



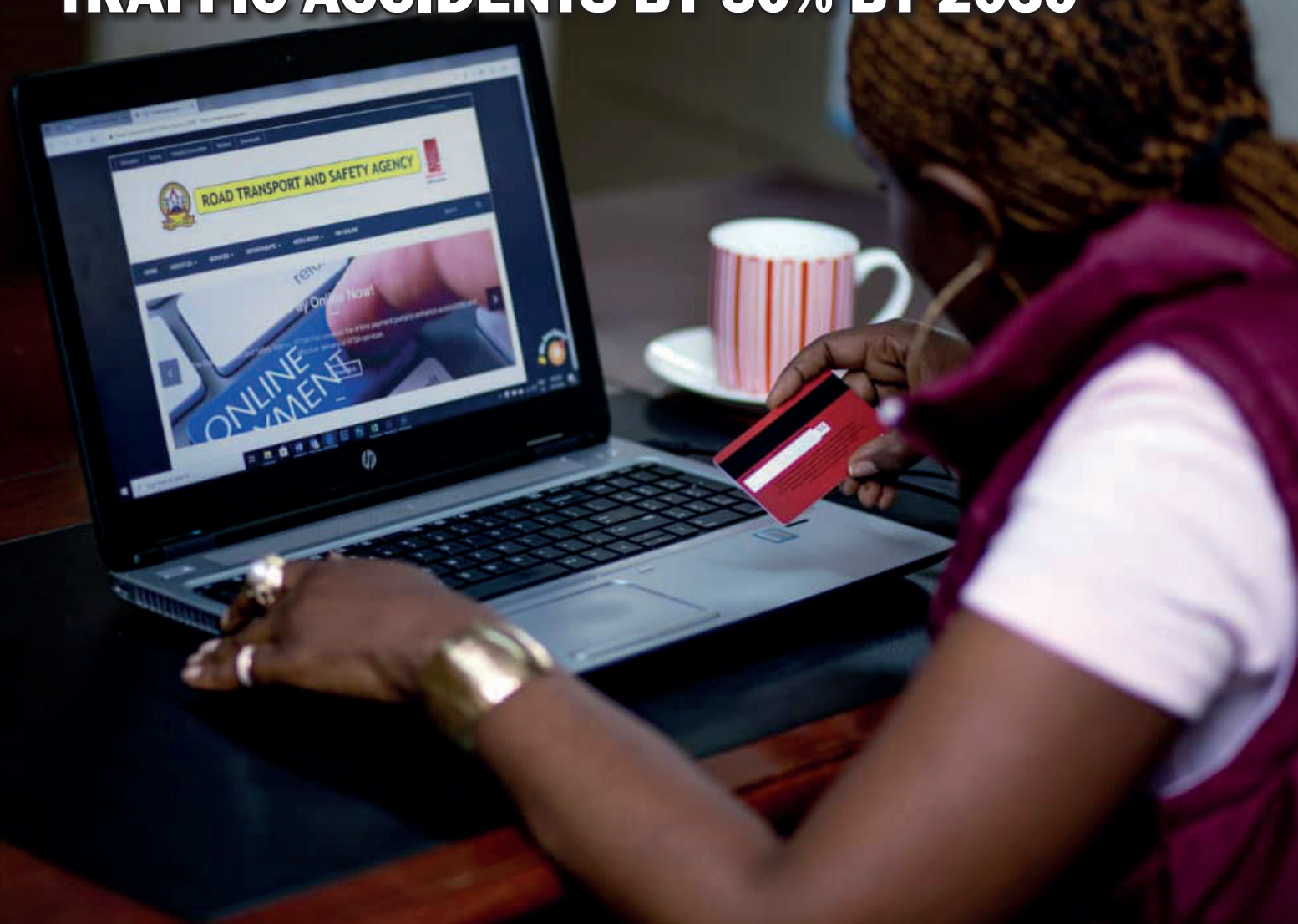
The RTSA News



A Publication of the Road Transport and Safety Agency (RTSA)

Jan - March, 2021

ZAMBIA'S ROAD SAFETY OUTLOOK BRIGHT: MOVING TOWARDS REDUCING TRAFFIC ACCIDENTS BY 50% BY 2030



What's New in RTSA NEWS



Zambia Road Safe Corridor
Initiative : Working
Collectively for Road Safety

RTSA, ZAPRA Acts to
prevent the spread of
COVID-19 on Public
Transport

Faces Behind the Figures
of Road Traffic Accidents:
Embracing Road Safety as a
Shared Responsibility

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FROM THE ONLINE PAYMENT
SOLUTION



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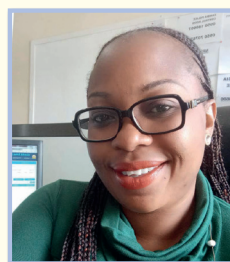
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Message from the **CEO**

Hard work, determination and commitment are the driving forces behind the achievements the Road Transport and Safety Agency continues to score.

As an institution, we endeavour to operate in the line with the mission of the agency which is "To deliver a safe, efficient, client focused and inclusive road transport system which supports socio-economic development".

Zambia and the world at large is experiencing technological advancements and a vast dynamic change in transport systems. In order to adapt to these changes I and my workforce are up to the task of observing, planning and proposing innovations that meet current standards.

Road Safety education is top on the RTSA agenda as we execute our duties because inculcating knowledge in individuals of various ages is the most proficient to save lives. To attain this as an organisation, we take advantage of important commemorations to provide a platform for education and create a suitable environment for interaction with the public.

I believe socio-economic development borders on the productivity of individuals in a nation, for this to be a reality, the Agency has a major role to play through ensuring that Road Traffic Crashes that result in deaths and injuries are curtailed.

Therefore, through our operations, we also aspire to realise goals in line with the Stockholm Declaration 2020 to 2030 which aims to reduce road traffic crashes and fatalities by 50. For this to be achieved, I implore the Zambian Community to play a major role by adhering to road traffic regulations in accordance with the law. Road Safety is not a preserve of RTSA alone but requires commitment from everyone in our community.



To deliver a safe, efficient, client focused and inclusive road transport system which supports socio-economic development".

DRIVING SPEED AND ACCIDENT RISK

By Fredrick Mubanga

Driving speed is an important factor in road safety. Speed not only affects the severity of a crash, but is also related to the risk of being involved in a crash. The higher the speed, the greater the stopping distance required, and hence the increased risk of a crash.

According to a Road Safety Manual on Speed produced by the World Health Organization (WHO), it is clear that as more kinetic energy must be absorbed during a high-speed impact, there is a higher risk of injury should a crash occur. Speeding is one of the major causes of road traffic crashes in Zambia. A baseline survey on speeding conducted by the Zambia Institute for Policy Analysis and Research (ZIPAR) on behalf of the Road Transport and Safety Agency (RTSA) in 2016, revealed that over 39 percent of vehicles sampled in Central, Lusaka, Southern and Copperbelt provinces were speeding on public roads. This entails that most of the drivers on the Zambian roads are driving above the prescribed speed limit, a situation that has contributed to road crashes, resulting into deaths and injuries. Speeding is ranked as the second cause of road traffic accidents in Zambia. If motorists observe appropriate speed limits, the country is projected to reduce the number of road traffic accidents by 35 percent.

Further, it was established that speeding prevalence was high among male motorists with 58 percent of them being observed as over-speeding than their female counterparts. The speeding prevalence among female motorists was 42 percent. The 2020 road accident statistics reveal that 50 percent of road traffic fatalities involve passengers and cyclists. Passengers and motorists are equally at risk of being involved in a road traffic crash involving an over-speeding vehicle.

The frequency of speeding vehicles is so prominent along the major highways in Zambia. Accidents statistics further reveal that road traffic crashes involving speeding drivers are prominent on the Great North Road (Livingstone to Nakonde). Research has shown that drivers driving at high speed have the greatest risk of being involved in a road crash than drivers driving at lower speed. Additionally, the impact, chances of sustaining serious injuries and death are very high as compared to a driver moving at slow speed. Additionally, the extent of the damage to the vehicle, property and road furniture is equally extensive in a road crash involving a vehicle moving at high speed. Apart from the trauma and human suffering associated with road traffic crashes, the impact on the economy is enormous.

Speeding has many disadvantages than advantages on the road. The following are some of the disadvantages of over-speeding:

- Reduced reaction time,
- Poor judgement of distance, and
- Increased severity of injury.

Therefore, motorists and passengers have the



Speeding Public Service Vehicle killing over 21 passengers along the Kabwe – Lusaka road in 2017

responsibility to ensure that vehicles move at appropriate speed. Speed management is a very important tool for improving road safety. However, improving compliance with speed limits and reducing unsafe driving speed are not easy tasks as many drivers do not recognize the risks involved and often the perceived benefits of speeding outweigh the perceived problems that can result. Thus, the management of speed calls for a concerted, long-term, multi-disciplinary response by all stakeholders.

Reducing motor vehicle speed where the road user mix includes a high volume of vulnerable road users such as pedestrians and cyclists is especially important and should be followed by all motorists. Excessive and inappropriate speed is causing a serious and worsening road safety problem in Zambia, and a call for change in bad driver behaviour in this regard cannot be over emphasised.

A number of research projects conducted globally have clearly identified inappropriate speed as being a particular problem. Thus, as a country we will equally have a portion of this problem which need to be addressed immediately. As a country, we have started drawing lessons from successful and non-successful initiatives used to illustrate the advice provided, and put in place workable speed management strategies such as speed zoning, speed culming, and speed limit measures including the installation of Global Position Systems (GPS) devices on long distance public transport such as Buses and trucks. RTSA is ensuring that all bus operators implement the Road Safety Fleet Management Policy of 2017 which is underpinned by the following five (5)

factors namely: (i) Driver Management; (ii) Vehicle Management; (iii) Journey Management (including installation of the Global Positioning System – GPS); (iv) Health and Safety at the Workplace; and (v) Organizational Management. This is in a bid to manage speed related factors.

Additionally, there is need to consider the potential role of measures involving engineering and enforcement, as well as using education to change speed related behaviour.

In order to actualise this personal responsibility of road safety, all stakeholders are encouraged to participate in road safety matters. Public and private institutions, Public Service Vehicle Operators and drivers, the media, policy makers and all stakeholders should take up initiatives to promote road safety at all levels.

Finally, there is urgent need for motorists to change the bad driver attitude being exhibited on the road which is characterised by a trend of speeding especially along the major highways, a situation which has been cited as one of the major causes of accidents on the Zambian roads. Motorists should therefore follow appropriate speed limits. Those that will be found wanting will have their Driving Licences suspended or cancelled as provided for under the Road Traffic Act No. 11 of 2002.

Road Traffic Crashes contributory factors
Driver errors Speeding Public Service Vehicle
killing over 21 passengers along the Kabwe –
Lusaka road in 2017

ZAMBIA ROAD SAFE CORRIDOR INITIATIVE: WORKING COLLECTIVELY FOR ROAD SAFETY



With a total of 853,909 registered motor vehicles, 28,484 crashes and 1,690 fatalities in 2020 traffic related mortality in Zambia is high, even when compared regionally. This picture translates into 334 crashes per 10,000 motor vehicles or, on average, 141 fatalities per month during this period. Add injuries conservatively estimated to be over ten times more than fatalities, losses of property, production, and income, and the additional stress on families and medical services, the combined socioeconomic consequence of crashes to Zambia is enormous and long-term.

Accounting for this grim picture are several critical factors that include road infrastructure failures, poor road maintenance, compromised and non-inclusive road designs, risky driver behaviours, such as speeding, drink-driving and distracted driving, inadequate emergency post-crash response and care and unsafe and inefficient transportation of people, goods and services.

To address the current status, road safety stakeholders through the Road Transport and Safety Agency (RTSA) are mooted a flagship road safety project dubbed the Zambia Road Safe Corridor Initiative (ZRSCI) which outlines a pragmatic and collective effort to work towards a road safety management regime that saves more lives, enables inclusive socioeconomic progress and enhances regional transport safety and connectivity. The initiative is intended as a long term effort to convene various road sector stakeholders to enable and unswervingly cohere collective action for improved road safety management.

ZRSCI's Objectives

The overall objective of the initiative is to leverage Zambia's trade corridors to galvanise collective action across various

stakeholders, including road sector agencies, private sector actors, civil society and local communities, to improve and sustain road safety management. The ZRSCI is a pragmatic and proactive effort to mobilise collective action for road safety using a 'reverse engineering' approach, by influencing stakeholders to participate in road safety management rather than merely align with prescribed roles. The result hopefully is that what needs to be done urgently will stimulate collective institutional resolve to begin to build a robust road safety management regime using the Safe System Approach. Therefore, the ZRSCI aims to provide fresh impetus to road safety management by galvanizing collective action by all road safety stakeholders.

ZRSCI Focus Areas

The ZRSCI will deploy multi-sectoral interventions including targeted driver education and smart enforcement, improved engineering, emergency health care and community awareness to influence improved road safety.

The ZRSCI will also undertake an intensive intervention approach for the 136 km T2 section between Lusaka and Kabwe where the road has deteriorated and experiences frequent crashes. The road section has a high crash rate attributed to over speeding on an unforgiving road link. Besides its damaged condition, the road section has some well-known black spots which need to be corrected.

Beyond the road corridors, the ZRSCI will address institutional challenges that undermine the capacity of Road Sector Agencies to effectively deliver road safety. The initiative will specifically focus on cohering road safety interventions across the key Road Sector Agencies -RTSA, RDA, NRFA and Ministry of Local Government and beginning to consolidate a safe system approach.

The current absence of weight monitoring and traffic management along Nakonde border with Tanzania to Kasumbalesa DRC border is leading to the destruction of this section generating significant safety concerns. Besides, the sudden increase in traffic may not have been fully anticipated given the varied road designs of this corridor section.

Safety engineering interventions may also include improvement of sight distances, calming and channelization of traffic, and measures to ease and control pedestrian movements especially in settled areas. This section of T2 and T3 section from Kapiri leading to Ndola on the Copperbelt region is busiest with current traffic levels of well over 4,000 vehicles per day, a two-lane single carriage-way catering for traffic in both directions, Lusaka-Ndola without road markings, physical median lane separation and frequent inter-vehicular traffic conflicts. Driver behavior along this section is typically non-responsive to the perilous conditions.

Additionally, the ZRSCI will support specific road design for police check points on the road corridors to ensure a standardized layout and ease of use especially for impounding vehicles with offences.

Obstruction by broken down vehicles occurs at a frequency of about five to six vehicles every 15km stretch. Drivers of broken down vehicles typically use non-reflective warnings such as tree branches to warn oncoming traffic. This is not safe and effective.

For this section of the T2 corridor, the ZRSCI will explore protocols for clearing the carriageway using tow trucks that are strategically positioned. The ZRSCI will also explore ideas to better communicate with Tanzanian drivers at the entry border and through signage marked in their language for ease of communication along that corridor section especially with regard to controlling speed and encouraging planned rests in safe places.

The combination of damaged road surfaces and deteriorated road furniture makes all corridors absolutely crash prone. The ZRSCI will support the restoration of road signage, markings and other navigational devices. The ZRSCI will also support installation of considerably large information signs for visibility and provision of critical travel information to road users.

The ZRSCI is specifically concerned that speed management activities are conducted to stop drivers along road sections with deteriorated speed signage and road infrastructure.

Traffic safety and management are critical components for the ZRSCI. Across all trunk and main roads, the ZRSCI will support establishment of safe rest areas, truck stops and lay-bys advocating rest especially for commercial traffic. However, lay-bys along the corridors have deteriorated making it difficult for drivers to make emergency stops especially along the road. The ZRSCI will support fatigue monitoring to reduce exhaustion related road traffic crashes.

Investing in road safety education for behavior change is important for long term sustainability of ZRSCI interventions. The initiative will target educational interventions and legislative reforms to positively influence driver behavior. The ZRSCI will therefore promote behavior change education to counter risky attitudes, including speeding, drink driving, and distracted driving.

The ZRSCI will use technology devices to undertake enforcement activities along the corridors. The goal is to build an enforcement approach where road users are engaged at all times without the physical presence of road traffic enforcement officers. Global Positioning System (GPS) monitoring and drones will also be used to monitor speed.

The ZRSCI will also support communities along the corridors to become active agents of change and contributors to road safety management.

Working collectively for road safety

For the ZRSCI to be successful, all stakeholders in the road sector need to take ownership of the initiative's ambitions to achieve the desired results. As the lead agency on road safety, the RTSA has the responsibility of leading implementation of the National Road Safety Strategy.

The initiative is focused on generating buy-in for shared and priority road safety concerns among key stakeholders in the sector. The RTSA, as the lead agency on road safety, will play a catalytic role in galvanizing such action.

The ZRSCI is motivated by the government's transport policy aspirations outlined in the 2019 – 2028 National Transport Policy (NTP). The NTP also acknowledges safety as integral to attainment of the government's policy aspirations. The Zambia Road Safe Corridor Initiative which is earmarked to be launched in the second quarter of 2021 is capturing 3,600 km of the corridors' carriage way.



GOVT RESPONDS TO SAFEGUARD VULNERABLE ROAD USERS



Pedestrians crossing the road at a designated point.

By Roy Habaalu

“In order to mitigate the risks that School children, the vulnerable and different abled persons face, government has reduced speed limits on urban roads, developed a non-motorized transport strategy and access in School zones by vulnerable persons to be introduced to table-top crossing points and footpaths”, says former transport and communications minister, honorable Mutotwe Kafwaya.

Mr. Kafwaya said it was the conviction of the government that once interventions were fully implemented, the vision towards improving the road safety profile of the country through the roads and transformation of road infrastructure into an all-inclusive road network that took into consideration the safety of all road users would be attained.

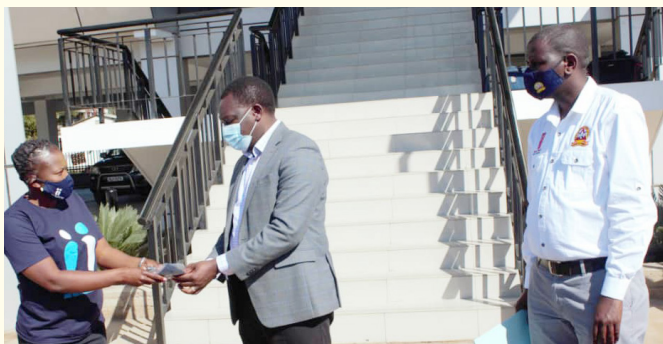
The minister stated that among other measures taken to create an all-inclusive road network was the separation of motor vehicle traffic from dedicated pedestrian walkways and cycle lanes paired with traffic calming system to facilitate safe management of pedestrians in general and School children in particular.

“Therefore, to mitigate the risks that School children, the vulnerable and different abled persons face on our roads, my ministry working in collaboration with the Ministry of Local Government, Ministry of housing and Infrastructure, the Road Development Agency (RDA) and the Road Transport and Safety Agency (RTSA), have embarked on measures to create an all-inclusive road network to improve road safety by reducing speed limits to be posted on urban roads and School areas to 30 kilometers per hour. My ministry has developed a Non-Motorized Transport (NMT) Strategy in collaboration with the Institute for Transport Development and Policy and the United Nations Environment whose main objective is to facilitate safer pedestrian movements especially around Schools. The other measure is to implement safe street designs that aim at encouraging moderate vehicle speeds which significantly improve School children safety since the likelihood of death and fatal injury increases dramatically when motor vehicle speeds rise above 30 Km/h.”

Mr. Kafwaya stated that the government would not sit back and watch the painful loss of lives of innocent School children, the vulnerable and differently abled persons on the roads.

The Minister emphasized that the government was resolute to ensuring that it addressed all factors that posed risks to School children, the vulnerable and different abled.

RTSA, ZAPRA Acts to prevent the spread of COVID-19 on Public Transport



ZAPRA president Ireen Chipili-Lungu hands over face masks to Ministry of Health Spokesperson, Dr. Abel Kabalo.

By Debora Mulimine

THE Road Transport and Safety Agency (RTSA) says the increased number of COVID – 19 cases in the country poses a great challenge to Zambia's public transport system, a situation that calls for heightened application of public health measures with regard to public transportation.

RTSA Director and Chief Executive Officer, Mr. Gladwell Banda, in a speech delivered by Head-Public Relations, Mr. Fredrick Mubanga, during the handover of face masks distributed to Public Service Vehicle (PSV) drivers, said mass public transportation vehicles such as buses had been identified as hotspots for the rapid spread of the COVID – 19 Pandemic.

Mr. Banda added that the Ministry of Health had also identified bus stations as super spreaders of the COVID – 19 Pandemic.

"This initiative between RTSA and the Zambia Public Relations Association (ZAPRA) is aimed at mitigating the spread of COVID-19 on public transport through the distribution of over 1000 face masks to bus drivers and conductors. For us, these are critical staff that are pushing the wheels of the economy. As a regulator of public transportation in the country, the Road Transport and Safety Agency (RTSA) calls on all Public Service Vehicle (PSV) drivers and passengers to be vigilant in observing public health guidelines as prescribed by the Ministry of Health in the fight against the COVID-19,"he said.

Mr. Banda reminded PSV drivers and passengers of their legal obligation to wear face masks on public transport and follow all public health guidelines to mitigate the risk of the spread of the coronavirus in line with Statutory Instrument No. 22 of 2020 – the Public Health (Infected Area) (Coronavirus Diseases 2019) Regulation 2020.

He said that the RTSA was closely working with the Zambia Police to ensure total compliance to mandatory use of face masks in public transportation.

He said bus drivers, bus conductors were guided not to allow any person on a bus or taxi without a face mask.

"All PSV operators are guided to provide facilities for regular hand washing or sanitizing at all bus stations. The RTSA with guidance from the Ministry of Transport and Ministry of Health will continue working on modalities to provide alternative strategies and measures to mitigate the spread of the COVID – 19 pandemic in public transportation. All players in public transportation must heighten compliance to public health guidelines and adhere to Standard Operating Procedures that Government developed through the Ministry of Transport and Communications to mitigate the spread of COVID-19 in the road transport sector which are anchored on; Not overloading passengers, Mandatory Masking by drivers, conductors and passengers, Frequent and routine sanitization of Public passenger vehicles, Provision of hand washing materials and hand sanitizers; and Mandatory temperature reading," explained Mr. Banda.



RTSA EXTENDS ITS FOOTPRINT

By Roy Habaalu

The Road Transport and Safety Agency (RTSA) has escalated its initiative to decentralize its services to underserved regions, especially rural districts.

The RTSA Director and Chief Executive Officer Mr. Gladwell Banda has disclosed that the Agency has in the last ten (10) months devolved some of its road licensing functions such as payment of road tax and motor vehicle road worthiness to eleven (11) local authorities across the country.

Mr. Banda said the RTSA is leveraging the presence and the role of local government authorities to provide greater reach and reduce the burden and cost of citizens accessing RTSA services.

"This initiative is meant to extend our footprint to districts without RTSA presence. We have commissioned selected RTSA services over the last ten months to eleven districts namely; Lundazi, Nyimba, Mbala, Mwense, Kafue, Luangwa and Mumbwa. Others are Kapiri Mposhi, Mwinilunga, Kabompo and Kasempa. The RTSA will target to cover more underserved regions and during this period we also opened three RTSA offices in Petauke, Serenje and Mokambo Border," He said.

And Kasempa District Commissioner Chanda Mali has hailed the



RTSA and Government for taking services closer to the people.

The trajectory of the decentralization programme is underpinned under the National Transport Policy through the Ministry of Transport and Communications and is in line with the Government's Seventh National Development Plans (7NDP) and the Vision 2030 which is a long term plan that expresses the aspirations of the Zambian people to live in a dynamic and middle-income industrial nation that provides opportunities for all the well-being of all by harnessing opportunities for economic growth.

Faces Behind the Figures of Road Traffic Accidents: Embracing Road Safety as a Shared Responsibility

Behind every road traffic crash statistic, there are fathers and mothers, sons and daughters, brothers and sisters, grandchildren, colleagues, classmates and friends whose lives are changed forever. For every severe crash, survivors, relatives and friends can suffer physical, psychological, emotional and economic devastation. To those numbers of over 1,690 people that died due to road traffic accidents last year, there are over 1,690 corresponding families that had to face the devastating grief with many lives being affected.

Despite the road safety profile of the country improving, there is still more that needs to be done to reduce the numbers to zero accident rate. Therefore, our first thought when discussing road safety should be the over 1,000 plus people that die from road traffic accidents each year. As road users, we need to put a face to these figures and begin to act now and stop the scourge. The fate of accident victims need to take center stage. They must be at the forefront of our minds, a constant concern to be addressed, in the way that the HIV/AIDS pandemic rightly was and continues to be addressed.

The more than 1,000 people that die on the Zambian roads every year deserve a legacy in the form of promoting road safety in Zambia and making road safety as a national public health concern whose action must be urgent and prioritized by all road safety stakeholders. We should all induce the personal drive to tackle the road safety pandemic we are witnessing. A fitting memorial to accidents victims would be to learn lessons from their fate and act to reduce the number of future victims. Let's also not forget the thousands others who are left with physical and mental scars, the suffering of friends and families, the loss to the economy and simply to human achievements.

Who knows what the late Minister of Home Affairs Minister Luckson Mapushi and governance activist Professor Alfred Chanda could have contributed to the governance of this country. Great musicians Brian Chilala, P. Jay, Alubusu, gospel musician Mark from B3, and David Phiri (Daev) contributions to the music industry were cut short due to road accidents. A young promising footballer Changwe Kalala sustained injuries and ultimately died due to a road traffic accident that also cut short the footballing career for 2012

Africa Cup winning defender Nyambe Mulenga. The young Kalinda Havula, the St. Joseph's pupil who in 2020 died in a road traffic accident in Monze on her way to Livingstone after writing her grade 12 examination scored six points after the results were announced this year.

Just like Kalinda, so many other people have died prematurely due to road traffic accidents that could have been avoided. They might have gone on to transform their communities had they lived.

It's important to remember the individual stories behind the statistics. If we can do that, we will have taken the first step towards envisaging a better road safety profile for Zambia.

Although the figures make a grim reading, a substantial amount of positive change is already underway. In effect, we are in a strong position to act as we have identified a lot of the solutions and have noted their impact. Equally as important though are the changes in the international road safety context that have taken place in the last decade or so. A lot of invaluable work has been done to build international support and to develop the global road safety road map that is

necessary to make a real difference. But that will only translate into the everyday lives of ordinary Zambian citizens if all stakeholders get involved.

Civil society also has an important part to play in campaigning for road safety. This is an agenda that we all need to take ownership of, and individual citizens and organizations should all come to fore. Survivors of crashes and the families of victims are in a unique position as they can bear witness; as we fight to make road safety a national priority, it is important that we hear their voices too.

If we keep building these networks, mobilizing government, the private sector, NGOs and the general public, we can make a real difference, especially as we have learned over a period of years which approaches are likely to work. We also have solid data concerning features that vastly enhance road safety.

Call for action

The road traffic accident pandemic demands a response. We hope that individuals, organizations and all road safety stakeholders can join the Road transport and safety Agency (RTSA) in raising public awareness, capture media attention and influencing political leaders to take a proactive roles in road safety and encouraging financial investment in road safety initiatives.

Time to deliver 'My Road Safety Promise'

Each one of us is invited to stand up and make a promise towards promoting road safety. All individuals are encouraged to participate in road safety education and make a pledge to:

1. Not cause an accident today and do harm to others;
2. Be kind, patient and have regard for all road users;
3. Not drink alcohol or use cellphone

while driving;

4. Observe speed limits;
5. Report all broken down vehicles that are a hazard and traffic violations to RTSA 983 toll free line;
6. Use the seat belt and child safety seat; and
7. Commit to zero road accidents on Zambian roads.

Remember, there are diverse human faces behind the impressive and sometimes complex statistical models found in road safety documents. The stories are shattering effects of road traffic crashes and to the emotional and economic costs they impose on families and communities within and around us. Excessive speed, alcohol or drug impairment, poor road infrastructure and traffic management, poor vehicle safety and non-use of seat-belts or helmets highly result in serious injury or death. Together, we can save lives. Be road smart life is precious.

650 BUSES INSTALLED WITH GPS



VA Road Traffic Inspector checking if the Bus has GPS.jpg

This is a long term project that would see the GPS System installed on all operators of both big Buses (Marcopolo) and medium sized buses (Rosa) that transport passengers across Cities.

RTSA Head-Public Relations, Mr. Fredrick Mubanga said it was one of the requirements to have the GPS system installed on Buses before the Road Service License (RSL) could be renewed and operators allowed to operate.

Mr. Mubanga explained that GPS was a system that was introduced by the RTSA in August 2019 in partnership with CTRACK as the Service provider and was targeted for Passenger Service Vehicles (PSV) that operated across Cities.

"GPS was introduced to curb or rather to minimize road traffic accidents that were rampant among PSV Buses due to excess speed and driving at night. Before installation, drivers and operators are trained on how the system operates, showing them on the screen all the trips they take for as far back as three months. The system rolls out the report on each vehicle that has the installation and at each point it shows the speed the driver was running at. The system also gives alarms on any severe gravitational Force (G-Force) of the bus in case of bad

potholes or accident. It also gives alarm signal if the bus is losing control on a slippery road. Our staff will then contact the operator to warn the driver to be cautious at that moment," Mr. Mubanga stated.

He said in the first months of installation on a few buses, it was observed that speed was the main cause of road accidents on busses carrying passengers from one city to another, adding that; "Over 57 cases were recorded in a month of which seven were perpetual offenders."

Mr. Mubanga said after the offenders were warned and charged, and the number of offences for exceeding speed limit reduced drastically.

"It is in the best interest for the Government to reduce fatal accidents on our roads each year hence this system will help achieve this goal. Most operators have welcomed the system and are willing to cooperate with RTSA to achieve the same goal. The quest for installations are overwhelming we are hoping soon to have most of the PSV buses operating on our long distance roads to be on board," said Mr. Mubanga.

By Roy Habaalu

The Road Transport and Safety Agency (RTSA) has installed the Global Positioning System (GPS) on 650 long distance Buses.

ZAMBIA'S ROAD SAFETY OUTLOOK BRIGHT: MOVING TOWARDS **REDUCING TRAFFIC ACCIDENTS** BY 50% BY 2030

By Fredrick Mubanga

In 2011, the World Health Organization (WHO) and the World Bank developed and launched the United Nations Decade of Action for Road Safety 2011–2020, to provided an overall framework for road safety activities, who's aspiration was to reduce road accidents by 50 per cent among UN member countries.

Zambia has made significant progress in stabilizing and reducing the road traffic accidents and fatalities over the past ten (10) years. The number of road traffic accidents and fatalities have reduced by 48 per cent during the implementation of the UN Decade of Action for Road Safety 2011 – 2020.

Zambia had come close to meeting the targets for the UN Decade of Action for Road Safety whose major objective was to reduce road traffic fatalities by 50 per cent by 2020.

Road Traffic Injuries (RTIs) are the eighth cause of death in the world and an estimated 1.35 million people die every year on the world's roads, globally.

The highest number of deaths occurs on the African continent, i.e. a rate of 26.6 deaths per 100 000 inhabitants. A recent study found that the rate could be closer to 65 deaths per 100 000 inhabitants. Economically, the average annual socio-economic cost of road traffic crashes represents 3% of Gross National Product (GNP) in low-income countries.

For Zambia, the road traffic accidents and fatalities trends from 2012 to 2020, indicates that the number of fatalities per 100,000 populations has shown a steady decline from 17 fatalities per 100,000 population recorded in 2012 to 9 fatalities per 100,000 population recorded in 2020.

The country has continued to record a decline in the number of road traffic crashes and deaths from the year 2015 to 2020. In 2020 the country recorded 28,484 road traffic accidents as compared to 30,648 in 2019 representing a reduction of 7.1 %.

Further the number of road traffic deaths reduced from 1,746 in 2019 to 1,690 in 2020 representing a 3.2 % decrease.

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

Despite progress made in reducing road traffic accidents and fatalities in the country over the past decade, road traffic accidents and deaths continue to be prominent on the roads, a situation which calls for more interventions to reduce the accident toll further.

Looking Ahead to the Next Decade (2021-2030)

Last year in February, over 100 United Nations member countries including Zambia attended the 3rd Global Ministerial Conference on Road in Stockholm, Sweden to discuss the global road safety agenda leading up to 2030. The overall goal is to reduce the number of deaths and serious injuries caused by traffic accidents by 50% over the next ten years, and calls to reach this goal by 2030.

Going forward, the shift is towards the Sustainable Development Goals (SDGs). In order to keep up the activities of this ten-year period of road safety, sustainable development goals included a powerful ambition in their 3.6 target: to reduce the number of road traffic deaths and injuries by 50% by 2020.

Furthermore, Sustainable Development Goals (SDG) 3.6 (number of global deaths and injuries from road traffic accidents)

and 11.2 (improving road safety) have one of the most “indivisible” interactions among all the SDGs according to a recent report of experts.

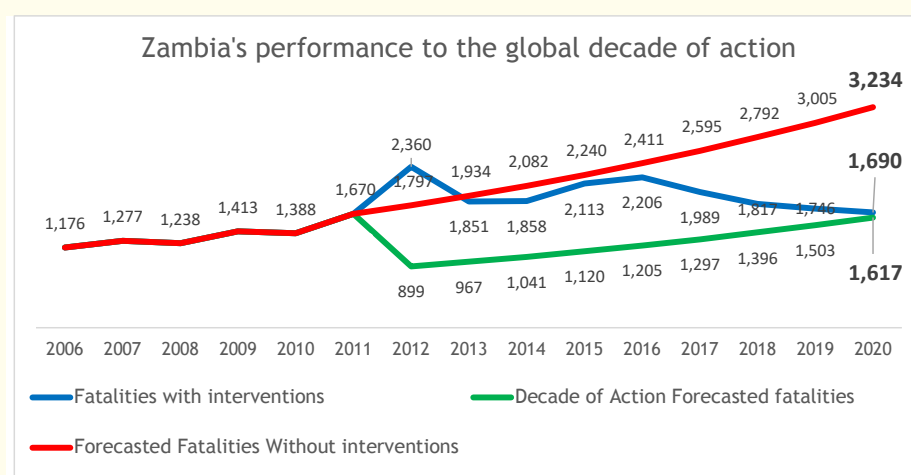
To reach this 3.6 target, and looking beyond interventions on infrastructures, the effectiveness of which is understood, interventions must be conducted in the fields of awareness-raising, provision of rescue services and also public policies and regulations which contribute to the reduction in accidents and their impact on health.

Interventions in Zambia are concerned with road improvement, speed control, legislation and an increase in traffic law enforcement. More attention should be paid to the needs of the pedestrians, pedal cyclists and motorcyclists who make the majority of the road traffic fatalities in Zambia

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 all road safety stakeholders including drivers, motor vehicle owners, pedestrians' cyclist and motorcyclist.



Looking ahead to 2030, our global commitment is towards achieving the 2030 agenda. It is more important than ever for all road safety stakeholders to accelerate action towards road safety.

The urgency of this decade demands that all sectors of society galvanize to secure greater participation and leadership, more resources and improved, game-changing solutions to address increasing inequality and the escalating road safety as a national public health concern.

Over the next ten years, we call on all Zambians to fight against road crashes to ensure that by 2030 no one is left behind in road safety advocacy and thus reducing road crashes by 50%.

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Area Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management – vertical and horizontal coordination					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal instruments and resolutions, standards WP.1, SC.1
Effective post-crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

Recommendations for Enhancing National Road Safety Systems

GOVT ADJUST PSV DRIVER LICENSE VALIDITY TO THREE YEARS.

By Debora Mulimine

The Public Service Vehicle (PSV) drivers license validity has been adjusted from twelve months to three years to make doing business in Zambia more user friendly and reduce the cost.

Former Transport and Communications Minister, Hon. Mutotwe Kafwaya, made the announcement after he signed a Statutory Instrument.

Mr. Kafwaya said the government understood the constraints that various licensing processes and procedures posed on businesses in Zambia hence the need to adjust the Public Service Vehicle (PSV) driver license validity.

"The government understands the constraints that various licensing processes and procedures pose on businesses in Zambia and as proclaimed by the Patriotic Front government in our manifesto, it is our commitment as promised to all Zambians to ensure that we make doing business in Zambia more user friendly as well as reduce the cost," he said.

The Minister said the government had realized that the validity period for PSV driver license previously had negative impact on commercial drivers and business operators in the transport sector

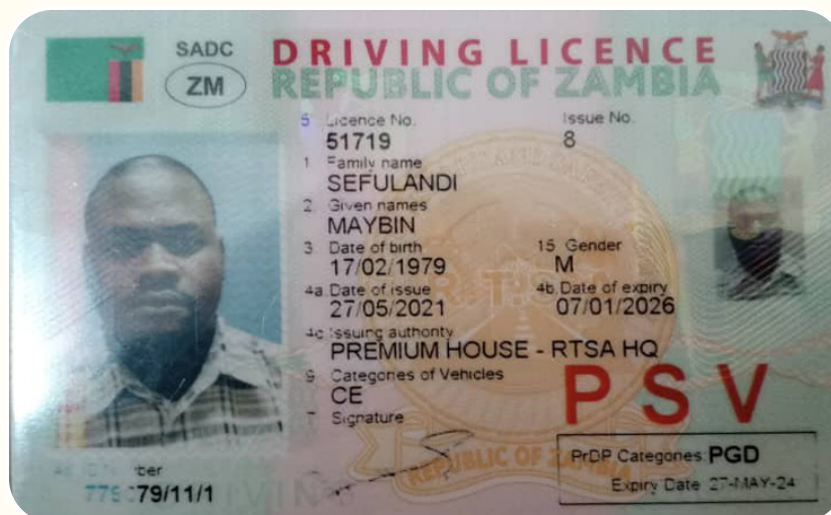
due to the cost involved in the renewal of the license.

"It is, therefore, for this reason that I am signing a Statutory Instrument which is being issued in order to align its provisions with those of the current Road Traffic Act No.11 Of 2002. The most notable change in the new Statutory Instrument is the extension of the validity period for PSV driving licenses from the current one year to three years," said Hon. Kafwaya.

Meanwhile Bus drivers in Lusaka said the extension would reduce on their expenditure and cost of doing business.

Costa Mwanza, a PSV driver operating from Kulima Tower Bus Station said the extension would give him enough time to look for money to renewal his license.

"One year was too short for most of us. Our business is tough because we have to fight for customers and renewing every year was costly. We thank the government for adjusting to three years because we will be able to prepare and look for money in good time. Life has become tough and the cost for renewal is high. Government has really helped us on this one," said Mr. Mwanza.



USE OF CELL PHONE WHEN DRIVING IS A SERIOUS OFFENCE



By Cynthia Michelo Phiri

The use of a mobile phone while driving has been listed as one of the major causes of Road Traffic accidents worldwide. The Use of a Hand held mobile phone whilst driving is a very dangerous undertaking which is not only an obstruction to the driver but puts a life risk on other road users.

With technological advancements, the use of mobile phones has been on the rise however, one must exercise proper and full control of their motor vehicle at all times to avoid crashes.

In that vein, it is recommended that hands free equipment is used when necessary even though it is also likely to distract one's attention. Motorists should find a safe place off the road to park and talk on phone when need arises.

Phone drive is a very serious traffic violation which is clearly stipulated in the Road Traffic Act No. 11 of 2002 Sect. 169. (1) which states that; "No person shall drive a vehicle on a public road : (a) While holding a cellular or mobile telephone or any other communication device in one or both hands or with any other part of the body; (b) While using or operating a cellular or mobile telephone or other communication device; unless such a cellular or mobile telephone or other communication device is affixed to the vehicle or is part of the fixture in the vehicle or is specially adapted or designed to be affixed to the person of the driver as headgear, and is so used, to enable such driver use or operate such telephone or communication device without holding it in the manner specified in paragraph

(a), and remains so affixed while being used or operated.

2) Sub subsection (1) does not apply to the following persons while driving in execution of their duties: (a) the driver of a fire-fighting vehicle; or

(b) The driver of a rescue vehicle or ambulance: Provided that such person drives the vehicle concerned with due regard the safety of other road users.

(3) For the purposes of this section-

(a) the word " headgear" includes for the purposes of this section a device which is specially designed or adapted to allow the driver to use a cellular or mobile telephone or other communication device in such manner that such person does not hold it in one or both hands or with any other part of the body, and which is connected to the cellular or mobile telephone or other communication device concerned, directly or indirectly, while being fitted to or attached to one or both ears of the driver; and

(b) The phrase "cellular or mobile telephone or any other communication device " excludes land mobile radio transmission and reception equipment.

(4) If a person drives a vehicle on a public road or other public place while making or receiving or conducting a telephone call using a hand-held cellular or mobile telephone or any other communication device in contravention of this section, that person commits an offence and is liable on conviction to a fine exceeding one thousand five hundred penalty units. #Be Road Smart.

MOTOR VEHICLE AND TRAILER REGISTRATION



By Mwape Sawasawa

Motor Vehicle Registration is the process of recording of vehicle and owner details onto the Motor Vehicle Register and the subsequent issuing of permanent number plates.

Every motor vehicle, trailer, semi-trailer and recreational vehicle when driven or moved upon the Zambian roads must be registered by the Road Transport and Safety Agency (RTSA). The following information applies to all of the above types of vehicles (i.e. trailers, motorbikes etc.)

It is important to register a motor vehicle for the following reasons:

1. By Law, it is illegal to drive an unregistered motor vehicle in Zambia.
2. For easy identification of your motor vehicle.
3. To access Road Tax and Certificate of Fitness.
4. To effectively contribute to the national economy through the payment of road user charges.
5. To protect your motor Vehicle from theft.
6. To access Full Motor Vehicle Insurance cover.
7. For easy tracking of the motor vehicle in case the vehicle is stolen.

In Zambia, there are two types of motor vehicle and trailer registration processes:

1. Temporary Registration for all motor vehicles and trailers imported from other countries.
2. Permanent Registration for all motor vehicles and trailers resident in Zambia.

TEMPORARY REGISTRATION

A Temporary Registration Permit (Temporary Registration) has an expiry period of 14 days from the date of importation of a second hand or new vehicle. The date of importation refers to the date of entry in Zambia. It is a requirement by law that all vehicles must be permanently registered within the validity of the temporary registration period.

The following documents will be required to temporary register a vehicle at the border of entry.

1. ZRA Customs Clearance Certificate

2. Receipts and invoices including the Bill's of lading as proof of purchase of the motor vehicle.
3. Person undertaking temporary Registration
4. A valid insurance cover.

PERMANENT REGISTRATION

This type of registration is done after the temporal registration. The registration of motor vehicles has been decentralized to all the RTSA stations in Zambia. All vehicles entering Zambia permanently must get permanent registration from any nearest RTSA stations.

GENERAL REQUIREMENTS FOR MOTOR VEHICLE REGISTRATION

In accordance with the Road Traffic Act No. 11 of 2002, the following documents are required for permanent motor vehicle registration:

1. Customs Clearance from Zambia Revenue Authority (ZRA)
2. Temporary registration papers from the RTSA issued at the port of entry.
3. Interpol Clearance certificate issued by the Zambia Police Service
4. Physical examination Report signed by a RTSA officer
5. Identity of the owner of the vehicle
6. Release order from ZRA
7. Bill of lading
8. Complete RTSA Application for Motor Vehicle Registration

After ascertaining the authenticity of the documents, vehicle and owner details are recorded onto the Motor Vehicle Register and Zambia Transport Information System (ZAMTIS)

When a vehicle is registered at any RTSA station in Zambia, the applicant will be issued with a permanent registration mark and registration certificate (WHITEBOOK), at no cost.

The applicant will therefore, proceed to the number plate manufacturer for the printing and affixation on the number plate onto the vehicle. The number plate manufacturers are private companies and are not part of RTSA. These will require registration documents in form of a whitebook to be produced before they make the number plate.

SAFER VEHICLES: A LEGAL REQUIREMENT, REDUCES RISK OF ROAD TRAFFIC ACCIDENTS

By Fredrick Mubanga

RESearch shows that road traffic accidents are not only caused by human error but also mechanical failure of motor vehicles and the state of the roads. Even though human error is often cited as a contributing factor in most vehicle crashes, the recent road traffic accident statistics report indicates a significant number of collisions in Zambia over the past years were caused by motor vehicles in poor operating conditions. Significant numbers of Public Service Vehicles (PSV) are among the critical and risk vehicles with multiple violations. This scenario has pushed the Road Transport and Safety Agency to over the years implement vigorous measures to enhance motor vehicle examination for roadworthiness.

Mechanical failure due to poor roadworthiness of a motor vehicle can also cause road accidents due to failure of breaks, locked steering wheel, tyre burst and any other failure that could be questioned as having instigated the car not to perform as normally. The state of the vehicle is the other cause of road accidents. Therefore, the need for safer vehicles on the Zambian roads is paramount in reducing the number of road traffic crashes. The RTSA as a lead institution in road safety management in Zambia is ensuring that there is no un-roadworthy vehicles on the Zambian roads through a well-structured screening method. Some vehicles are very old and un-maintained on the roads. Some vehicles have defects that could cause accidents. There should be no compromise when it comes to un-roadworthy vehicles being on the road. These are problems that regular vehicle inspections and maintenance may be able to identify before they become problems that cause or contribute to crashes.

The legal responsibility

Regular vehicle inspections and maintenance are the legal responsibility of any entity or person or owner or driver of a motor vehicle. It is an offence under the Road Traffic Act No.11 of 2002 for anyone to drive a motor vehicle on the public road without a valid Certificate of Fitness. Therefore, vehicle roadworthiness tests are compulsory in Zambia and establish technical suitability of the vehicles to be driven on public roads. The road worthiness test of motor vehicles and trailers, with the exception of motor cultivators, labour machinery and Public Service Vehicles (PSV) for the passengers and goods must be performed at least once a year. Public Service Vehicles for passengers are tested every quarter.

A roadworthy test must be carried out every year on vehicles over five years old. Vehicle roadworthiness tests can only be carried out by the Road Transport and Safety Agency. Failure to comply, or losing proof that the examinations have been carried out, may result in a fine of K300.00. It is the car owners' responsibility to make sure that the vehicle is tested when it is due. For motor vehicles or trailers that the road worthiness test established as qualifying for road transport, stickers are issued indicating the validity of the vehicle roadworthiness test.

How much does a road worthiness test cost?

All roadworthy tests cost K48.80 regardless of size or make of the vehicle. To find the nearest RTSA test center call the Agency Call Centre toll free line 983.

The Benefits

A comprehensive vehicle examination for roadworthiness makes a huge difference. Doing this regularly as provided by the law will save money and time later on, plus, you won't have to worry about being fined for not getting your vehicle examination for roadworthiness test done or other possible consequences for not doing so. The RTSA examiners follow a series of checkpoints to find out if the vehicle is safe enough to be on a public road especially on the highway. After all, highways call for faster speeds, and at higher speeds, any potential problem could lead to a tragic road crush if anything should happen to the motor vehicle.

What does RTSA check for?

A vehicle undergoes comprehensive testing to ensure that it is mechanically safe to be driven and that the following are in proper working order:

1. Tyres
2. Lights
3. Braking System
4. Chassis and structure
5. Fire safety Equipment
6. Exhaust system
7. Steering
8. Carbon Emissions test

The following should also be in a motor vehicle and may be checked.

1. Two warning triangles
2. First Aid Kit
3. Protective gloves

Failing the test

If a vehicle fails a test, it is vital that the repairs listed on the test paper are carried out as soon as possible. If the vehicle is submitted for retesting within one month, then a reduced fee is payable for the second inspection. Failure to comply with this deadline means the vehicle will undergo another test at full cost.

Proof of testing

When the vehicle has passed the test, a circular sticker is issued which is validity period of one year and must be displayed on the front window screen of the vehicle. It shows the month and year when next the test is due.

Inspection and maintenance costs vs. crash costs

Many may believe that fixing or replacing faulty equipment is more expensive and time consuming than inspecting and maintaining it, but that is far from true. In fact, when you take into account potentially increased insurance costs assessment fees, vehicle replacement costs and lost productivity, inspection and maintenance costs are small in comparison.

Act now

With all the factors that might possibly converge to result in a crash, regular vehicle inspections and maintenance are the most reliable and effective way to guard against a mechanical issue being a contributor, or a cause.

CORRUPTION AND ROAD SAFETY



By Mukela Mangolwa

The effect of corruption is not only a loss of state revenue. When corrupt officials allow motorists who speed, or who are driving vehicles that are not roadworthy, to proceed with their journey, the consequences for other road users are potentially disastrous. A breakdown in public trust of the integrity of traffic officials is also likely to result in an increase in lawlessness among road users.

A number of situations can be cited where the probability of corruption may manifest in the field of traffic enforcement and road safety.

Bribes are often demanded in situations where road users have committed an offence such as speeding, overloading, or driving unlicensed or roadworthy vehicles. Bribery in these instances may be used to ensure that the offender escapes a stiffer penalty (i.e. a bribe is requested when the alternative is to pay a legitimate fine of double that amount).

The most commonly paid bribe could be for traffic fines, driver testing and licensing irregularities.

We all understand that the dangers of corruption and the threat that this pose towards road safety. The RTSA puts a high priority on coordinated action in all the key areas of road safety: law compliance, driver fitness and training, vehicle condition, fleet regulation, overload control, and community road safety education.

The Government has shown commitment to the fight against corruption by establishing Integrity Committees in all public institutions including the RTSA. The committee has been tasked with a number of functions; among them to develop and implement the Annual Corruption Prevention Action Plan, spearhead and facilitate corruption prevention activities within the Agency, receive complaints of unethical nature and provide redress as well as promote transparency and conduct integrity training. In addition to reducing fraud and corruption, as a result of the committee's activities there are fewer drivers

on our roads with licences that were issued fraudulently. Vehicle testing and safety has also become a top priority for the RTSA, as demonstrated by the introduction of automated testing equipment and mobile licensing activities across the country.

The RTSA has also continued to enhance partnerships with media institutions through community media publicity programmes. Other Strategies to include the community in the fight against corruption include the establishment of the National Traffic Call Centre Managed by the Agency. The purpose of the Call Centre, as identified in the RTSA Strategic Plan is to, with the assistance of commuters and road users in general, amongst others identify fraud, bribery and corruption in traffic management, control and law-enforcement. The Call Centre also continues to play a cardinal part in managing emergencies on the roads.

In the long term, the public need to believe that their actions will result in speedy investigations and when appropriate, prosecution and conviction. One way of doing this is to inform citizens of convictions achieved as a result of information provided by whistleblowers. It is for this reason that the Agency publishes information through the media relating to convictions secured through the courts of law. As long as there is no respect for the rule of the laws of the road, the road will be an unsafe place. It is important for all road users to be aware of the dangers of corruption – and not to endorse corruption through their own conduct. Corruption not only is to be found in the actions of the official who asks for or receives the bribe or benefit – but also on the part of him who offers the bribe.

For comments and reports, write to the RTSA integrity Committee Secretariat

RTSA Head Office
P.O Box 32167
Lusaka
Email: rtsaic@rtsa.org.zm
Hotline 0955 333098

DRINK DRIVING PREVALENT AMONG YOUNG MOTORISTS



An RTI breathalyses a suspected drunk motorist.

By Mukela Mangolwa

Drink driving is one of the major causes of road traffic accidents in Zambia. This has, in many cases resulted in fatalities and injuries of many people, to a degree devastating to their quality of life.

In this modern society, it is fast becoming a fashionable trend for young adults, even under aged children whose parents are often financially privileged especially in urban areas, to drive under the influence of alcohol.

Young people may be accounting for the highest percentage of the statistics relating to drunken driving accidents because they tend to be relatively inexperienced drivers and relatively inexperienced consumers of alcohol.

They often have a false sense of invincibility when they get a chance to drive on the roads and the new experience makes them feel immortal especially after consuming alcohol; and they are more likely to take drugs.

It's important to realize that inexperienced drinkers become intoxicated with much less alcohol than

do experienced drinkers and are much more likely to have traffic accidents after consuming even small amounts of alcohol.

Even a single drink would cause an inexperienced drinker to be excited and feel untouchable on the road.

Early alcohol use affects pre-teens in profound ways. Alcohol use decreases concentration, attention, and memory retention, which all affect the way a person drives. In young people, even academic achievement is affected.

Alcohol also impedes the healthy development of social, emotional, and physical skills which children need in order to develop self-confidence and self-esteem. Early users put themselves at high risk for a variety of health and safety problems including road traffic accidents.

Adolescent alcohol use and abuse is a serious problem and is complicated by the social acceptability of alcohol, poor adult role models, ambivalent attitudes, and other social and health problems which are intricately interrelated.

The self-destructive consequences of alcohol abuse in relation to traffic accidents, poor academic achievement, juvenile delinquency, and crime, plead for a solution.

There is need to educate young people about the effects of alcohol and to help them develop the skills which they need for self-protection.

Children should be taught that they are ultimately responsible for their choices and parents should provide support as they are deciding.

Educational efforts must take into account the connection between alcohol abuse and accidents, among the teens especially in this society where alcohol use is very traditional and acceptable.

The circular cause-and-effect relationship of alcohol with other health, safety, and social problems indicates the need for prevention programs which utilize a wide variety of community resources. Such programs can rely on parents, children, teens, and adults to work cooperatively to set a new trend on reducing accidents as a result of alcohol among young people.

Social Pressure is very effective in reducing drink driving. Never condone or approve of intoxication. Intoxicated behavior is dangerous and never amusing.

Don't ever let your friends drive after drinking. Take away their keys, have them stay the night, have them ride home with someone else, or do whatever else is necessary - but don't let them drive!

And parents should never allow their children who are underage or without valid driving licences to drive their cars especially after a social event where there is a possibility they could have taken some alcohol.

Remember it is an offence under, section 157 (1) of the Road Traffic Act No. 11 of 2002 to drive a motor vehicle under the influence of intoxicating liquor.

Be road smart –life is precious.



RTSA COLLECTS K17 MILLION FROM THE ONLINE PAYMENT SOLUTION

By Roy Habaalu

The Road Transport and Safety Agency (RTSA) has collected a total of 17 million Kwacha under the Government Service Bus (GSB) with support from the Ministry of Finance and Smart Zambia Institute.

RTSA Director and Chief Executive Officer, Mr. Gladwell Banda, said the Agency had recorded an increase in the number of clients using the online payment platform which had resulted in eliminating queues at RTSA Service Centres.

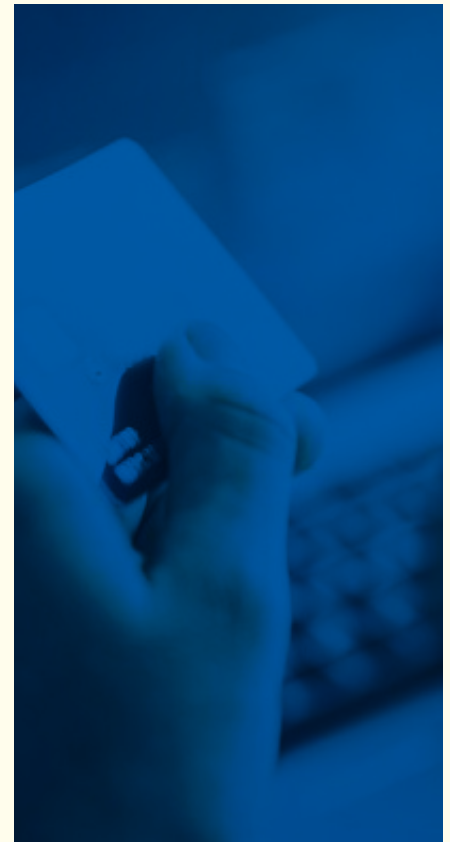
"We have recorded a total of 25,000 new users under the Government Service Bus from the time the online platform was initiated in May 2020. The increase in revenue collection and new users can be attributed to the countrywide publicity, sensitization and registration exercise for general citizens on the Government Service Bus (GSB) and Payment Gateway System that government had undertaken through the Ministry of Finance, Smart Zambia Institute and RTSA," said Mr. Banda.

He stated that the countrywide publicity and registration exercise was part of the initial roll-out to the public of the digital services developed on the Government Service Bus for the RTSA to enhance service delivery.

Mr. Banda said the RTSA remained committed to implement measures to improve government service delivery and enhance non-tax revenue collection efficiencies, the digitalization of public services and automation of revenue collection as a priority under the Seventh National Development Plan 2017-2021.

He explained that the implementation of the Government Service Bus had resulted in improved efficiency, accountability, improved transaction accounting, increased revenue collection, and ultimately improved service delivery to the general citizenry under the RTSA.

In 2019, Cabinet approved the project to create an e-government platform to unify all revenue collecting institutions by creating one payment gateway for all revenue collecting institutions.



HOW TO ACQUIRE A DRIVER'S LICENSE



By Julie Kalwani

All persons wishing to drive on the Zambian roads are required by law to be licensed by the Road Transport and Safety Agency (RTSA), and vehicles they drive are required to be roadworthy.

It is a requirement by law, for anyone who drives a motor vehicle to be a holder of a valid driver's license which should have the appropriate class of a motor vehicle being driven. The age requirement for a motor vehicle driver's license is 18-years and over. This is subject to Part V of the Road Traffic Act NO. 11 of 2002.

Every person who wishes to learn how to drive must obtain a Provision Driver's License issued at a fee of k105.00.

In order to do so, the applicant must undergo and pass a theory test at no fee. The applicant must have a medical report from an authorized medical institution and have Proof of Identification (National Registration Card, Diplomat Passport, Zambian Passport or Refugee ID).

A person issued with a provision driving license shall whilst driving a motor vehicle at all times be under the supervision of a person who is in possession of a valid license. Further the "L" plates symbolizing a learner driver must be displayed on such a motor vehicle. This license is only valid for 3 months.

After acquiring a provisional license, the applicant can book for a driving test provided the provisional license is within the three months validity period from the day of issue. The class of your driver's license will depend on the motor vehicle that you provide when being tested. Driving tests are conducted by RTSA examiners to qualify a learner driver to obtain a driver's license at a fee of k78.00.

Upon successful completion of the driver's test, the candidate will be issued with the Driver's License Card instantly at a fee of k130.00.

Driver's licenses are valid for a period of five years after which they have to be renewed at a fee of k279.00

MY HUSBAND KEEPS ME GOING-PRECIOUS

By Thomas Shula

KKNOWN to her workmates as Bana Mapalo, Precious Musenge, a mother of three, two daughters and one son, says she has managed to combine her roles as a mother and a Road Traffic Inspector (RTI) because of her supportive and understanding husband.

Precious starts her day around 03:30 hours weekdays, as she has to prepare her children for School and also ensure her husband and herself are ready for work in time.

She reports for work at 07:30 and officially starts her duties at 08:00 hours at the Road Transport and Safety Agency (RTSA), Dedan Kimathi office along Dedan Kimathi Road, in Lusaka.

"I am usually the first person to wake up and the last one to go to bed around 22:00 hours weekdays. It's not easy being a mother and an RTI because there are times when you are called for duty at awkward hours. My husband is always there for me most of the times. He is supportive of my work and keeps me going. Imagine your wife being called for work in the late hours of the night? Not all men can understand especially when we are conducting special operations but he understands. When I joined the Agency my first child was a week-old but because of him and my supportive supervisors, I pulled through," she explains.

Precious, soft spoken but firm on duty says her job entails record updating, monitoring enforcement operations for Lusaka Province.

Other duties include attending to court cases, educating traffic offenders and ensuring that all traffic related offence cases are properly recorded and stored.

"On average, I attend to about 40 clients in a day and some of the most common offences are dangerous driving and driving a motor vehicle with expired road tax."

She says she is ready for work at any given time of the day.

Precious, a former employee of Konkola Copper Mines (KCM), on the Copperbelt Province in the Safety Health and Environment department narrates that her background motivated her in joining the RTSA.

She says her interest has always been to save people's lives and offer education on the safety of their lives.

"I like to help people and when there are no accidents, I am exceedingly happy, but when we record a fatality I am heartbroken because we are losing productive human resource and this affects the growth of our economy," she



adds.

Asked how she deals with aggressive and non-compliant motorists, Precious says; "Always keep your calm. Male motorists in particular can be arrogant towards women because they think we are a weaker sex. I show them that I am in charge and control and execute my duties in accordance with the law."

She explains that one needs to be patient particularly with drunk motorists who are mostly aggressive.



Road Smart
Life is Precious