

PIARC TECHNICAL COMMITTEE 3.1
ROAD SAFETY 6TH MEETING, LOME 9
– 13 OCTOBER 2006



INTRODUCTION

- The Traffic Safety Council of Zimbabwe Act (Cap 13:17) 2002 gave birth to the Council to basically coordinate the three pillars of road safety work i.e.. Education, Enforcement and Engineering while all have the ultimate goal of eliminating road traffic accidents through safe road usage practices.

ROAD TRAFFIC SAFETY DEFINED

- We have defined road traffic safety as “ ***The systematic, collective and national effort that is aimed at ensuring the greatest degree of safety for the road user***”. (Dean 1981:9)

TSCZ'S VISION

- ***“To become the regional leader in continuously reducing deaths, injury and property damage caused by road traffic accidents”.***

TSCZ'S MISSION

- ***“ To promote road traffic safety through road safety education, training, and research in co-operation with other stakeholders”.***

TSCZ'S CORE VALUES

We uphold the following values:

- Treatment of customers, staff, Board and other stakeholders in a courteous and respectful manner.
- Teamwork, honesty and integrity

TSCZ'S CORE VALUES

- A learning organization,
- Innovative leadership through Total Quality Management.
- Provision of quality products and services.
- Service excellence.
- Performance management using the Results Based Management (RBM).

SITUATIONAL ANALYSIS

MACRO-ENVIRONMENTAL ANALYSIS (PEST)

EXTERNAL ENVIRONMENT

- Political
- Social Factors
- Economic factors
- Technological factors
- Other factors.

MICRO-ENVIRONMENTAL ANALYSIS (SWOT)

■ *INTERNAL ENVIRONMENT*

- Strengths.Threats.
- Weaknesses
- Opportunities

KEY SUCCESS FACTORS (KSFs)

- Partnerships- synergies with other Es (Education, Engineering and Enforcement) of road traffic safety work.
- Accountability – sharing responsibility for results.
- Transparency-observance of in class corporate governance practices
- Resources – human, financial, material and equipment. The emphasis is on effective and efficient allocation and optimal use of resources.

STRATEGIC OBJECTIVES OF THE TSCZ

- To continuously reduce the number and costs of road traffic accidents in Zimbabwe.
 - Co-ordinate with critical stakeholders in road traffic accident prevention programmes at national, provincial and district levels.
- Provide quality products and services.
- Develop a human resource base that meets the Council's new thrust, challenges (vision and mission).
- Create a conducive environment for the attainment of organisation objectives with stakeholders' collaboration.
- Monitor and evaluate road traffic safety programmes.

STRATEGIC OBJECTIVES OF THE TSCZ


- Mobilize resources for sustainable road
- traffic safety programmes, i.e. an inspired financial management reportage to aid Management and the Board of Directors to make informed decisions, instill financial discipline in managers and employees, and to promote transparency and accountability.

ACCIDENT SITUATION IN ZIMBABWE

YEAR	TOTAL REPORTED	PERSON KILLED	PERSON INJURED
1997	43 086	1 307	17 906
1998	56 433	2 152	25 984
1999	51 219	1 858	23 722
2000	40 316	1 433	18 105
2001	39 841	1 399	18 153
2002	41 753	1 871	20 419
2003	78 481	3 549	37 144
2004	37 596	1 771	17 577
2005	36 390	1 291	18 531

ECONOMIC BURDEN OF RTA'S

- Traffic accidents occupy second place to HIV/AIDS as a major cause of deaths and injury.
- It costs about 2% of GDP in developing countries.
- Specialized people in (26-45 years) age group, who are difficult to replace.
- Vehicle owners want to keep their vehicles in usable condition but there are no spare parts.
- Injuries are often permanent because of limited emergency trauma management facilities after the accident.



Most casualties are pharmacists, nurses, doctors, engineers other professionals, senior civil servants and technicians mainly because they have access to vehicles (these are the most useful to the development of any country).

About 30% of patients at the St Giles Rehabilitation centre are a result of RTAs.

About 60% of people needing artificial limbs are a result of RTAs.

INDIRECT COSTS

- Loss of income if one was gainfully employed.
- Home renovations e.g. bathroom, toilet, step, bed, etc to cater for wheel chair users.
- Life span of little or no sexual activity (marriages have broken up or strained).
- Most quadriplegics are a result of RTAs.
- Sterilizers, gloves, wheel chairs need forex to procure.
- Dignity is taken away.
- Relocations where necessary.
- A lot of money needed and personal aides.
- Live expectancy is reduced by 2 years after discharge from hospital because of lack of, or inadequate care.

COMMON INJURIES FROM RTAs

- About 50% spinal injuries e.g. paralysis of the lower limbs (paraplegic).
- About 20% head injuries e.g. disorientation because of head bashing.
- About 20% fractures e.g. arms, legs and ribs are occasioned by RTAs.
- About 20% amputations I.e. loss of limbs are also a result of RTAs.

What are the major causes of accidents?

- ***HUMAN FACTOR ± 85%***
- Misjudgment , Inattention,
- Excessive speed, Drugs or drinks,
- Negligent passengers, Fatigue,
- Illness, Failure to give way,
- Overtaking error and Reversing error.

What are the major causes of accidents?


- ***ROAD CONDITIONS $\pm 5\%$***
- Poor road signs or conditions
- Environmental factors.
- ***DEFECTIVE VEHICLES $\pm 10\%$***
- Defects in the (9) vehicle systems e.g.
- Communication, Steering, Coupling,
- Body, Instrumentation, Wheel system,
- Structure, Propulsion and Braking.

PARTNERS IN IMPLEMENTATION OF COUNTERMEASURES

- Ministry of Transport and Communications: ZINARA-Dept of State Roads (DoR).
- Education: Ministry of Education
- Ministry of Home Affairs: Enforcement-ZRP enforces the Road Traffic Act.
- Health: Post crash support, care and trauma management.
- Ministry of Local Government-Local Authorities: DDF; Civil Protection; Ambulance Services and Emergency Services.


ACHIEVEMENTS

- Continuous reduction in annual statistics of RTA from 2003 to date.
- Traffic safety education in pre-schools, secondary and college institutions in taking place and training syllabi have been distributed.
- 17 604 drivers completed Defensive Driving Courses (DDC) to date.
- Upgrading of standards of drivers through provision of an instructional syllabus (the Student Handbook which is based on SAD Instructional Manuals).

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- Provincial exhibitions in all provinces, Harare Show and ZITF.
 - Driver of the year competitions (DOTY) are now an annual event at the provincial level, national level and SADC.
 - Affiliation to international bodies e.g. World Road Association's Technical Committee on Road Safety PIARC TC 3.1, participate in the UNECA initiative on Improvement of Road Safety in the Beira Corridor.
 - TSCZ is a member of the Global Road Safety partnership (GRSP).
 - Spearheading the *SAFETY first Brand into which diverse corporates interested in supporting road traffic safety as a social responsibility can fit in.*


MAJOR CHALLENGES


- Tariff charges take long to be approved by Government.
- Council needs vehicles for monitoring of driving schools; and state of the art training equipment.
- Outreach campaign programme are being affected by shortage of vehicles and fuel shortages.

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- Review of road traffic legislation to take into account new fines which can be a deterrent to traffic offenders.
 - Localise road traffic safety education programmes at the village, district and provincial levels (decentralization).
 - Evasion of remittance of traffic safety levy by Insurance Brokers and Companies; coupled with the fact that due to economic challenges facing the nation many vehicles are being driven around with inadequate insurance or none at all.

MAJOR CHALLENGES

- Capitalization of TSCZ: Council needs to buy offices for its Head Offices in Harare and other Regional Offices to house Harare staff, Bulawayo staff and Masvingo staff. Currently Council has offices of its own only in Gweru and Mutare.
- At a Road Traffic Safety Review Workshop held at St.Lucia Park: Harare; 20-21 July 2005 it was observed and agreed that the (3) three most important strategic gaps and solutions prioritized by stakeholders to turn around the road traffic situation in the country were:
 - Coordination;
 - funding; and
 - Enforcement.

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- (i) it was recommended that the Minister of Transport and Communications appoints a Road Traffic Safety Authority headed by a Road Traffic Safety Commissioner – General and a Secretariat;
 - (ii) A Road Safety Fund be set up to fund road traffic safety programmes;
 - (iii) The Road Traffic Safety Authority be given legal powers to regulate, coordinate, control, enforce and audit road traffic safety and demand action and accountability for interventions from the relevant stakeholders;

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- The Authority's Board or Co-coordinating Committee comprise key sector stakeholder managers or senior officials mandated with authority and power to make decisions on behalf of their sectors in all committee undertakings; and
 - The Road Traffic Safety Fund should have sustainable source stream of funds from, the carbon tax; new number plates fund; and a percentage contribution say 5% on all vehicle and driver licencing transactions. This should also include a percentage from toll fees the road access fund recently introduced.