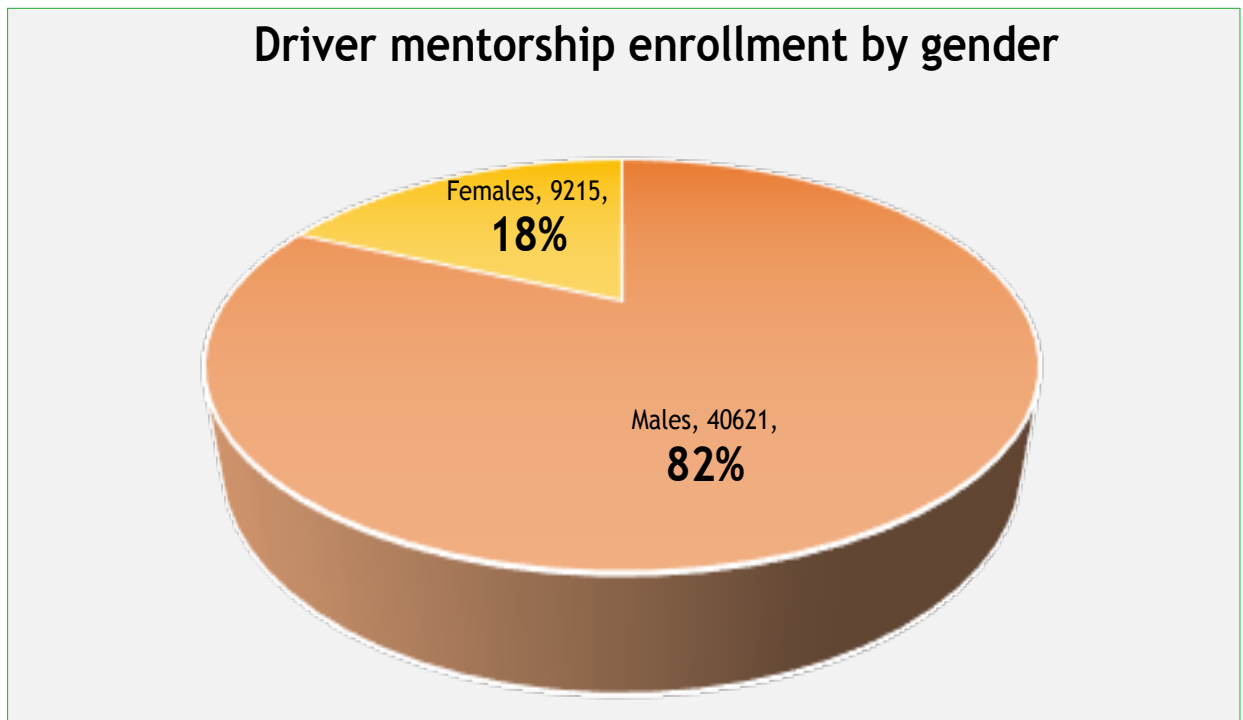


Figure 13: Driver mentorship enrollment by gender

During the period under review, the total number of enrolled candidates was 49,621. With regards to gender, the national enrollment rate for male candidates accounted for 82% while female candidates accounted for 18%.

2.5.5.5 Instructor competency test

This test is conducted on applicants wishing to obtain an instructors' license and for the period under review, fifty-one (51) Instructors were tested for Competency and issued with Instructor's Licences compared to Twenty-nine (29) Instructor's Licences which were issued in 2019.

2.5.5.6 Driving school inspections

A total of 157 Driving School inspections were conducted in the period against a target of 60. This favourable performance is attributed to our focus of ensuring adherence to laid down processes of teaching to produce quality drivers and enhance attainment of road safety on our roads.

2.6 PILLAR 5 - POST CRASH CARE

2.6.1 Develop Long Term Trauma care and rehabilitation capacity

As part of capacity building in trauma care and rehabilitation, the Ministry of Health has constructed trauma centers at Liteta, Kabwe General Hospital, UTH, Nyimba, Ndola and Chitambo Hospitals. In addition, there is an initiative being mooted between the Agency and the Surgical Society of Zambia to conduct trauma care training for PSV drivers as they are likely to be the first persons at an accident scene involving a PSV vehicle. Lay person

responders has been trained along the road stretch from Mazabuka to Zimba by the Ministry of Health. RTSA has also trained first Aid responders in schools.



Figure 14: Donation of assorted medical kit at Ndola Hospital

The Agency is in the process of concluding a MoU with the Defence Forces in order to cooperate in emergency situations with a view to implementing the 5th Pillar of the UN Decade of Action and Road Traffic Law Enforcement. It is intended to cooperate in a bid to reduce road carnage through road traffic law enforcement and the handling of emergencies that follow a road traffic accident through the provision of post-crash care by air lifting road traffic accident victims.



NATURE AND DISTRIBUTION OF ROAD TRAFFIC CRASHES

3.0 NATURE AND DISTRIBUTION OF ROAD TRAFFIC CRASHES

This section describes the nature and distribution of the road safety statistics during the year under review.

3.1 Road Traffic Crashes by Province

Road traffic crashes in Zambia are classified as fatal crashes, serious injuries, slight injuries and damages only crashes depending on their severity. A total of **28,484** road traffic crashes were recorded in the country in the year 2020. This number represents a 7.1% ($n = 2,164, N = 30,648$) decrease from the **30,648** road traffic crashes recorded in the year 2019.

Table 7: Distribution of Road Traffic Crashes

| PROVINCE | FATAL | SERIOUS | SLIGHT | DAMAGE ONLY | TOTAL |
|---------------|--------------|--------------|--------------|---------------|---------------|
| Lusaka | 415 | 741 | 2,757 | 11,958 | 15,871 |
| Copperbelt | 180 | 400 | 761 | 3,125 | 4,466 |
| Central | 226 | 494 | 559 | 747 | 2,026 |
| Southern | 107 | 200 | 396 | 752 | 1,455 |
| Eastern | 149 | 215 | 305 | 410 | 1,079 |
| Northern | 51 | 113 | 141 | 197 | 502 |
| Luapula | 79 | 163 | 219 | 239 | 700 |
| North Western | 93 | 178 | 257 | 617 | 1,145 |
| Western | 42 | 120 | 154 | 293 | 609 |
| Muchinga | 62 | 159 | 180 | 230 | 631 |
| TOTAL | 1,404 | 2,783 | 5,729 | 18,568 | 28,484 |

The nature and distribution of road traffic crashes by province is shown in table 7. Predominately, Lusaka province ranked top in all classifications of road traffic crashes recording a total of 15,871. The least province was Northern which recorded a total of 502 road traffic crashes in the year 2020. Lusaka province recorded the highest number of fatal road traffic crashes standing at 415 while Western province recorded the least fatalities with 42 fatal crashes.

Figure below compares the number of road traffic crashes by province that were recorded in 2019 compared to the year 2020. The chart shows that the larger proportion of road traffic crashes are recorded in Lusaka province followed by Copperbelt. Nine of the provinces recorded reductions in the road traffic crashes except for western province which recorded a slight increase in the number of crashes.

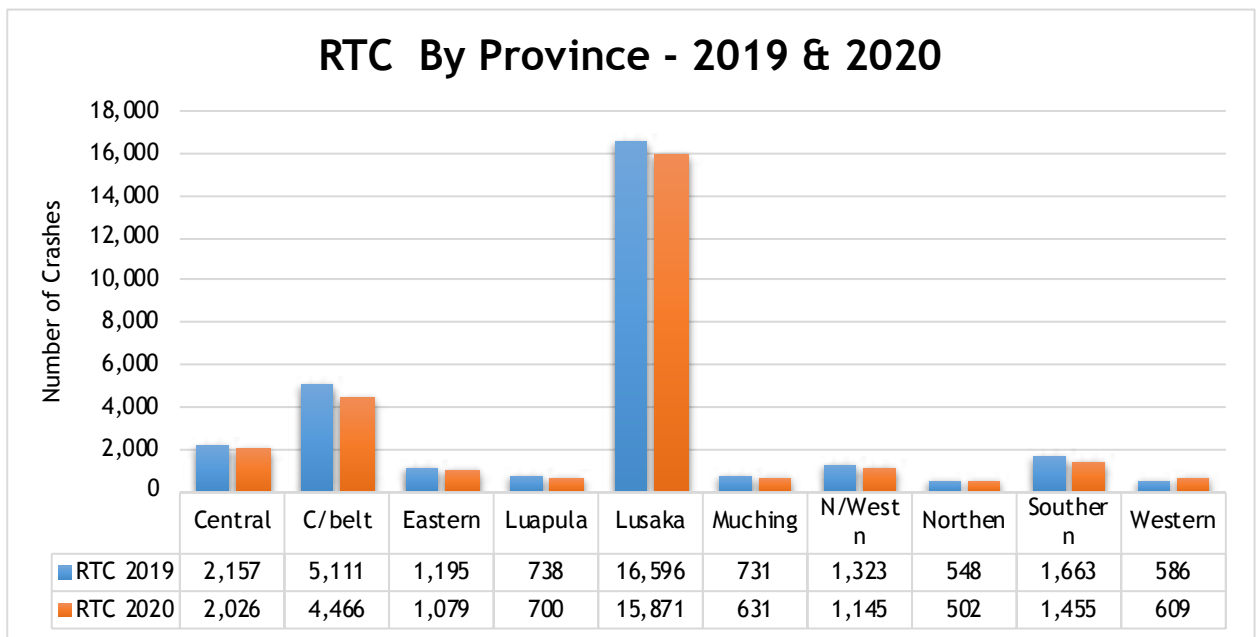


Figure 15: RTC by Province in 2019 and 2020

The map (figure 16) shows the distribution of road traffic crashes by province and that Lusaka contributed the highest having 56%. Copperbelt was second with 16% and the least were Western, Luapula, Northern and Muchinga province.

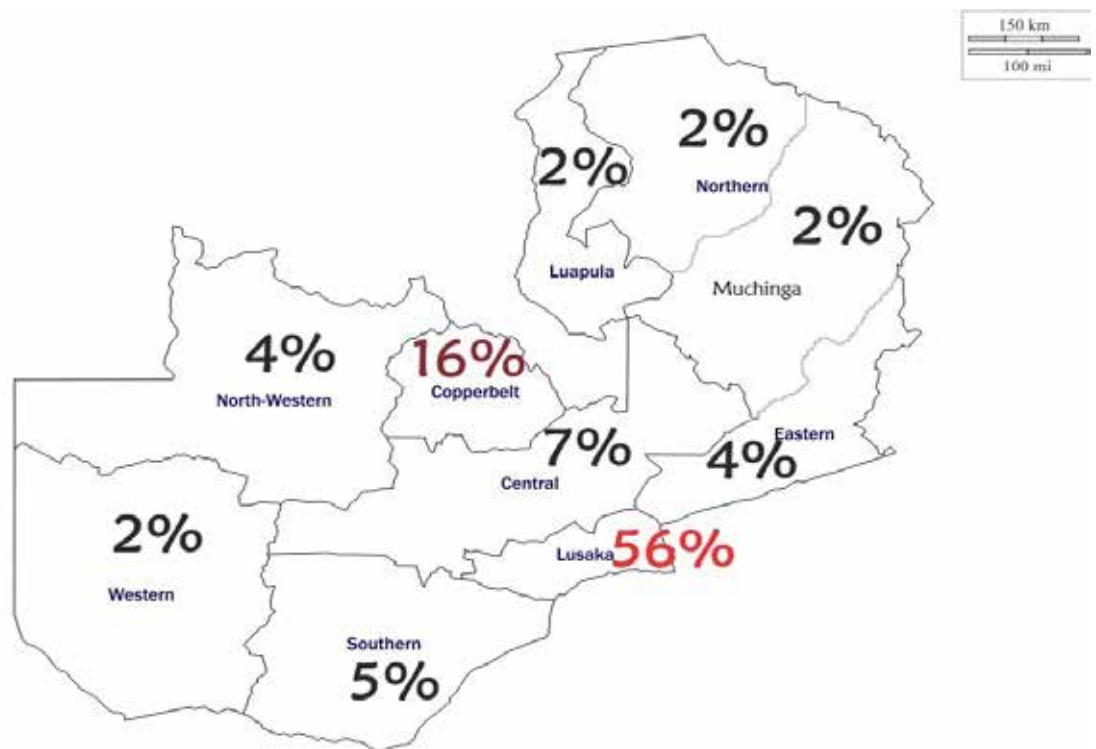


Figure 16: Distribution of RTCs in Zambia

The percent change are shown in figure 17 were Muchinga province had the highest change in the number of road traffic crashes comparing 2019 and 2020 having a decrease of 14%.

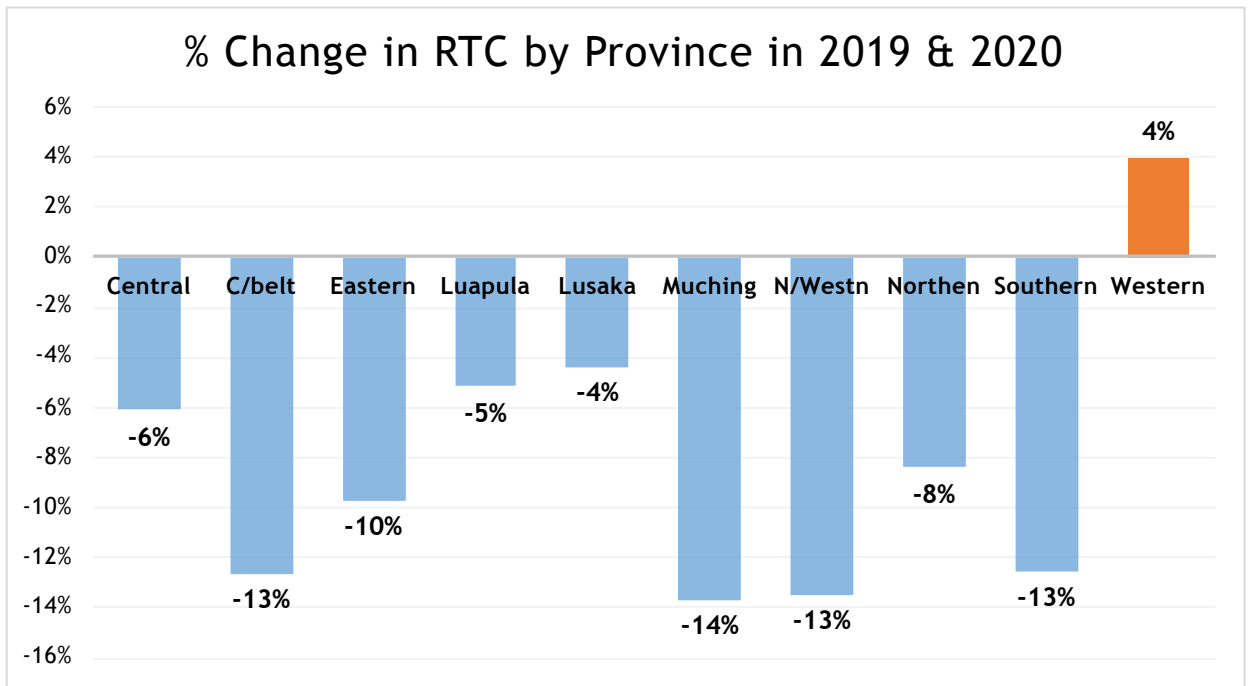


Figure 17: Percent Change in RTC by Province

Copperbelt and North Western province both recorded a decrease of 13% each in the number of road traffic crashes while Lusaka province recorded a decrease of 4%.

Results also show that, only Western province recorded an increase in the number of road traffic crashes with a change of 4%, this may imply that more targeted interventions may be needed to be undertaken in western province to record a negative change the road traffic crashes in the province.

3.2 Road Traffic Crashes Severity

Traffic collisions often result in injury, death, and property damage. Of the **28,484** crashes recorded, **1,404** (5%) were fatal, **2,783** (10%) were serious, **5,729** (20%) were slight and **18,568** (65%) were damages only as shown in figure 18.

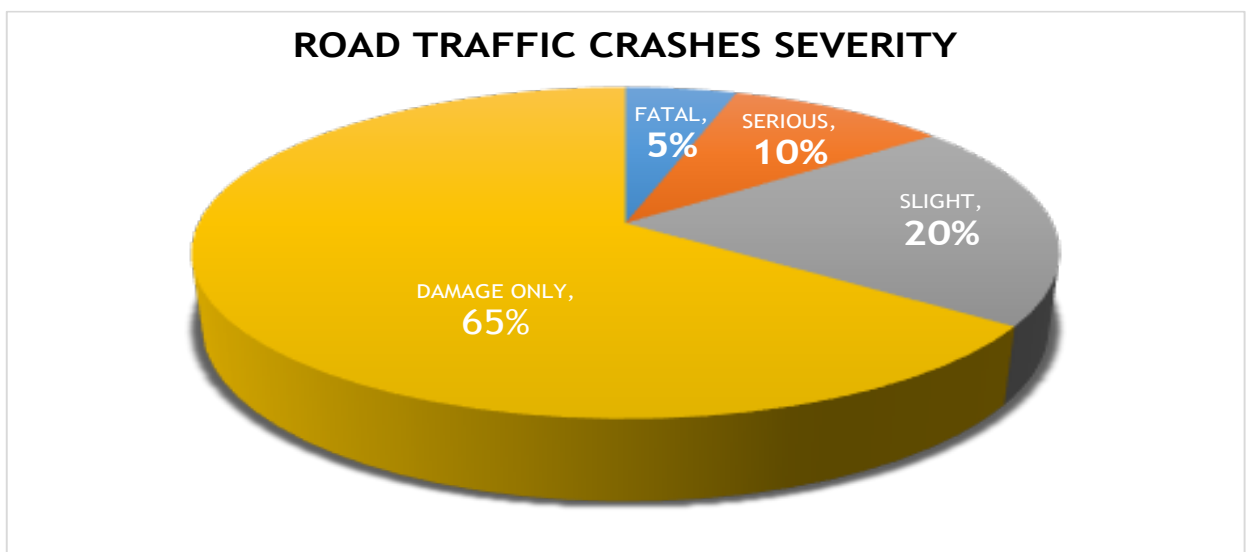


Figure 18: Road Traffic Crashes Severity

Figure 19 compare the road traffic crashes severity in 2019 and 2020. The figure shows a decline in fatal crashes, serious injuries and damages only road traffic crashes. The reduction may be attributed to restricted movements due to COVID-19 pandemic and heavy presence of both RTSA and Zambia Police officers on major high ways and urban roads.

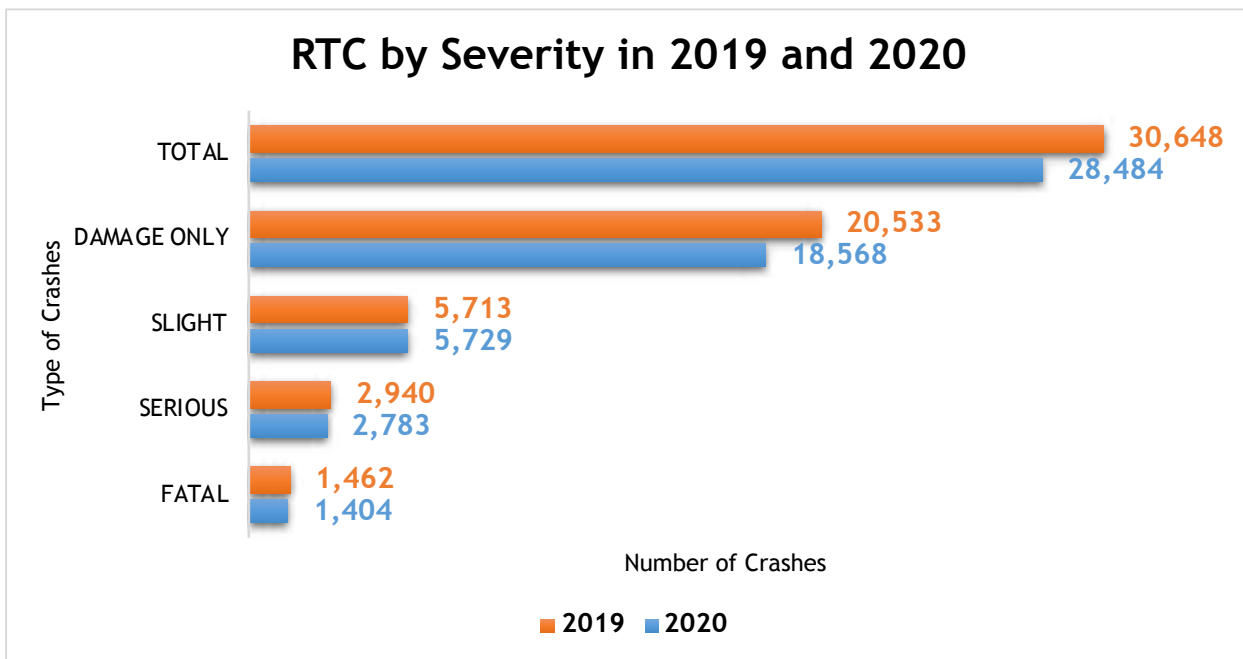


Figure 19: Road traffic crashes severity in 2019 and 2020

The changes are depicted in figure 20 showing the percent change in the road traffic crashes for 2019 and 2020.

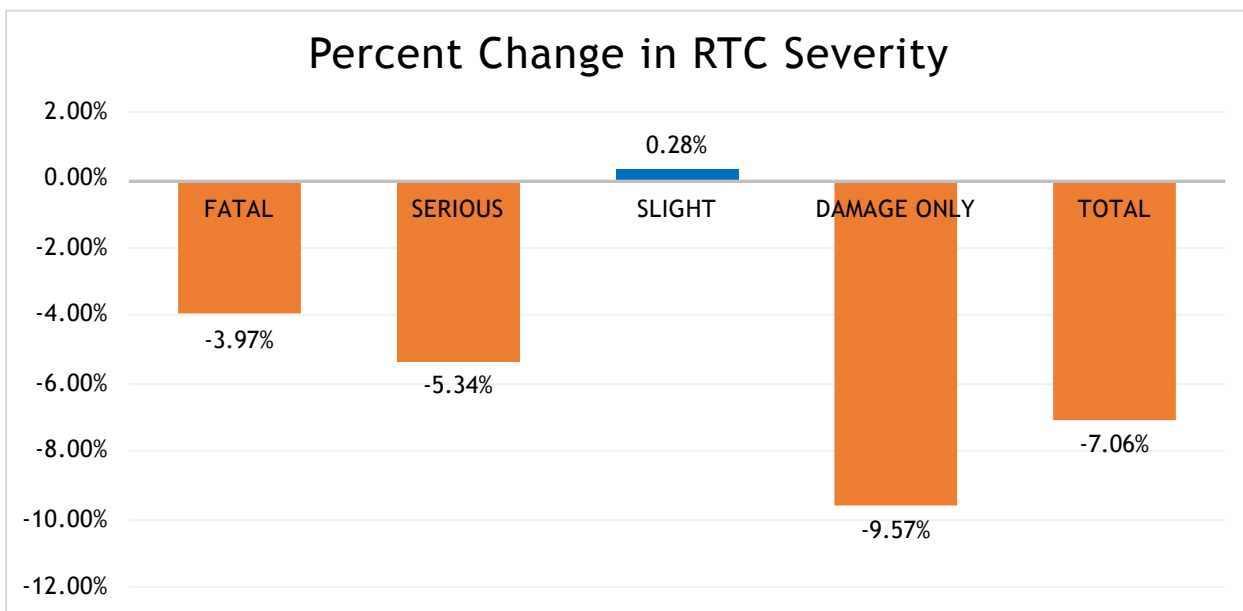


Figure 20: Percent Difference in RTC Severity

Damages only crashes had the greatest change with 9.57% decrease, serious injuries reduced by 5.34% while fatal crashes reduced by 3.97%. Slight injuries recorded an increase of 0.28% compared with 2019 statistics.

3.3 Road Traffic Crashes and Fatalities by Urban and Inter District Roads

Figure 21 and 22 shows the road traffic crashes by urban and inter district roads in Zambia. The charts shows that **76%** of traffic crashes occurred in urban roads and **24%** were in inter district roads.

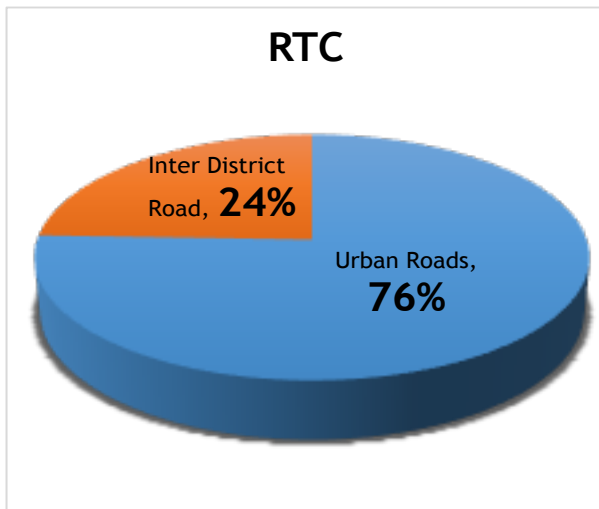


Figure 21: RTC - Urban & Inter District Road

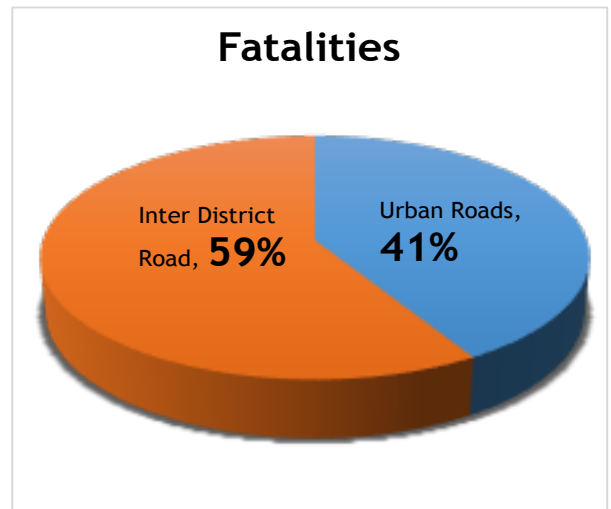


Figure 22: Fatalities - Urban & Inter District Road

The human population in urban areas is higher than in the rural areas. However, more fatalities occur on inter districts roads compared to urban roads. In 2020, **59%** of the fatalities were on inter district roads while urban roads had **41%**.

These statistics may be attributed to the shorter distances to health care services and the availability of better quality health care services and post-crash care in urban areas. On the other hand, inter district roads are associated with speeding because of less congestion on the road compared to urban roads, which have more congestion. Figure 23 shows how each of the values contributes to the total category. The chart shows that **52%** of the serious injuries occur on inter district roads compared to urban roads with **48%**.

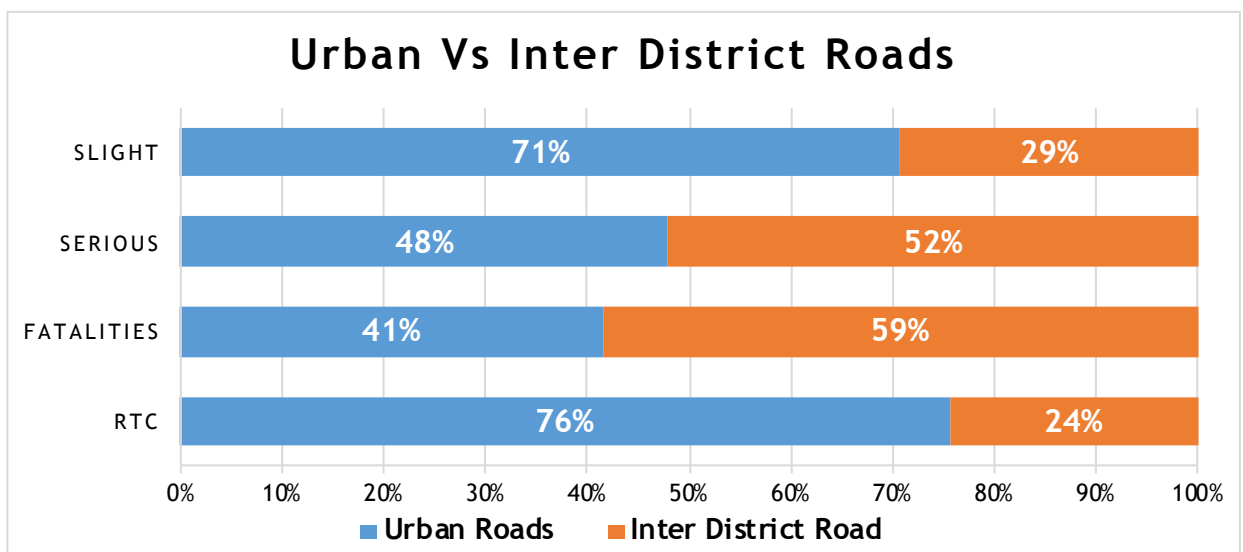


Figure 23: Urban Vs Inter District Roads

3.4 Quarterly Road Traffic Crashes

Road traffic crashes in Zambia are classified as fatal, serious injuries, slight injuries and damages only depending on their severity. The figure 24 compares the number of road traffic crashes that occurred in quarter one, quarter two, quarter three and quarter four of 2019 and 2020.

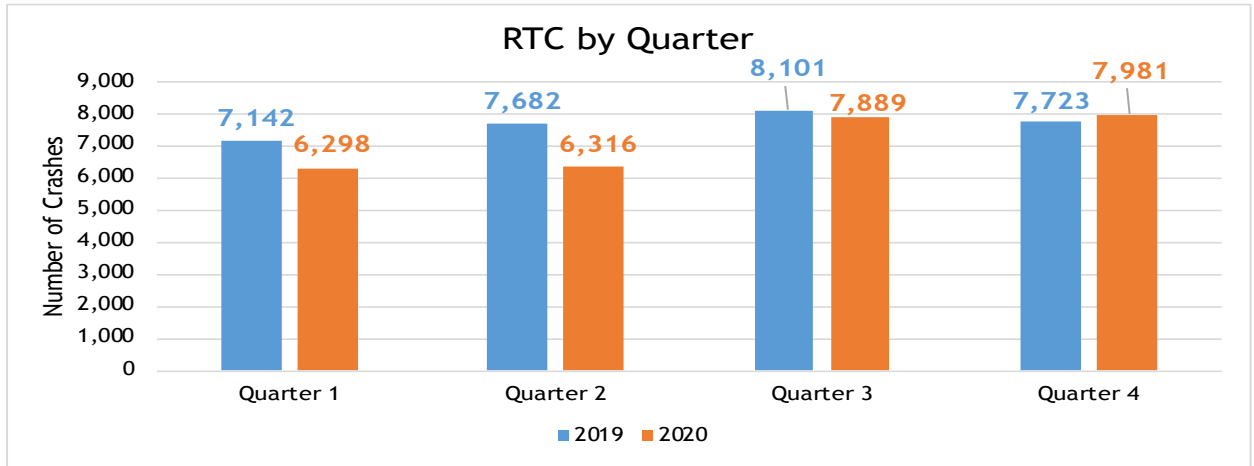


Figure 24: Road Traffic Crashes by Quarters

Comparison of road traffic crashes recorded in the different quarters of 2019 and 2020 by nature is shown figure 24. The figure shows a decline in road traffic crashes in quarter one, quarter two and quarter three. The reduction may be attributed to restricted movements due to COVID 19 pandemic in quarter two and quarter three and heavy presence of both RTSA and Zambia Police officers on major high ways and urban roads. Quarter four however recorded an increase in the number of road traffic crashes with an increase of 3.3%.

3.5 Trends in Road Traffic Crashes

The country has continued to record a steady decline in the number road traffic crashes from the year 2015 which had recorded 33,672 road traffic crashes. In the year 2020, the number of road traffic crashes was at 28,484. This shows a 15.4% decline in the number of road traffic crashes comparing the year 2015 and 2020. Figure 25 shows the trends in the road traffic crashes.

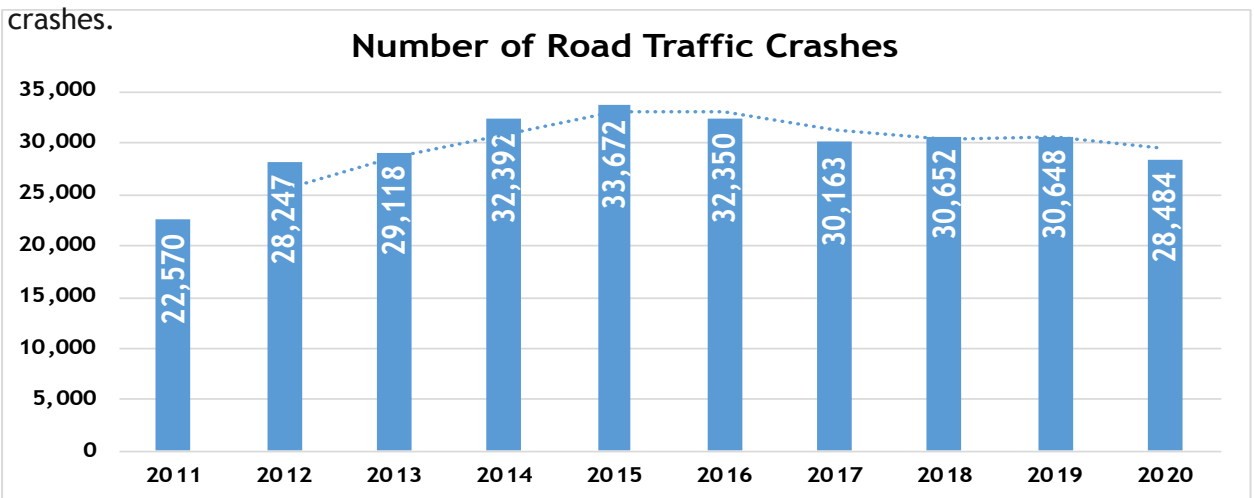


Figure 25: Trend in road traffic crashes

3.6 Trends in Road Traffic Fatalities

Fatalities have also been declining from the year 2016 which had 2,206 fatalities due to road traffic crashes. In the year 2020, the number of road traffic fatalities were 1,690. This shows a 23.4% decrease in the number of fatalities due to road traffic accidents comparing the year 2016 and 2020.

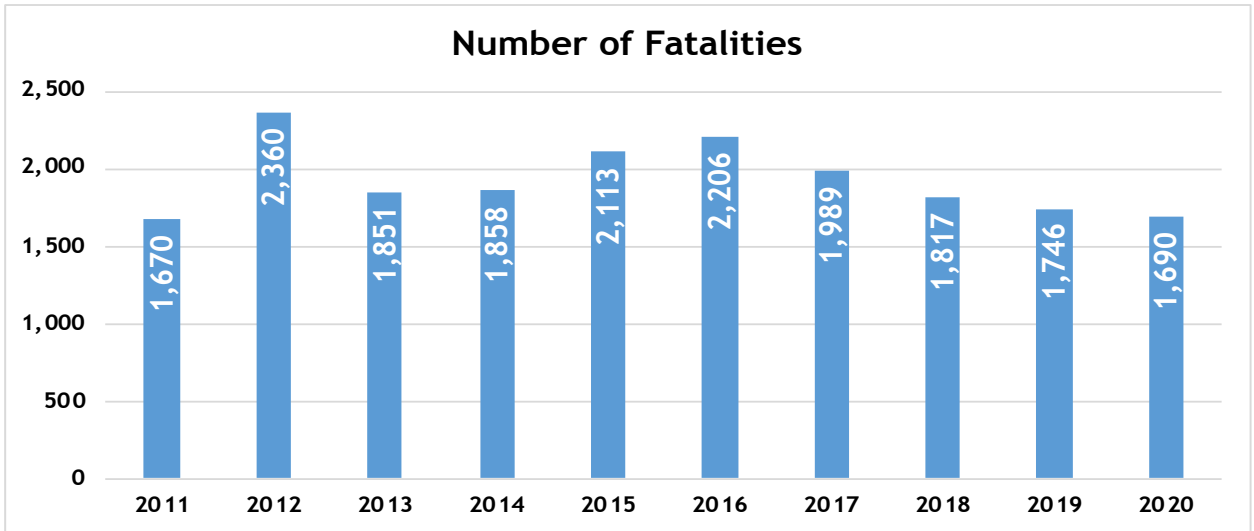


Figure 26: Number of fatalities from 2011 to 2020

Figure 26 shows the trends in the road traffic fatalities due to road traffic accidents and a steady decline can be seen from the year 2016 to the year 2020

3.7 Trends in Human Population

Figure 27 shows the trends in population from 2011 to 2020. The population of Zambia for the year 2020 is projected at 17,885,422 by the Zambia Statistical Agency (Population and Demographic Projections 2011 - 2035, CSO 2013)

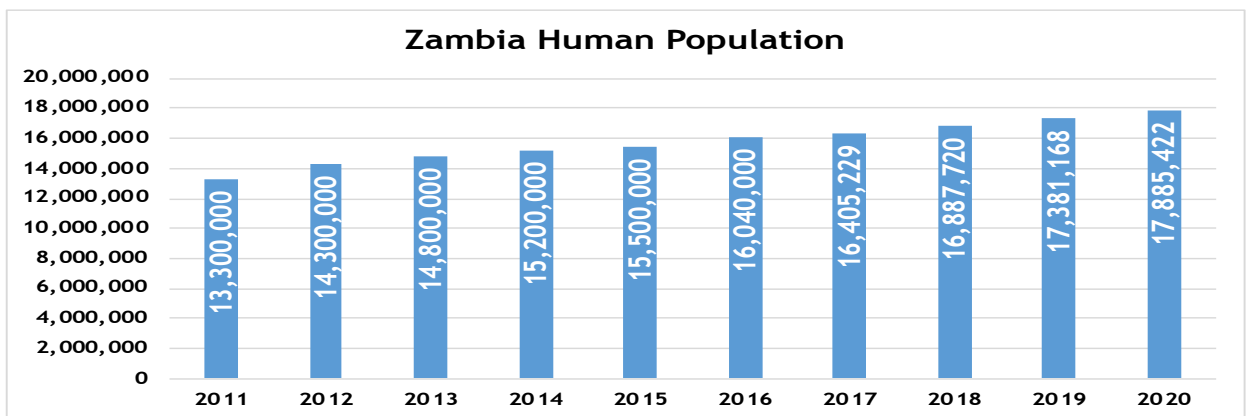


Figure 27: Zambia Population

3.8 Trends in Motor Vehicle Population

Figure 28 shows the cumulative number of motor vehicles register in Zambia by the Agency. The number of vehicle current stands at 853,909 vehicles. The motor vehicle population has grown and human population has also increased. The data suggests that road safety interventions are yielding positive results. Road traffic crashes and fatalities are reducing despite the increase in the human and motor vehicle population.

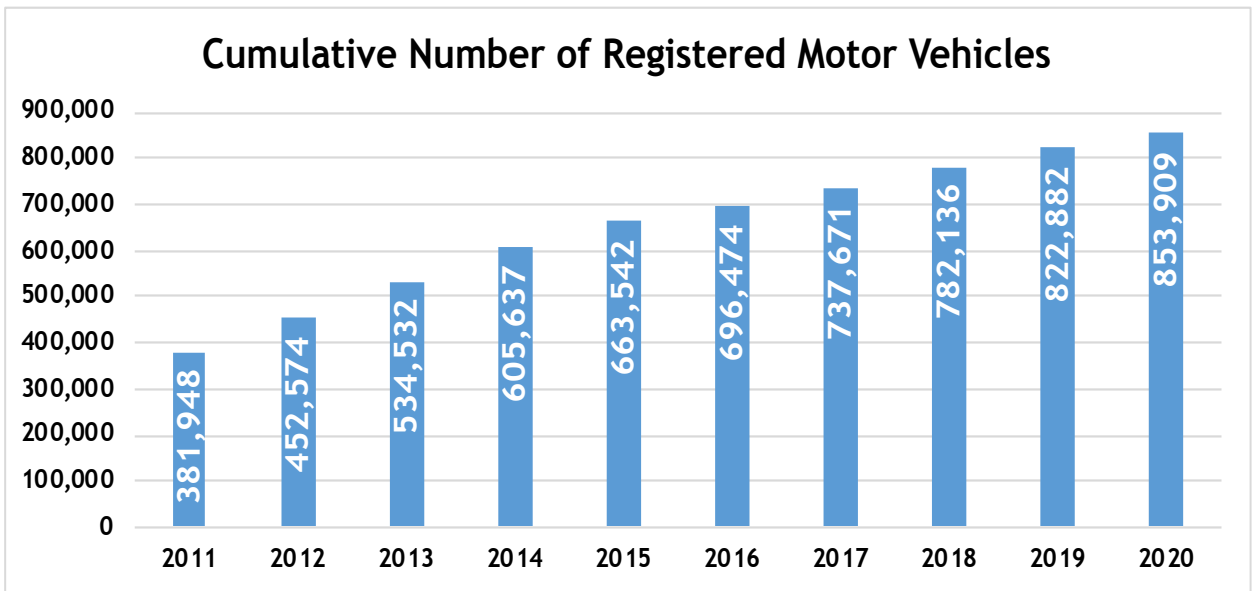


Figure 28: Cumulative number of MV Population

3.9 Crash Rate per Human and Motor Vehicle Population

The road traffic accidents and fatalities trends of 2011 to 2020 were expressed in relative terms. The number of fatalities per 100,000 population has shown a steady decline from 17 fatalities per 100,000 population recorded in 2012 compared to 9 fatalities due to road traffic crash per 100,000 population in 2020.

Table 8: Crash Rate per Human and MV Population

| Year | Cumulative No. of Registered Motor Vehicles | Zambia Population | No. of Accidents | No. of Fatalities | No. of Accidents per 10,000 Vehicles | No. of fatalities per 10,000 vehicles | No. of fatalities per 100,000 population |
|------|---|-------------------|------------------|-------------------|--------------------------------------|---------------------------------------|--|
| 2011 | 381,948 | 13,300,000 | 22,570 | 1,670 | 591 | 44 | 13 |
| 2012 | 452,574 | 14,300,000 | 28,247 | 2,360 | 624 | 52 | 17 |
| 2013 | 534,532 | 14,800,000 | 29,118 | 1,851 | 545 | 35 | 13 |
| 2014 | 605,637 | 15,200,000 | 32,392 | 1,858 | 535 | 31 | 12 |
| 2015 | 663,542 | 15,500,000 | 33,672 | 2,113 | 507 | 32 | 14 |
| 2016 | 696,474 | 16,040,000 | 32,350 | 2,206 | 464 | 32 | 14 |
| 2017 | 737,671 | 16,405,229 | 30,163 | 1,989 | 409 | 27 | 12 |
| 2018 | 782,136 | 16,887,720 | 30,652 | 1,817 | 392 | 23 | 11 |
| 2019 | 822,882 | 17,381,168 | 30,648 | 1,746 | 372 | 21 | 10 |
| 2020 | 853,909 | 17,885,422 | 28,484 | 1,690 | 334 | 20 | 9 |

Results show that progress is being made in the fight against road carnage. There is however still for more consented efforts among stakeholders in the fight if this progress is to be sustained.

3.10 Types of Motor Vehicle in Road Crashes

Figure 29 shows the type of motor vehicles that were involved the 28,484 road traffic crashes that occurred in 2020.

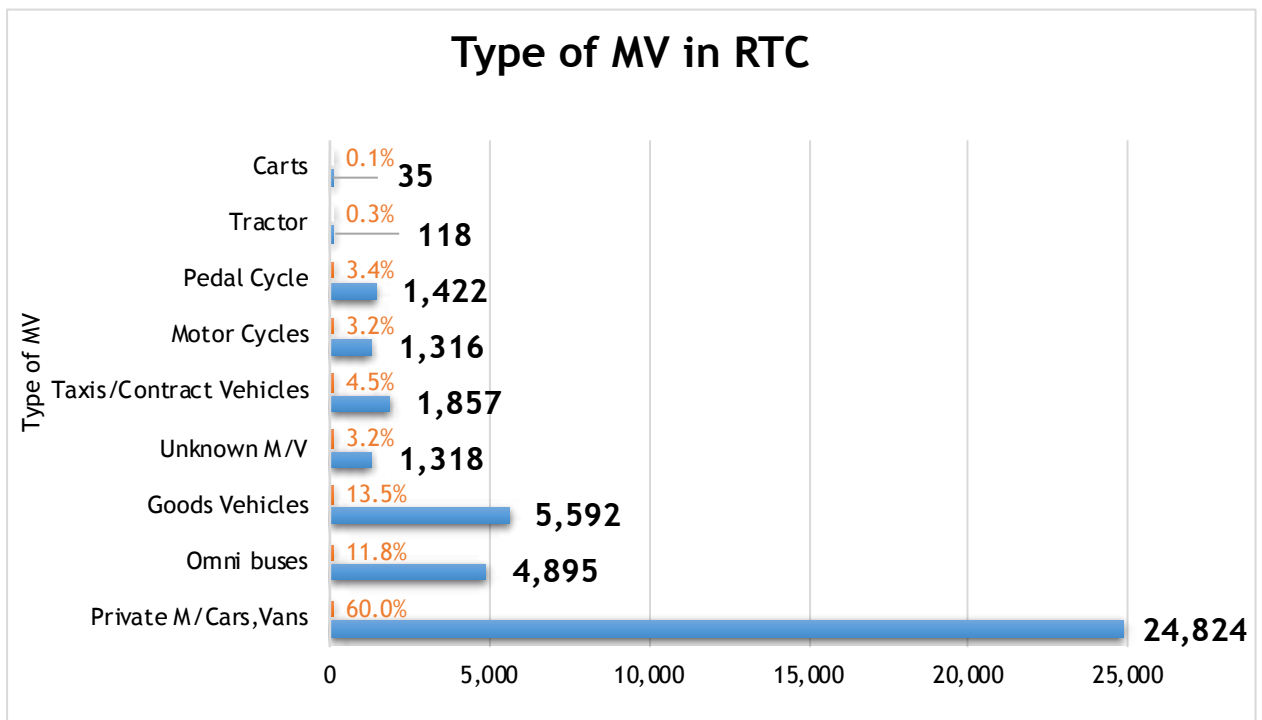


Figure 29: Type of Motor Vehicles in Road traffic crashes

The highest proportion (60%, 24,824) of vehicles involved in crashes were private motor vehicles, cars, and vans. Goods vehicles represented 5,592 (13.5%) of vehicles involved in road crashes while 4,895 (11.8%) was represented by Omni buses. Taxi's/contract vehicles had 4.5%. These statistics suggest that the chances of being involved in RTC using a private motor vehicle/car was higher compared to other transport vessels.

3.11 Road Traffic Accident Time of the Day

The distribution of road traffic crashes by time of the day is displayed in figure 30 and 31. The figures shows that a larger number of RTCs were recorded between 18:00 hours and 20:00 hours. This trend is similar in both 2019 and 2020.

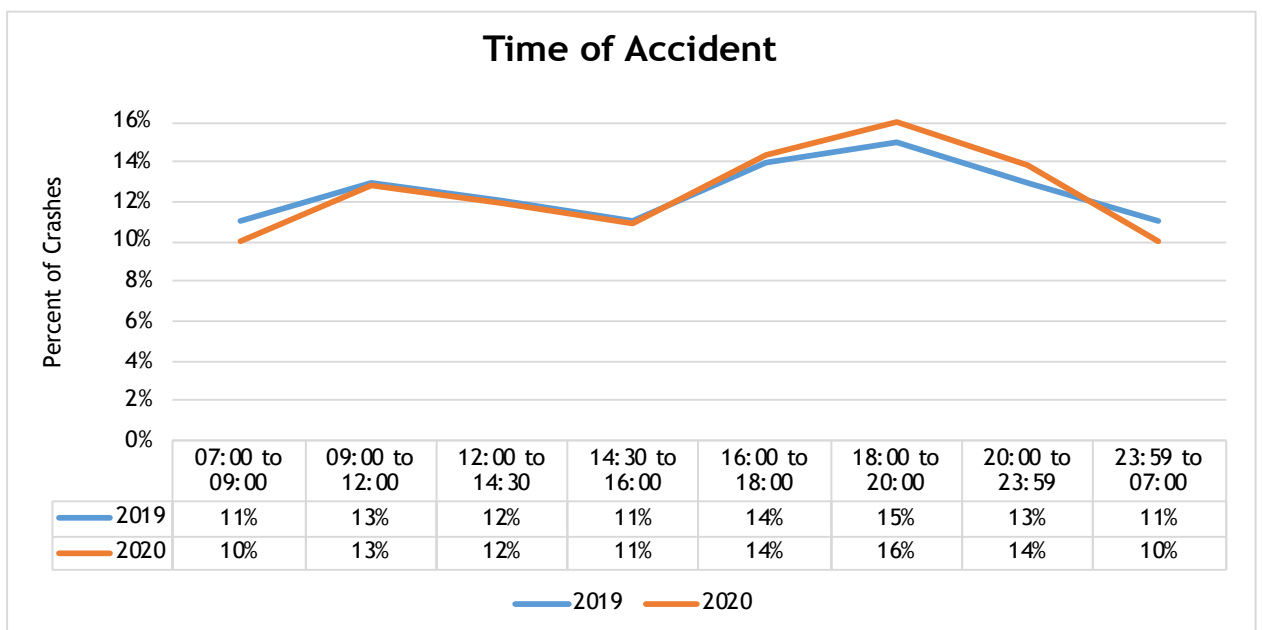


Figure 30: Road traffic crashes by time of the day

The least number of crashes were between 23:59 to 09:00 hours which may be due to the number of vehicle on the roads.

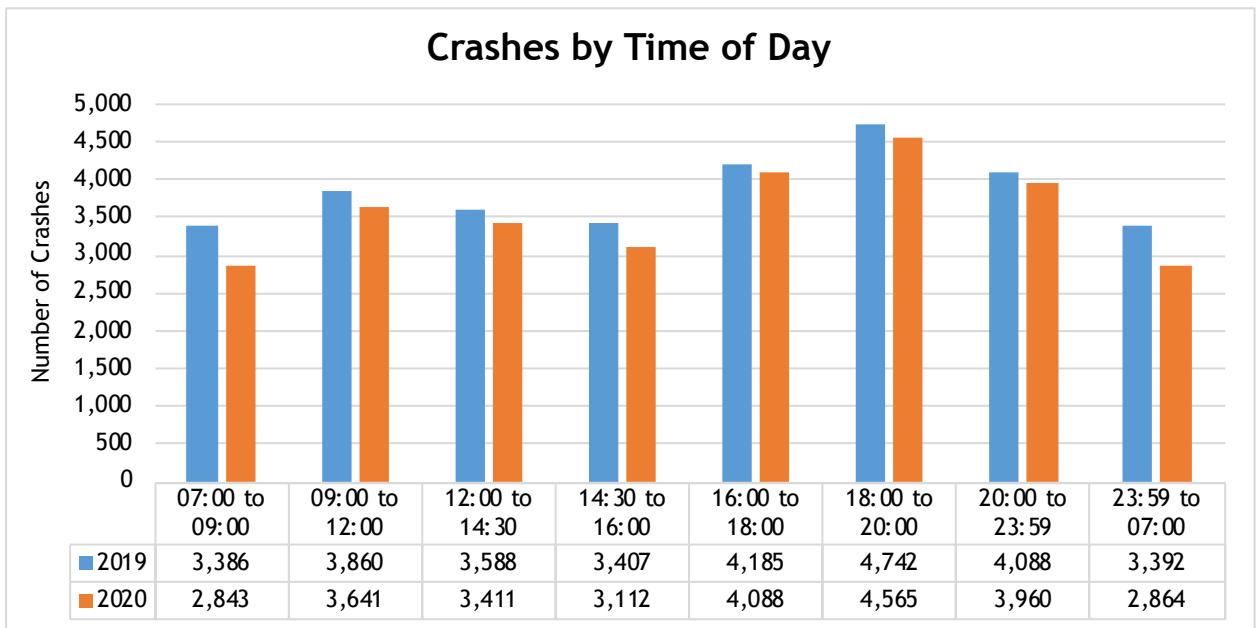


Figure 31: Road Traffic Crashes by time of the day

3.12 Road Traffic Crashes by Day of the Week

The figure 32 shows the distribution of RTC's by days of the week in the year 2019 and 2020. The Highest number of RTC's in 2020 occurred on Fridays with 4,640 RTCs recorded, Saturdays recorded 4,628. The lowest number of RTC's occurred on Tuesdays with 3,710 road crashes.

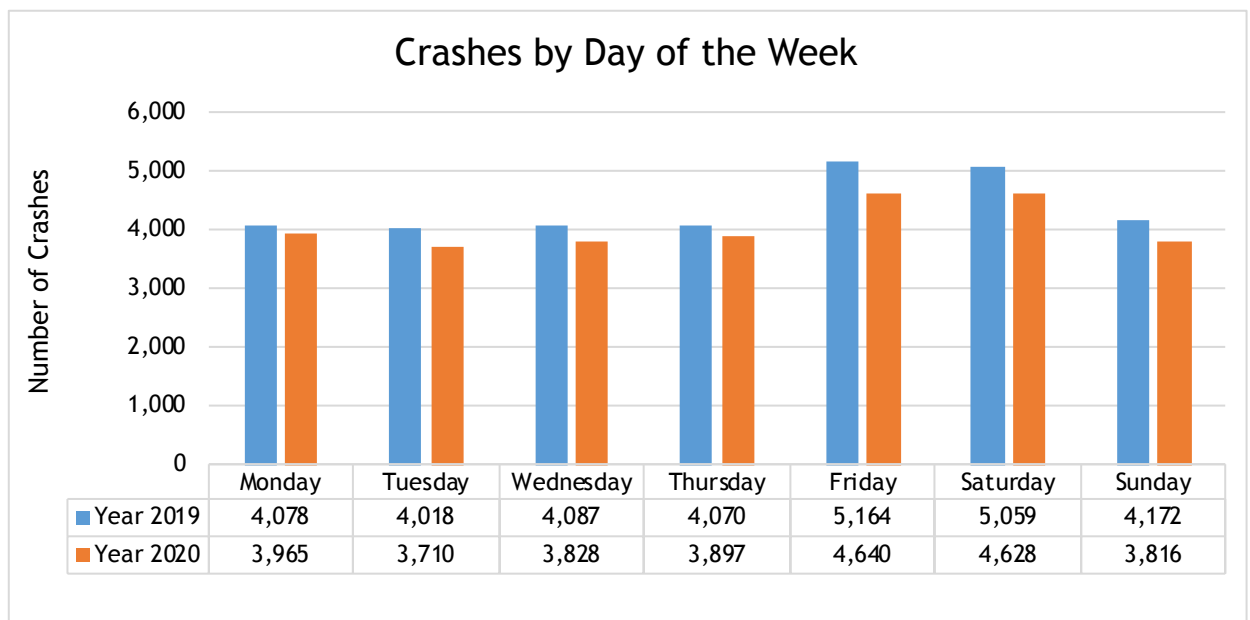


Figure 32: Road Traffic Crashes by Day of the week

3.13 Classification of Casualties

A total of 1,690 lives were lost on Zambian roads in the year 2020. This number represents a decrease in the number of persons killed compared to those recorded in the year 2019.

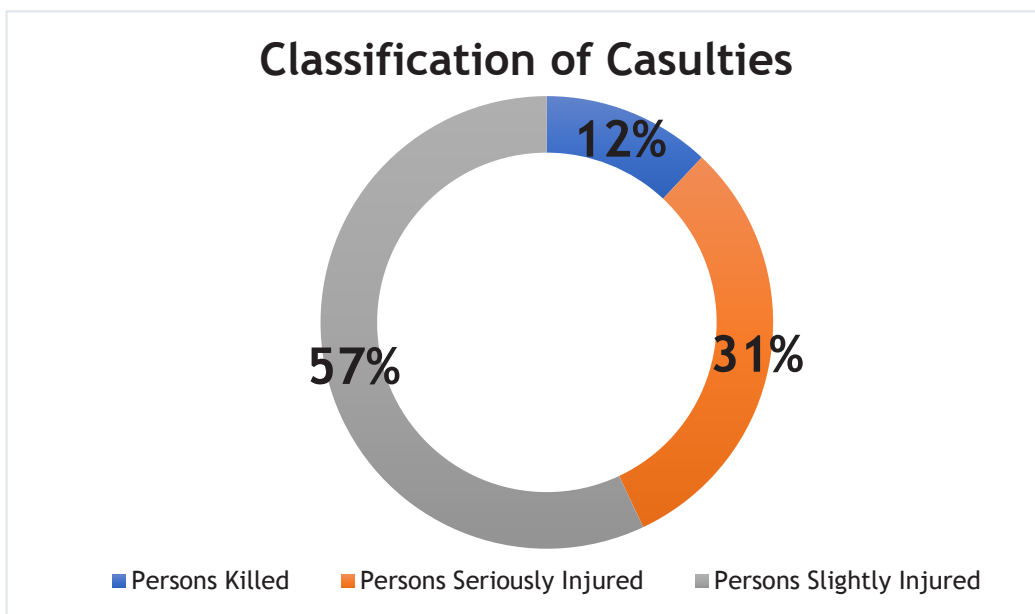


Figure 33: Classification of Casualties in 2019 and 2020

Figure 33 shows that persons who sustained slight injuries accounted for the majority of the casualties represented by 57% while seriously injured stood at 31% and those who lost their lives represented 12%.

3.14 Fatalities by Province

A total of 1,690 lives were lost as a result of road traffic accidents in 2020, Lusaka province recorded the highest (445) number of fatalities, followed by Copperbelt, Central, Eastern, Northwestern, Southern, Luapula, Muchinga and Western Provinces.

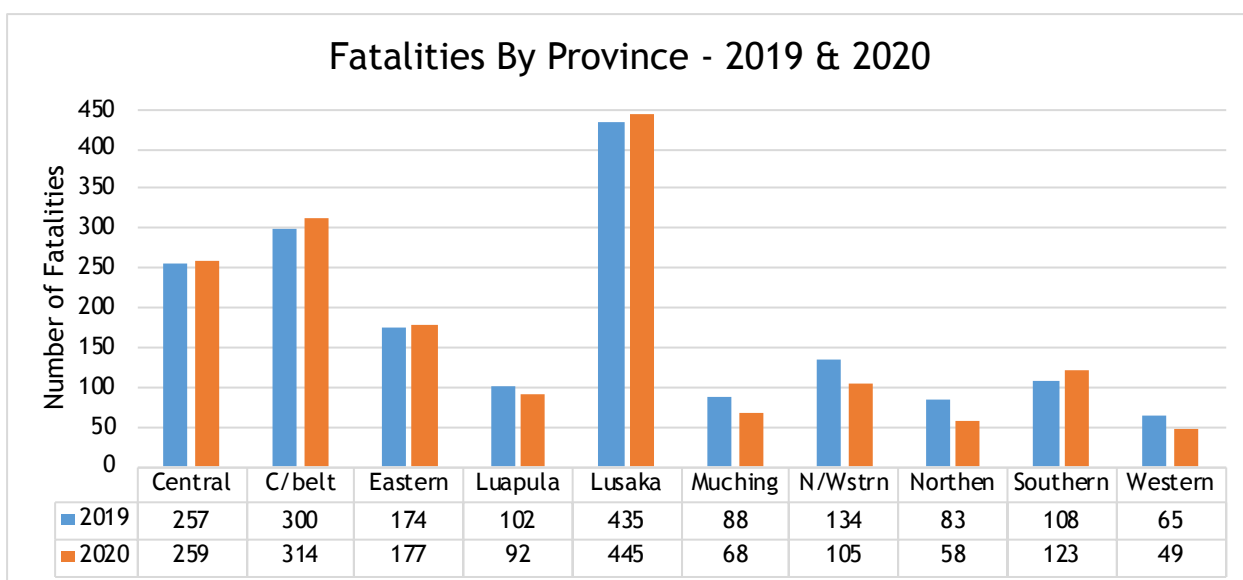


Figure 34: Fatalities by Province

The map (figure 35) compares the distribution of fatalities due to road traffic accidents in Zambia in 2019 and 2020. Lusaka recorded the highest and accounted for 26% followed by Copperbelt with 19% and Central with 15%.

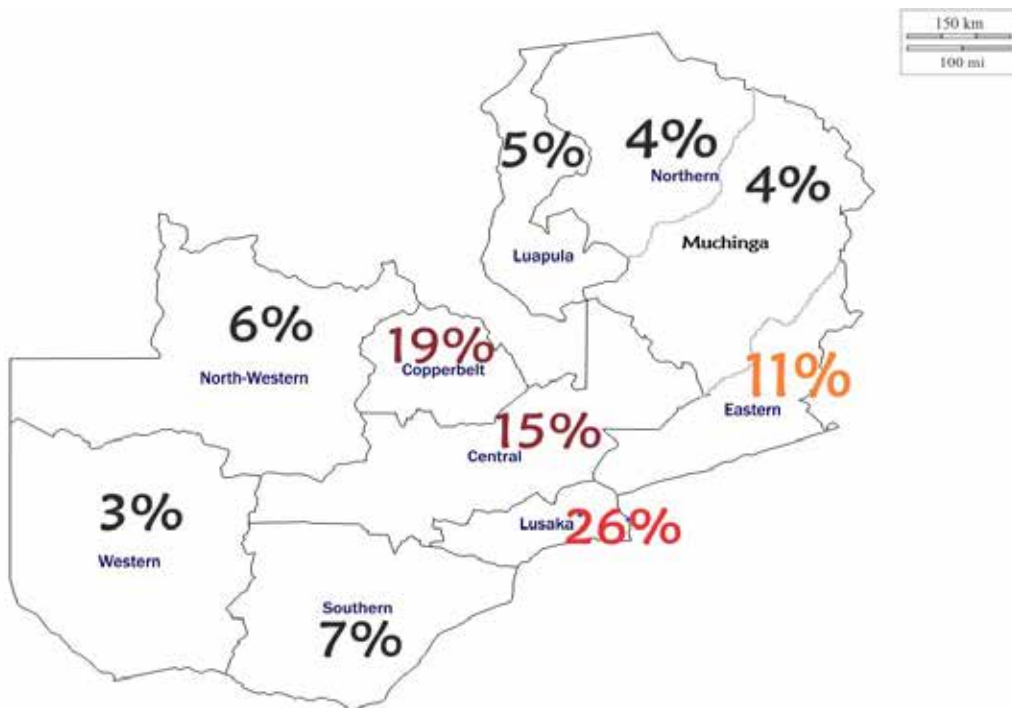


Figure 35: Distribution of Fatalities in Zambia

The percent change are shown in figure 36. North Western recorded the greatest change with 30% decrease. Southern Province on the other hand had recorded the highest in terms of increase change with 14% increase in the number of fatalities.

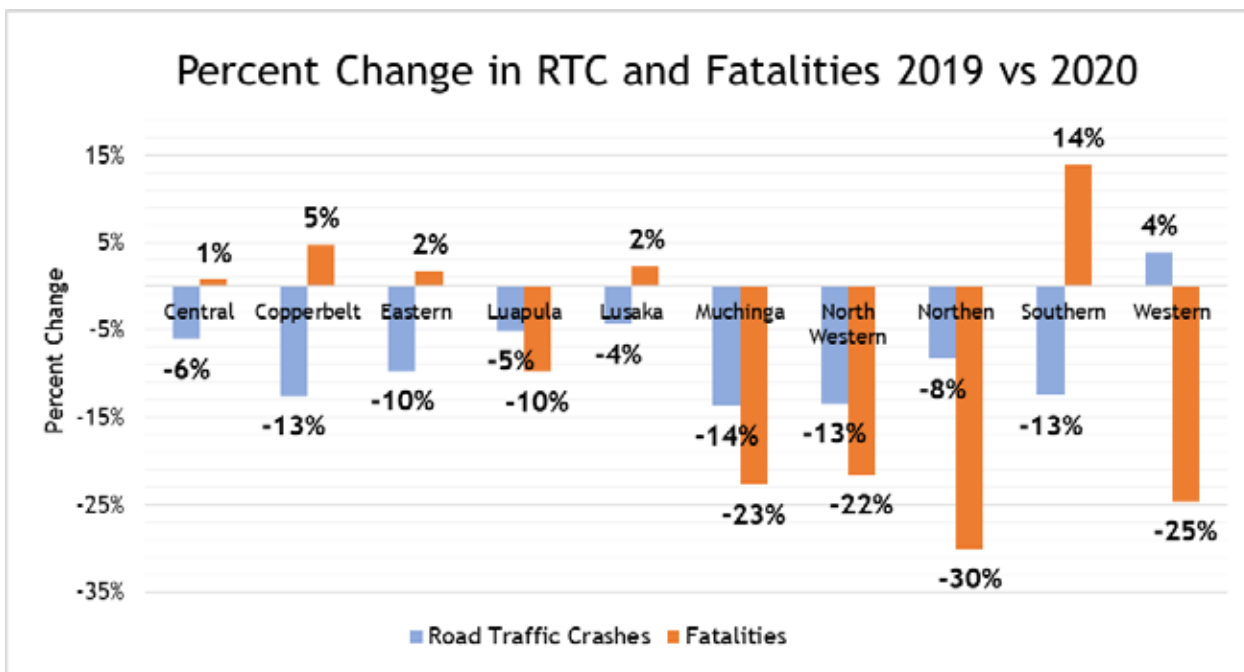


Figure 36: Percent Change in fatalities by province

3.15 Fatalities by Road User Type

Figure 37 and 38 shows that pedestrians accounted for 45.7% of the fatalities followed by Motor Vehicle passengers representing 25.3%.

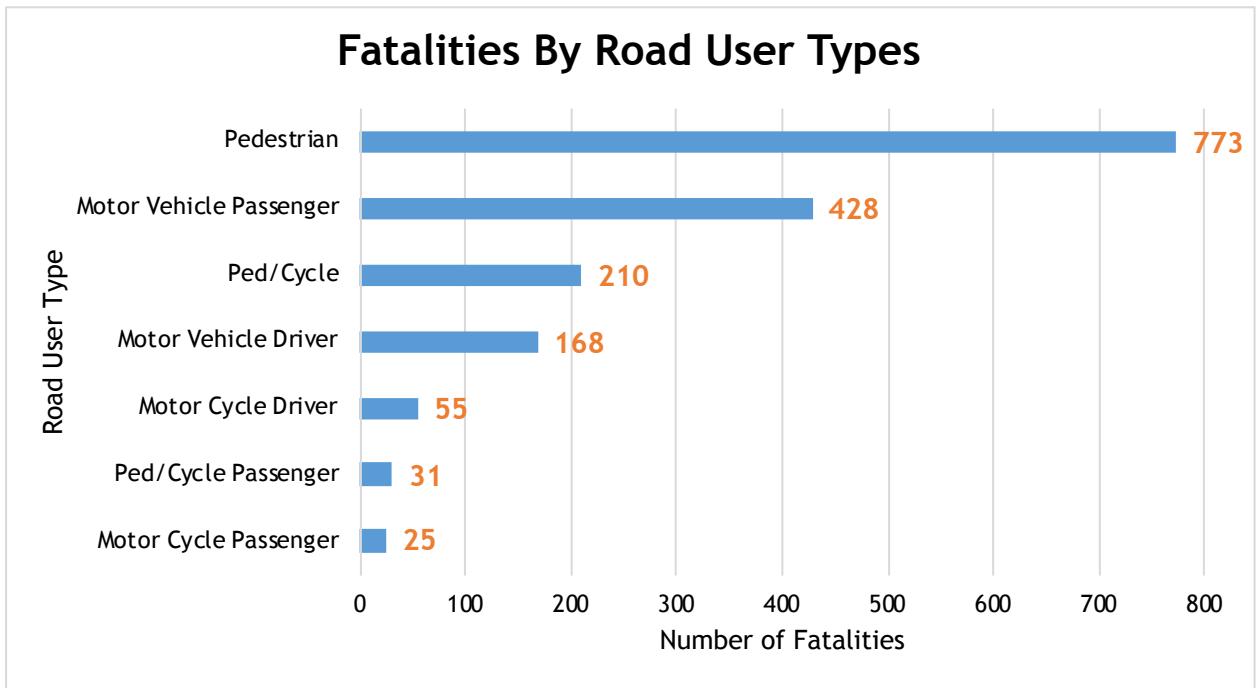


Figure 37: Fatalities by Road User Type

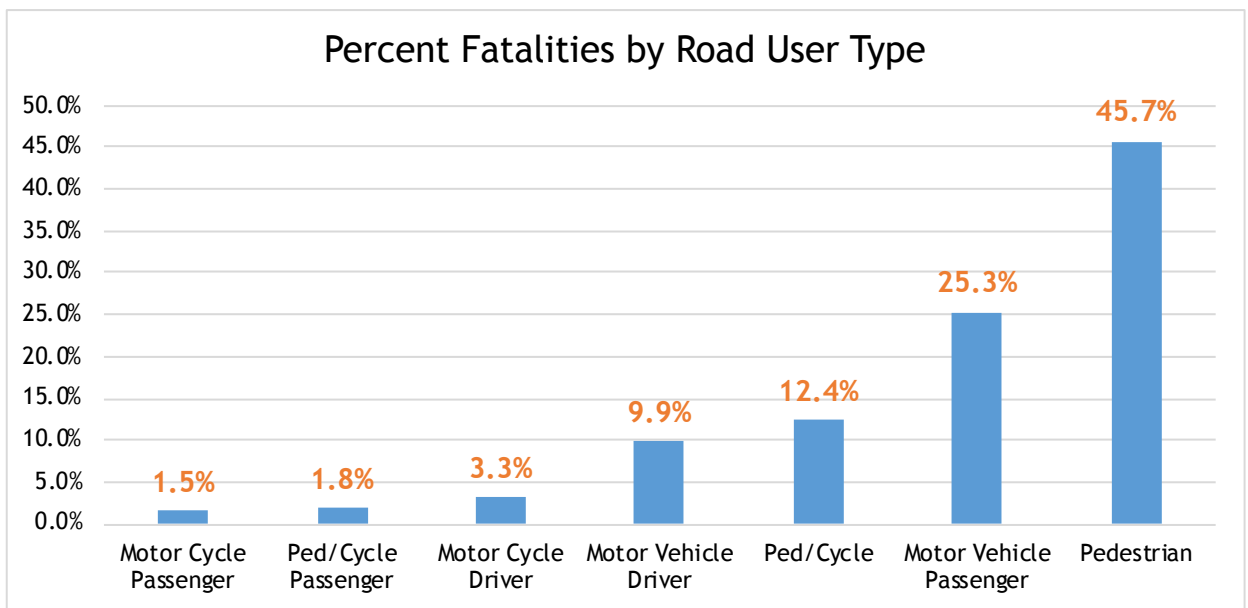


Figure 38: Percent Fatalities by Road User Type

Figure 39 shows that the 2020 recorded a smaller number of pedestrian fatalities compared to 2019 but the number of pedestrians involved were still high.

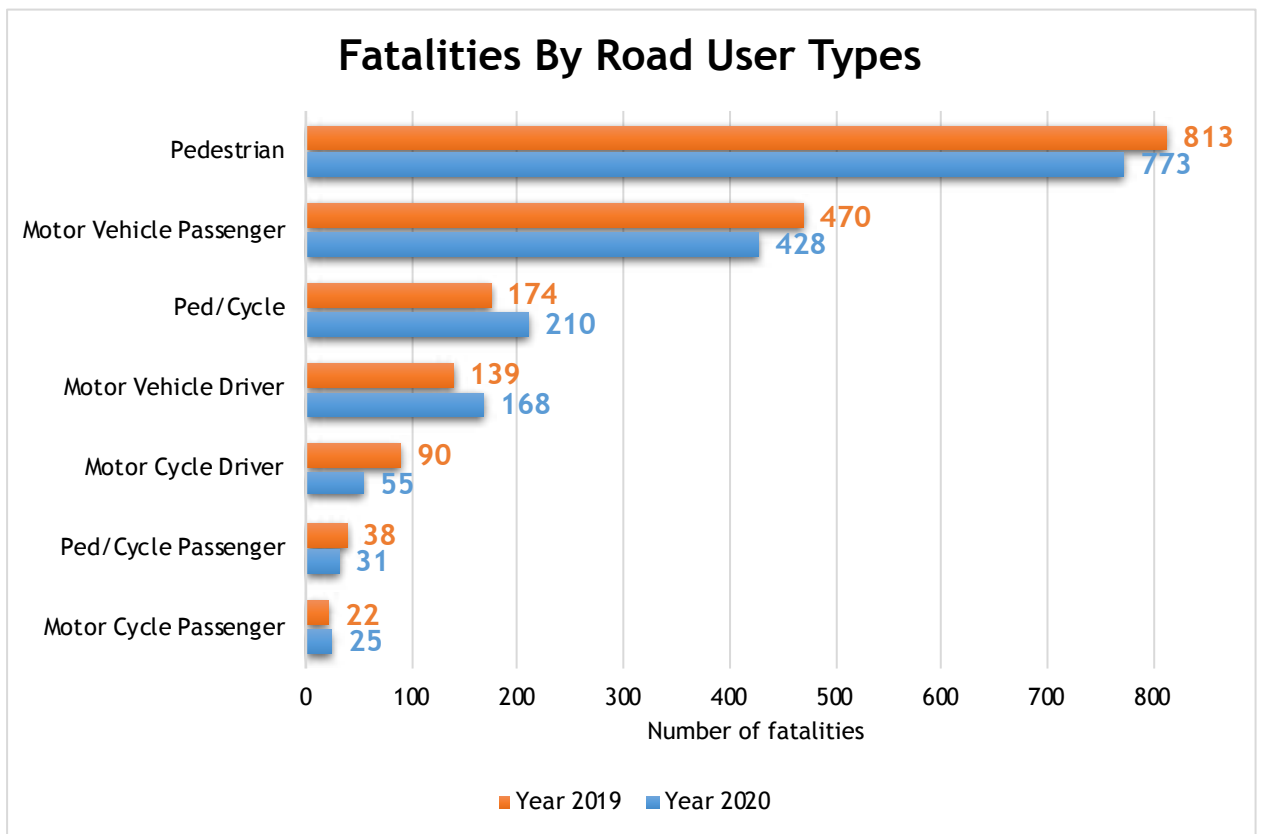


Figure 39: Fatalities by road user type in 2019 and 2020

3.16 CHILDREN CASUALTIES

3.16.1 Children fatalities by Gender

Figure 40 shows that male children had a higher number of casualties compared to their female counterparts in all casualty categories. The numbers show that more males lost their lives (116) compared to females (67), more males were also seriously injured (257) compared to females (175). More females were slightly injured (384) as compared to males (262) in 2020.

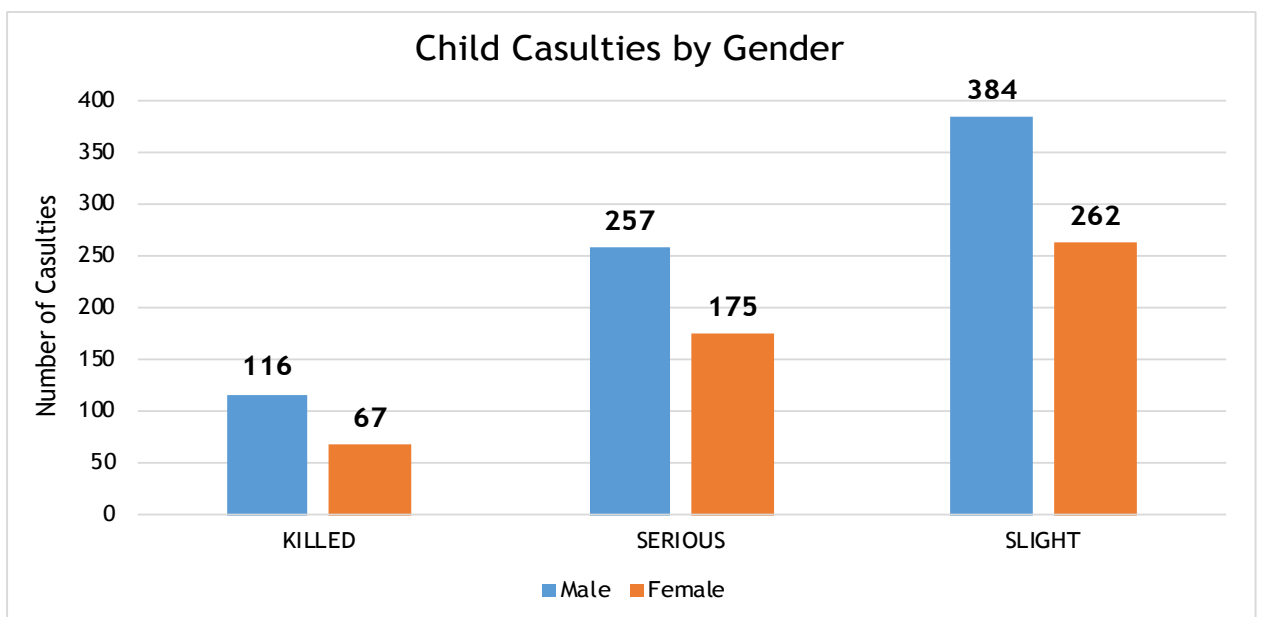


Figure 40: Child Casualties by Gender

Child fatalities compared for 2019 and 2020 in figure 41 data shows that fatalities for males were higher in both years.

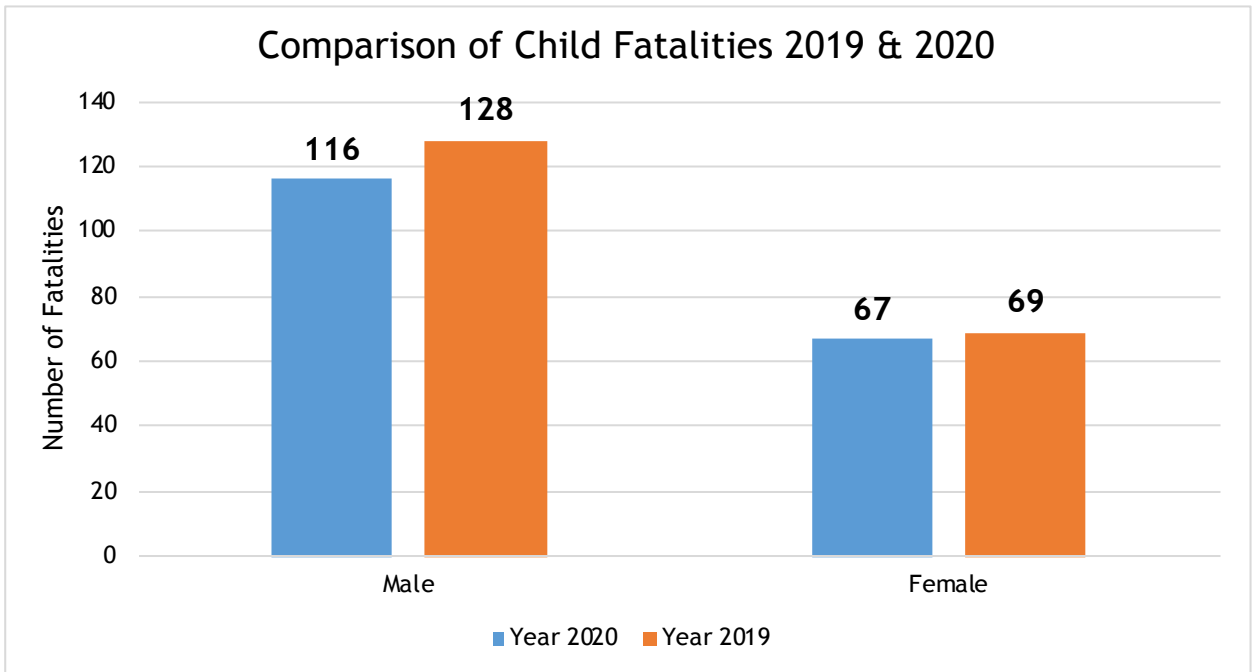


Figure 41: Child fatalities in 2019 and 2020

3.16.2 Classification of child Fatalities

Figure 42 shows that slight injuries comprised of the majority of child casualties accounting for 51% followed by serious injuries at 34% while fatalities (killed) stood at 15%.

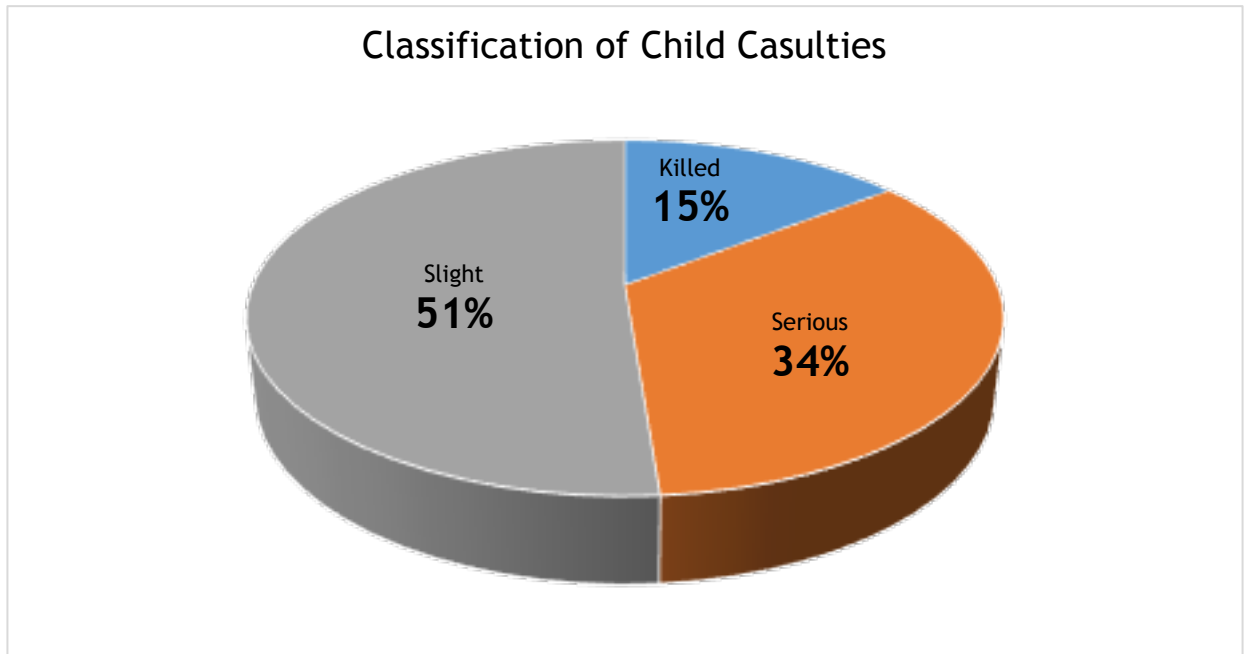


Figure 42: Classification of Child Casualties

3.16.3 Child Fatalities by Road User Type

The general trend on fatalities for all road users is the same, pedestrian category accounted for most of the child fatalities and accounted for 67% as shown in figure 43.

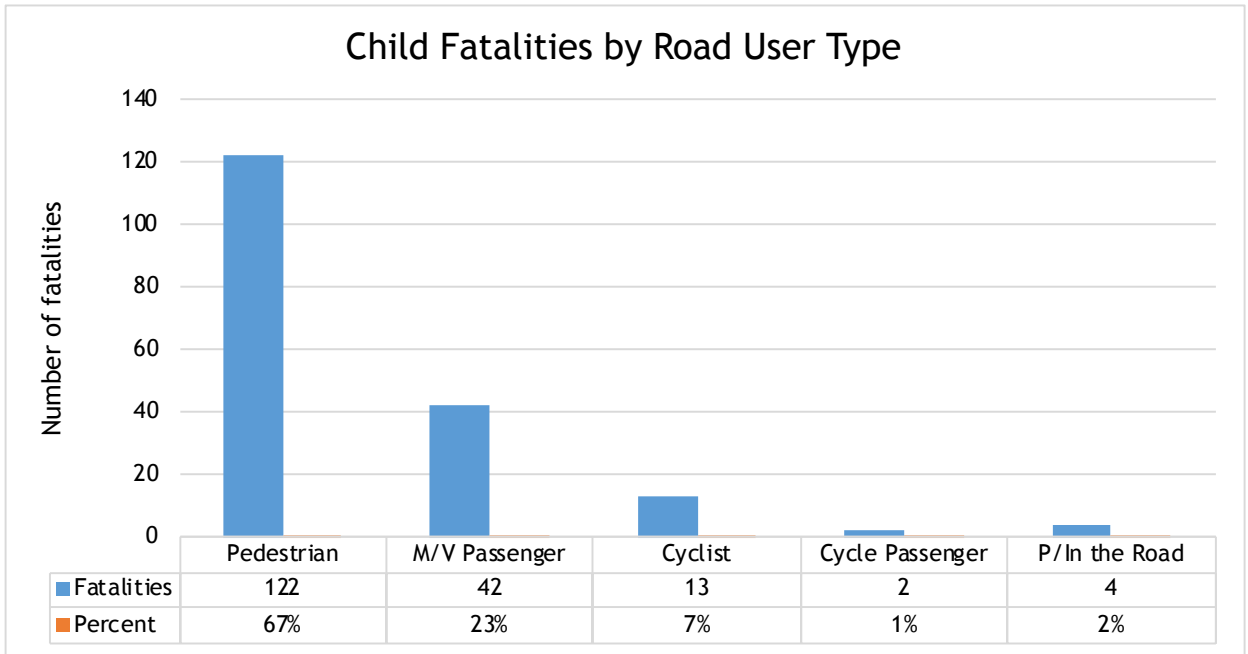


Figure 43: Child Fatalities by Road User Type

3.17 CONTRIBUTORY FACTORS

Figure 44 shows the distribution of key contributory factors to road traffic crashes. The figure shows that human errors were the leading contributor to road traffic crashes and accounted 86.55%, while weather condition was the least with 0.05%.

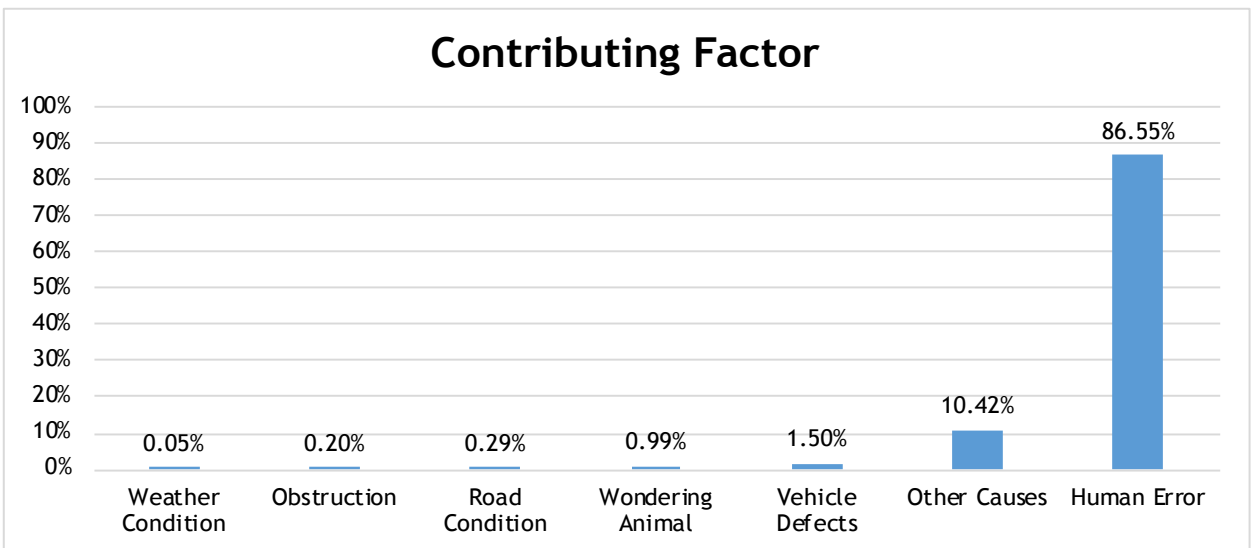


Figure 44: Road Traffic Crashes contributory factors

3.17.1 Human Error

Human errors were singled out and analysed. Figure 45 shows that of the total Human errors, 91.71% road traffic crashes were as result of driver errors, 7.65% were pedestrian related errors and the least were cyclist errors with 0.11%.

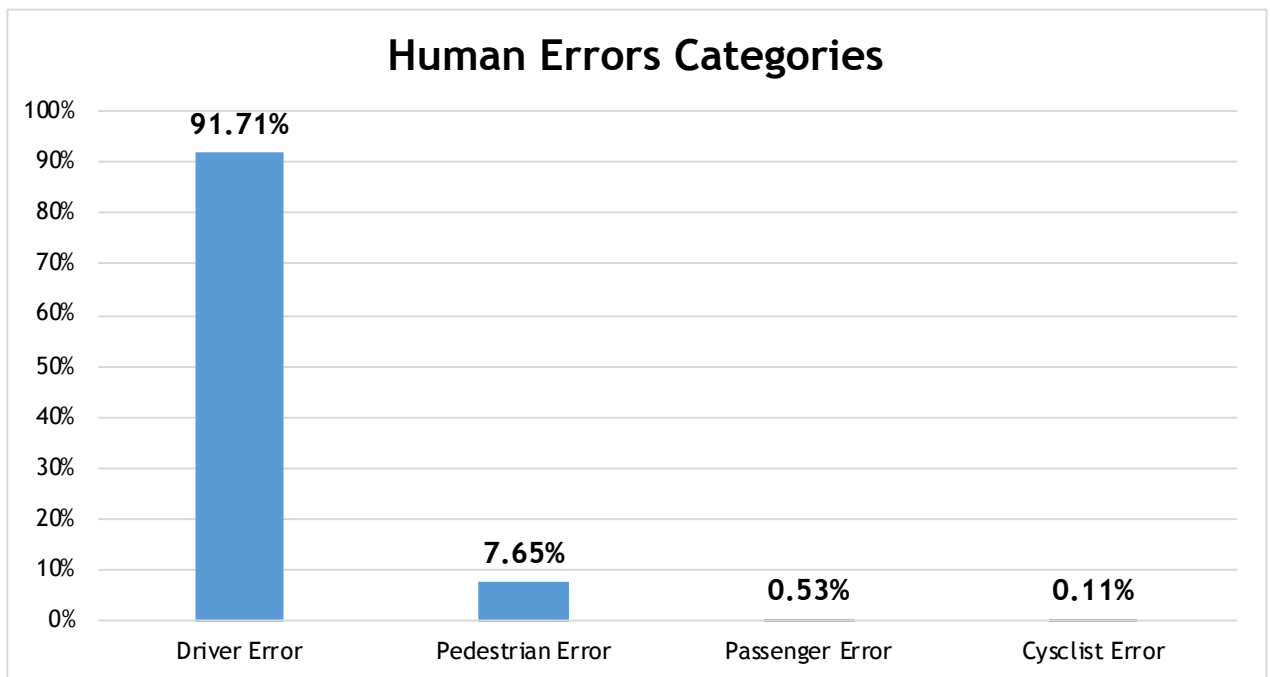


Figure 45: Human Errors category

3.17.1 Driver Errors

Driver errors were further categorised into causation factors. Figure 46 shows distribution of driver related errors.

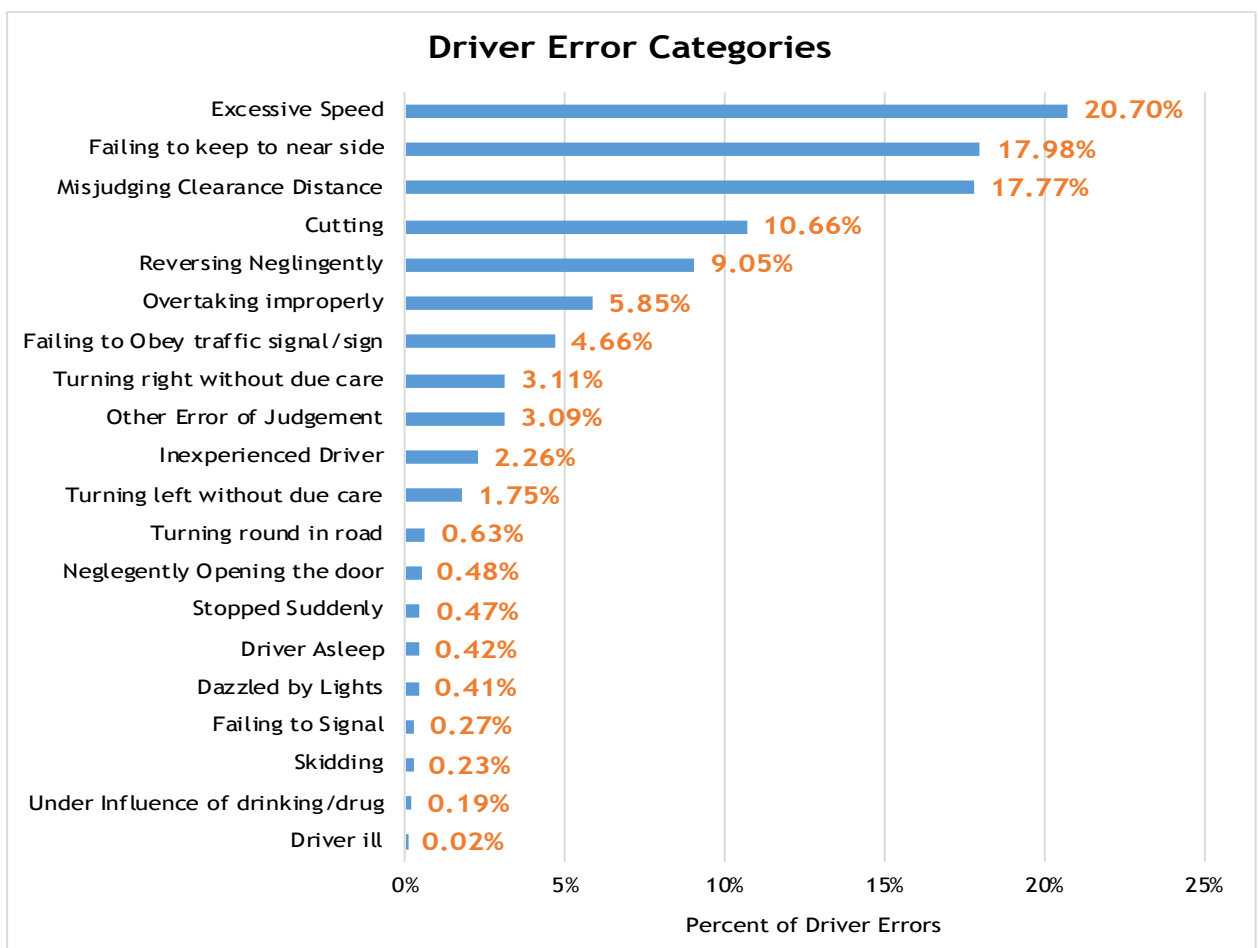


Figure 46: Driver errors

In the year 2020, statistic under driver errors indicates that most of the errors were due to excessive speeding and accounted for 20.7% while failing to keep near side and misjudging clearing distance stood at 18% each.

3.17.2 Pedestrian Errors

Pedestrian errors were further broken down as show in table 9. The table below shows that most of the pedestrian errors were as a result of pedestrian crossing the road accounting for 83.56% of the total pedestrian errors.

Table 9: Pedestrian Error

| No. | Pedestrian Error | Number of RTCs | % Pedestrian Errors | % of Total Number of RTCs |
|--------------|-----------------------------------|----------------|---------------------|---------------------------|
| 1 | Pedestrian crossing the road | 1,576 | 83.56% | 5.53% |
| 2 | Walking, standing on road | 167 | 8.85% | 0.59% |
| 3 | Playing on the road | 109 | 5.78% | 0.38% |
| 4 | Sudden illness | 7 | 0.37% | 0.02% |
| 5 | Under the influence of drink/drug | 27 | 1.43% | 0.09% |
| TOTAL | | 1,886 | 100% | 6.62% |

The results above are displayed in the figure 47. The figure shows that pedestrian crossing the road were highest and sudden illness was the least (0.37%).

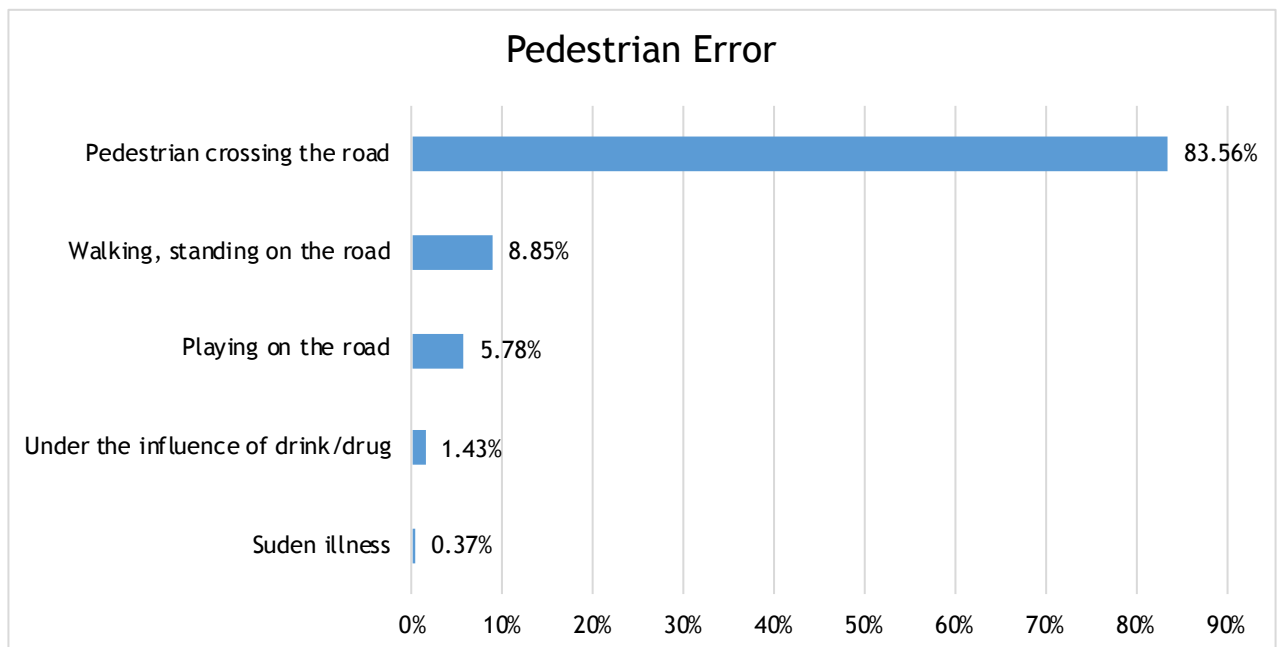


Figure 47: Pedestrian errors

3.17.3 Passenger Error

Among the passenger errors, falling from a vehicle accounted for 93.89% while negligence on the part of the conductor was 6.1%

Table 10: Passenger Error

| No. | Passenger Error | Number of RTCs | % Passenger Errors | % of Total Number of RTCs |
|--------------|---|----------------|--------------------|---------------------------|
| 1 | Passengers: Falling from vehicle | 123 | 93.89% | 5.53% |
| 2 | Negligence on the part of the conductor | 8 | 6.10% | 0.59% |
| TOTAL | | 131 | 100% | 6.62% |

3.18 Motor Vehicle Defects

In order to ascertain further the cause of the road traffic crashes, motor defects were also dissadvantaged. Table 11 shows contributory factors as a result of motor vehicle defects.

Table 11: Motor vehicle defects

| No. | Motor Vehicle Defects | Number of RTCs | % MV Defects | % of Total Number of RTCs |
|--------------|---------------------------------|----------------|--------------|---------------------------|
| 1 | Brakes | 134 | 31.38% | 0.47% |
| 2 | Tyres | 155 | 36.30% | 0.54% |
| 3 | Steering | 22 | 5.15% | 0.08% |
| 4 | Springs | 8 | 1.87% | 0.03% |
| 5 | No front light | 23 | 5.39% | 0.08% |
| 6 | No rear light/reflector | 6 | 1.41% | 0.02% |
| 7 | Unattended vehicle running away | 49 | 11.48% | 0.17% |
| 8 | Smashed windscreen | 6 | 1.41% | 0.02% |
| 9 | Vehicle overloaded | 24 | 5.62% | 0.08% |
| TOTAL | | 1,886 | 100% | 1.50% |

Motor vehicle tyres recorded the highest at 36.3% followed by brake which accounted for 31.38%. The least among motor vehicle defects was reflectors with 1.41%.

3.19 Wandering Animals

Wandering animals also contribute significantly to the road traffic crashes. Table 12 show that dogs on the road accounted for 11.35% of RTC crashes due to animals on the road. Other domestic animal on the road accounted for 76.6% while other animals stood at 12.06%.

Table 12: Wandering Animals

| No. | Wandering Animal | Number of RTCs Caused | % Errors | % of Total Number of RTCs |
|-----|------------------------------------|-----------------------|-------------|---------------------------|
| 1 | Dog on the road | 32 | 11.35% | 0.11% |
| 2 | Other domestic animals on the road | 216 | 76.60% | 0.76% |
| 3 | Other animals on the road | 34 | 12.06% | 0.12% |
| | TOTAL | 282 | 100% | 0.99% |

3.20 Weather Conditions

Environmental factors such as weather conditions caused 0.05% of the traffic accidents in the year 2020. The most common factors recorded include accidents caused by heavy down pours.



CONCLUSION AND RECOMMENDATIONS

4.0 CONCLUSION AND RECOMMENDATIONS

4.1 Conclusion

Road traffic crashes are a growing public health concern globally and they disproportionately affect the poor and vulnerable sections of society. Most road traffic crashes (RTCs) are both predictable and preventable. There is considerable evidence that various measures and interventions being put in place by the Agency and various stakeholders in the road sector are making our roads safer statistics have shown that.

From the road traffic crashes and fatalities trends from 2012 to 2020, the number of fatalities per 100,000 population has shown a steady decline from 17 fatalities per 100,000 population recorded in 2012 compared to 9 fatalities per 100,000 population. The country has continued to record decline in the number road traffic crashes from the year 2015.

Results are suggesting that there is progress being made in the fight against road carnage. Although there numbers are still acceptably high, a lot more that needs to be done to minimise the road traffic crashes.

4.2 Recommendations

In order to achieve more with less, the Agency intends to adopt SMART Enforcement and leverage on technology to increase its coverage throughout the country. Collaboration with stakeholders is also key in delivering the mandate of road safety education and advocating for remedial engineering and maintenance on roads. A proactive rather than a reactive approach will be spearheaded on Traffic Management in collaboration with Zambia Police and Local Authorities

Based on the results of the Road Transport and Safety status report for 2020, the following recommendations have been suggested;

1. There is need for an injury surveillance system that will generate reliable data on road traffic crashes, injuries and fatalities.
2. More attention should be paid to the needs of the pedestrians, pedal cyclists and motorcyclists who account for the majority of the road traffic fatalities in Zambia.

NOTES



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