



ANNUAL REPORT

JANUARY-DECEMBER 2022

Uganda Road Accident Reduction Network Organization (URRENO)

Plot No. 1001, Ggaba Road, Nsambya, Susie House,

P. O. Box 10623, Kampala – Uganda, Office Tel: 0414 696 074/ 0772 409 075

Email: urreno@gmail.com / Website: www.urreno.org

URRENO

ANNUAL REPORT

January-December 2022

Consolidating our strategic progress

2022 was an important year in our strategic journey. We concluded our strategic planning period 2018-2021, guided by our development ideology of “Promoting safe road environment and Advocating for road safety management, safe road users, safe roads, safe vehicles and post-crash responses”.

A review of this planning period was commissioned at the close of 2021, preceding the development of a new strategic plan.

Our mission to serve continues and “Consolidating our strategic progress” thus far became a core focus for the closing term, while looking ahead to commence the new strategic planning period, 2022-2026.

CONTENTS

1. Message from Executive Director	4
2. Our Mission, Our Vision, Our Core Values.....	5
3. Our Programs.....	6
4. Our road safety activities of 2022.....	9
4.1. Activity report for road safety awareness raising for school children.....	9
4.2. Launching of the advocacy to the Speed Limit Legislation Report.....	10
4.3. Sensitization of PSV drivers.....	12
4.4. Advocacy programs for Helmet use & Drink driving Regulations.....	14
4.5. Project completion workshop (Helmet use and Drink Driving Project)	16
5. Challenges in promotion of road safety.....	20
6. Conclusion.....	20

1. Message from Executive Director



It is an exciting moment for us to reflect on what URRENO has gone through during the year 2022. It has been a year of expanded visibility nationally and internationally. Despite the effects of COVID-19, URRENO has registered a number of successes in attracting global patterns, encountered challenges and learnt a lot of lessons in its working environment. This year has seen us supporting our government (Ministry of Works and Transport) in strengthening road safety regulations including Helmet use, BAC limit, Speed limit, finalization of Incubator road safety project and Training of five National Teaches Colleges in Occupational Health and Safety. URRENO also teamed up with Ministry of Works and Transport to implement “Strengthen Road Safety Management for evidence-based intervention through reliable road crash data, building capacity in research, monitoring and evaluation”. The proposed project shall establish strong linkages with the existing road accident database by upgrading its system and management through improving data collection methods, data entry, database management, data analysis, storage and ownership. URRENO is extremely happy to team up with Government to execute road safety project which is a sign of confidence building.

URRENO and a number of road safety Civil Society Organizations came together and established a coalition called Road Safety Advocacy Coalition-Uganda whose vision is to be a leading umbrella organization promoting road safety initiative in Uganda and beyond and its mission is to promote a safer road environment through research, advocacy, and dialogue with the key stakeholders. Mr. Fred Tumwine is the current Chairman of the coalition. URRENO remains committed to working with other partners to champion and realize road safety in Uganda and beyond. In this regard, collaboration and support of like-minded grassroots actors, national organizations, state agencies and ministries remain very vital.

URRENO exists because the road toll speaks louder than we can ever imagine. It's etched in the numbers of lives lost, dreams shattered, and futures stolen away. It's a reality that compels us to rise, to unite, and to channel our energies towards advocacy, education, and policy change. We exist because we refuse to let the roads be a place of despair; instead, continue to envision them as redeemable pathways critical for economic growth and development of our country. This is precisely because of the role safe roads play in transportation, trade, employment and revenue generation.

With a sombre heart and an unwavering spirit, I welcome you to join hands and fight road crashes on our roads.

A handwritten signature in blue ink, appearing to read 'Fred Tumwine', with a long horizontal stroke extending to the right.

Tumwine Fred Nkuruho
Executive Director

2. URRENO's Vision, Mission and Objectives

2.1 Background

URRENO is a legally registered Company Limited by Guarantee and NGO at the vanguard of promoting road safety through awareness-raising, training, advocacy and research and it is one of the leading and most comprehensive road safety organization in Uganda. The governance and management of URRENO is according to its Constitution and the Annual General Assembly which is the supreme governing body of the organization. At policy level, there are Board of Directors composed of dependable and professionally cherished and experienced public figures.

2.2 URRENO Governance and Management

The governance and management of URRENO is according to its Constitution and the Annual General Assembly which is the supreme governing body of the organization. At policy level, there are four Board members composed of dependable and professionally cherished and experienced public figures. At the Management/Technical level, there is a professional team of well trained and experienced practitioners in the areas of engineering, statistics, law, communication, sociology, research, policy & planning, Monitoring and Evaluation, education, finance and health. This team is composed of permanent, part-time and volunteer staffs headed by the Executive Director (ED).

2.3 Our Vision, Mission and Objectives.

Vision

A lead agency in accident prevention, contributing to a major reduction of the injury burden in Uganda

Mission

To reduce the incidence and impact of road crashes through training, advocacy, research and implementation of traffic and road safety interventions.

URRENO's Objectives

1. To increase awareness of road safety among school children, drivers, motorcycle users and the general public through training and sensitization;
2. To enhance safety and health compliance through research, inspection and road safety auditing;
3. To advocate for safer roads, Safer vehicles and Safer people through engaging with policy makers, implementers, Civil Society Organisations, Business community and end users;
4. Promote Medicare, rescue services and rehabilitation of accident victims so as to minimize impact of serious injuries and death.

3. Our Programs

a. Road Safety Education

URRENO has considerable experience in implementing road safety education and awareness campaigns in Uganda both in rural and urban areas. URRENO in partnership with Transport Research Laboratory (TRL) and the National Curriculum Development Centre (NCDC) developed and fully incorporated road safety education into the primary school curriculum from Primary 1 up to Primary 4 classes as part of Uganda's National Road Safety Action Plan with funding from World Bank. After incorporating it into the primary school curriculum, URRENO then rolled it out in 180 Primary schools with funding from European Union and UK AID. URRENO has not only shown the benefit that can stem from road education to children, but has also helped develop and published resource materials to help schools continue this valuable work. To empower children to manage their road safety issues, URRENO has continuously established and strengthened Road Safety Clubs in schools. URRENO also implemented Safer School Zone Project in Uganda targeting two primary schools as a pilot project. This project was a Star Rating for Schools which combines an easy-to-use School Assessment Android tablet app and a Global Reporting for Schools web application. URRENO has also recently implemented Incubator Road Safety Project whose purpose was to contribute to the reduction of road crash death and injuries of Ugandan school going children to more than a half by 2030.

b. Development of Information, Education and Communication Resource Materials

Resource materials contribute much in imparting knowledge and skills during training and sensitization programs. Since 1997 to date, URRENO has been developing, designing and producing road safety resource materials targeting school children, riders, drivers (taxis, buses and trucks) and general public based on her experience and expertise. The resource materials which URRENO has been producing include; booklets, posters, brochures, videos, profiles, fliers, etc. An example is when URRENO teamed up with Transport Research Laboratory (TRL) and National Curriculum Development Centre (NCDC) and produced teachers guide, resource books, pupils' texts, 9 series of poster and chart, copies of road safety DVDs for primary schools.

c. Road Safety advocacy

Despite the amendment of the Traffic and Road Safety Act, 1998 (Amendment) Act 2020, the road crashes remained unabated thus the need to fill the identified gaps within the regulation for effective enforcement and management. In regard to the above, URRENO supported Ministry of Works and Transport to strengthen helmet use and drink driving regulations through advocating for legal reviews, harmonized policy reform, effective enforcement and public awareness for more reliable and sustained compliance. The Government now has gazetted the new helmet use and drink driving regulations. Currently, URRENO is implementing the "Strengthening Seatbelt and Speed management regulations through legislation reviews, advocacy and public awareness raising project." In order to get support for funding road safety in Uganda, URRENO carried out road safety advocacy targeting members of Parliament, Ministry of Works and Transport officials, Ministry of Education and Sports officials and Development partners; Minister of Education and Sports and the Prime Minister. Out of this advocacy, the

Prime Minister directed the Minister of Works and Transport to start budgeting for Road Safety Education in the subsequent financial years.

d. Road Safety Sensitization and Awareness Campaigns

Road safety sensitization and publicity campaigns, with specific messages aimed at key target groups are useful for informing road users and for changing their attitudes and behaviours. With its expertise, URRENO has accomplished a number of sensitization and awareness projects which include; Kampala Urban Traffic Improvement Project in which URRENO carried out a road safety sensitization in the five Divisions of Kampala Capital City Authority to improve road user behaviours in the city. URRENO also implemented a radio road safety program on Record Radio FM 97.7 aired every week from 5:00 to 6:00 PM every Thursday. The program was aimed at educating listeners on safe road usage targeting mainly Boda-Bodas, Tax drivers and school going children. The program involves phone in, radio presentation and talk shows. URRENO also developed and produced a Highway Code which was made up of modules – with a core module on rules of the road and signs, plus shorter modules for each of the different road user for guidance. After reviewing the “old” Highway Code (which was out-of-print) and a number of Codes from other countries an initial stakeholder pre-planning workshop was held to decide on the format of the new code.

e. Road Safety Curriculum Development

URRENO has vast experience and expertise in developing curriculum in Uganda. URRENO in partnership with TRL and the NCDC developed and fully incorporated road safety education into the primary school curriculum from Primary 1 up to Primary 4 classes as part of Uganda’s National Road Safety Action Plan. After this pilot study, the road safety curriculum was incorporated in the primary school syllabus and became a Government policy to teach road safety in primary schools. In addition, URRENO in partnership with TRL developed a training curriculum for Learner Drivers. This task started by conducting case studies of what was being taught to learner drivers in Uganda. A survey sampled different types of driving schools, and covered Kampala, Mbarara, Jinja and Tororo. This was followed by holding a Workshop that aimed to understand the concerns of driving schools (and the Police), to identify what currently works and what doesn’t, and try and get agreement on the key issues to be resolved. The team also looked at driver training programs and materials from other countries in order to learn from best practice. We also carried out training curriculum for Driving Instructors. Having determined what (and how) was to be taught to learner drivers the project then looked at what needed to be taught to driving instructors. The case study survey referred to above provided information on current practice made it possible to assess instructor skills and knowledge. An Instructors Workshop was held in order to understand their concerns and get their views on the way forward.

f. Driver Training

Driver training plays a big role in the management of road safety in any country. Considering her experience and expertise, URRENO and TRL developed training curriculum for both Learner drivers and driver Instructors. Since then, URRENO has been involved in bus and taxi driver trainings and also motorcycle riders’ trainings in urban centers and rural settings. An example is

the one-year commercial motorcyclist (Boda-Boda) road safety training project with funding from the World Bank Small Grants Program. The project covered Nakawa Division one of the divisions of Kampala City.

g. Road Crash Data Management

One of the main challenges being faced in Uganda is implementation of road safety measures to address this carnage that are not evidence based, not well researched and a lack a monitoring and evaluation framework. Having seen that challenge, URRENO in partnership with Ministry of Works and Transport sought funding from UN Road Safety Fund to implement “Strengthen Road Safety Management for evidence-based intervention through reliable road crash data, building capacity in research, monitoring and evaluation project”. Previously, URRENO had teamed up with TRL and executed the upgrading of the road accident database for more effective, targeted program of action on road safety. The objective was to develop and get working a new, improved accident database that was jointly owned and maintained by the Uganda Police, Road Agency Formation Unit (which is currently UNRA) and the Ministry of Works, Housing and Communications.

h. Television and Radio Road Safety Programs

Since it was established, URRENO has been involved in publicizing road safety activities on different media channels. One popular TV program was “**I AM ON THE ROAD**” which was a children TV program that covered; The road; Traffic; Walking besides the road; Walking together; Crossing roads; Road hazards; Safe routes to and from school and cycling to school and Road safety club activities. It was sponsored by Barclays Bank Uganda and ran on Uganda Television for a year. It was voted as the best children TV program of the year, 1998.


URRENO also implemented a radio road safety program on Record Radio FM 97.7 aired every week from 5:00 to 6:00 PM every Thursday. The program was for six months and it was aimed at educating listeners on safe road usage targeting mainly Boda-Bodas, Tax drivers and school going children. The program involves phone in, radio presentation and talk shows.

4. Road Safety Activities of 2022

4.1 ACTIVITY REPORT FOR ROAD SAFETY AWARENESS RAISING FOR SCHOOL CHILDREN.



ACTIVITY REPORT FOR ROAD SAFETY AWARENESS RAISING FOR SCHOOL CHILDREN.

Activity	Supporting Railways Children P/School (School Teachers / surrounding Communities, Learners) to sign a Speed Limit Petition.						
Activity Objective:	To support Railways Children P/School (School Teachers / surrounding Communities, Learners) sign an advocacy petition for safer school zones.						
	Date(s) activity was conducted	Venue	Attendance (Numbers)			Compiled by:	
	January-March 2022	Railways Children P/School	Male	Fem	Total	Anita & Wilfred	Date Report compiled
			20	27	47		2nd/03/2022
Activity implemented /organized by;	URRENO; Anita & Wilfred						
Methodology used:	<ul style="list-style-type: none"> An engagement approach was used, where a discussion with the stakeholders was held prior to the petition signing process. Then the 02 staff from URRENO guided the signing process. 						
Achieved Outputs from the event	<ul style="list-style-type: none"> The petition signing process of the target stakeholders (School Teachers / Surrounding communities, & Learners) was successfully done. <i>Attached is a copy of the petition:</i> <div style="text-align: center;">  CHILDREN PETITION FOR SAFE MOBILITY II </div>						
Key issues still emphasized	During the petition signing process; School children, community members, and teachers reiterated the road safety prevailing gaps as follows, among others: <ul style="list-style-type: none"> The need for enforcement of 30km/hr speed limit around school zones was long overdue. 						

	<ul style="list-style-type: none"> ✚ Improving of signages around schools e.g., school-ahead, zebra crossing; Zebra crossing is worn-off / invisible, so requires repainting. ✚ Need for decongestion of the Gabba road; encroached on by the carpentry business ✚ Need to control over-speeding of boda boda riders and other motorists along the road.
Conclusion / Observations / Outcomes	Stakeholders generally demonstrated improved perception of the need for initiatives that lead to reduction of crashes, fatalities and injuries along the school zones; hence they signed a petition for lowering the speed limit from 50km/hr to 30km/hr as one of the key initiatives.

HOVITA staff/URRENO staff with pupils pose for a photo at Railways Children Primary School



A URRENO/HOVITA staff answers a few Road safety questions from pupils at the H/Master's request.




4.2 LAUNCHING OF THE ADVOCACY TO THE SPEED LIMIT LEGISLATION REPORT.



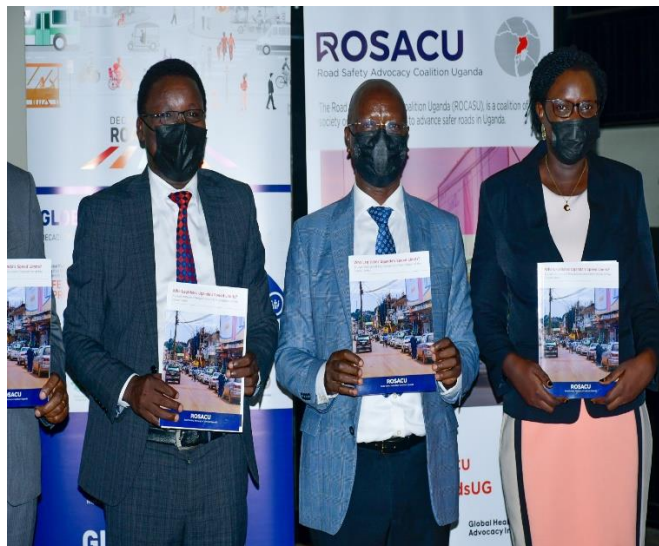
URRENO - ACTIVITY REPORTING TOOL

Activity: (Activity name / title)	Launching of the advocacy to the Speed Limit Legislation Report.						
Activity Objective:	To participate in the "Launching of the Speed Limit Legislation Report", expressing collective solidarity with agencies that champion Speed Limit reduction in Uganda. <i>Pupils signing a speed reduction petition</i>						
	Date(s) activity was conducted	Venue	Attendance (Numbers)			Compiled by:	
	01/03/2022	Mestil Hotel - Nsambya	Male	Fem	Total		Date Report compiled

		Wilfred Magezi	06 th /04/2022
Purpose of the activity <i>(Why was the activity carried out?)</i>	To express Solidarity and Commitment, with HOVITA and ROSACU in the continued advocacy for Speed Limit reduction (from 50 – 30K) on Ugandan roads.					
Activity implemented /organized by;	ROSACU (Road Safety Action Coalition Uganda): its current members are; URRENO, HOVITA, Safe Way Right Way, CEPA, and ACME.					
Methodology used: <i>(Procedure of doing the activity)</i>	<ul style="list-style-type: none"> ▪ The Launch was characterized by short speeches and an interactive plenary discussion; with the key discussants being the; <ul style="list-style-type: none"> ➤ Commissioner Transport and Safety regulations ➤ MPs from Parliamentary Forum for Road Safety ➤ Representative from the Uganda Traffic Police ✓ These guided the interactive plenary discussion ▪ Various speakers including: <ul style="list-style-type: none"> ➤ Director – Transport representing Minister of Works & Transport ➤ Commissioner Transport and Safety regulations ➤ MPs from Parliamentary Forum for Road Safety ➤ GHAI Coordinator – Uganda shared recommendations from the report ➤ HOVITA Executive Director for ROSACU presented the country situation on speed which later guided the plenary discussion. ➤ Legal representative from the Consultancy firm that worked on the report which was being launched. ▪ Official Launch of the report. 					
Emerging issues from the discussions	<ul style="list-style-type: none"> ▪ Traffic Police representative: Informed that in the near future, there is to be a digitalized tracking mechanism that will automatically aid in controlling undesired speed of every motorist whether vehicle or Bodaboda. <ul style="list-style-type: none"> ➤ That this technology will generate the fines automatically and will be received by the traffic offender on his / her phone; and failure to meet his obligation would among others, lead to suspension of the driving permit. ▪ Chair person Parliamentary Forum for Road Safety: That he has lobbied for an international stakeholders’ meeting / conference to discuss the hazardous state of Road crashes, fatalities and injuries rampant in Uganda and other parts of the world. <ul style="list-style-type: none"> ➤ That this will convene in Uganda soon. 					
Achieved Output(s) from the event <i>(What was done)</i>	<p>The report was officially launched by the Commissioner Transport and Safety regulations; pending Decision makers’ responses in tandem with the advocacy statements emphasized there-in the report. <i>Attached is the launched report.</i></p> <div style="text-align: center;">  Uganda Speed Report.docx </div>					

Achieved Outcomes of the event <i>(Any change you think the activity might have contributed)</i>	The Key decision makers promised continued follow support upon putting in practice the recommendations highlighted by the report where necessary.
Conclusion / Observations / summary by the reporting officer <i>(where necessary)</i>	The event was well attended; by not only ROSACU members but other Road safety agencies that have not yet officially identified with the Coalition.

Pannelists (Commissioner, MPs, Traffic Police Officer)



4.3 SENSITISATION OF PSV DRIVERS



URRENO - ACTIVITY REPORTING TOOL

Activity: <i>(Activity name / title)</i>	SENSITISATION OF PSV DRIVERS						
Objective/s: <i>(as in the proposal where applicable)</i>	➤ To sensitize the different psv drivers on ways of how to be good drivers on the road						
	Date(s) activity was conducted	Venue	Attendance (Numbers)			Compiled by:	
	April-June /2022	Namayiba Bus Park	Male	Fem.	Total	Atwine Edmond	Date
			27	2	29		6 th June /2022
Focus/Purpose of the activity							

(Why was the activity carried out/attended?)		To coordinate Uganda psv driver associations to self-regulate for sustainable road safety programming in a bid to end looming road crashes in Uganda
Scope of the activity (in terms of coverage)		Road Safety sensitization within PSV drivers
Activity Implemented/ Organized By		URRENO & UPDN
Methodology (Briefly, what approach was used in this activity implementation)		
Key issues that came up <i>(Use bullets but with details (put some beef but avoid being too wordy)</i>		<ul style="list-style-type: none"> • Need to involve the PSV driver associations in meetings with key stakeholders • Creation of allowance for tired drivers on the road • Elimination of drink driving on the road • Reduction of over speeding by most of these PSV drivers • Need to attract more investment into the transport sector
Note any challenge/s pointed out in respect to achievement of the objective		<ul style="list-style-type: none"> • Lack of enough investment towards road safety • Lack of enough driver training and inspection
Recommendations/ Way forward	By participants/ beneficiaries	<ul style="list-style-type: none"> • Need for government to hear their shouts towards the challenges they face on the road • Need for government and other stakeholders to involve them in the decision making process of some laws and also participate in some meetings
	By the officer/facilitator where necessary)	<ul style="list-style-type: none"> • Promised continuous involvement with the psv operators concerning road safety promotion
Conclusion <i>(In few words; what were the immediate benefits/outcomes of the activity,... where applicable)</i>		The psv driver associations were handed with some road safety print material from URRENO and pledged to continue involving them in the different activities.




Below are some of the pictures taken at the Bus station





4.4 ADVOCACY PROGRAMS FOR HELMET USE & DRINK DRIVING REGULATIONS



ACTIVITY REPORT

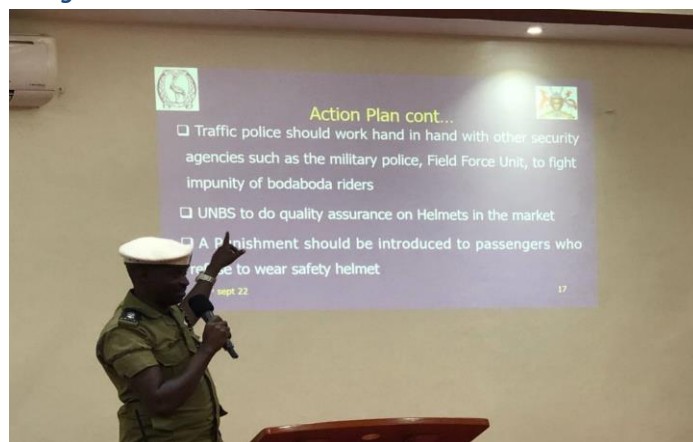
Activity:	GRSP Activity 1.2.3: Advocacy programs for Helmet use & Drink driving Regulations						
Purpose of the activity (Why was the activity carried out?)	To broaden Helmet Use and Drink driving Regulations advocacy by bringing more sectors on board.						
	Date(s) activity was conducted	Venue	Attendance (Numbers)			Compiled by:	
	July-Sep 2022	Hote Africana - Kampala	M	F	Total	Wilfred Magezi	Date Report compiled
			13	07	20		4th /10/2022
Activity spearheaded /organized by;	URRENO						
Methodology (Flow of events)	<ul style="list-style-type: none"> ▪ Meeting started with a prayer, then sharing of individual road experiences on Helmet use & drink driving; where participants shared road fatalities and injuries touchy experiences physically encountered. Superintendent of Police shared a technical perspective (data) of Ugandan roads fatalities/injuries; where there are overwhelming increases in figures through years. <i>Attached is the technical insight.</i> <div style="text-align: center;">  <p>SP BK OINEBYE Helmet - RD Exp'rienc</p> </div> ▪ Presentations / Remarks from URRENO and other Key stakeholders as followed, vis; <ul style="list-style-type: none"> ➤ <i>Welcome remarks from Executive Director – URRENO; who appreciated multi-stakeholders collective efforts towards improving Helmet use & drink driving regulations.</i> ➤ <i>Project progress & way forward by GRSP project Team Leader (URRENO); who presented the technical reference followed during the Regulations improvement process, as he cited the need for periodic reviews of the regulations.</i> <div style="text-align: center;">  <p>Strengthening Helmet use and Drink-Driving</p> </div> ➤ <i>Opening remarks by Chief Guest - Commissioner Traffic Regulation & Safety – MOWT; He thanked URRENO for the continued advocacy for improving Helmet /drink driving regulations. See speech attached;</i> <div style="text-align: center;">  <p>CTR&S Speech.docx</p> </div> ➤ <i>“Global Status Report on Road Safety” by the “Principal Operations Officer - Emergency Medical Services Department Ministry of Health. She emphasized the</i> 						

	<p>significance of data and research in road safety decision making processes, as she reiterated the very minimal publications in Road safety.</p> <p>Attached is her presentation which centred on data based decisions; by sharing the road map towards harmonization of countries Road safety data.</p> <p> PPT GSRRS - Maria.pdf</p> <ul style="list-style-type: none"> ➤ Status of the Regulation Roll-out by the “Senior Road Safety Officer” from MOWT. She gave updates of the regulations improvement progress; that they will be through Parliament, then Minister signs, and finally be gazetted for being recognized as an authentic document. That this process is expected accomplished within a couple of months. ➤ Presentations were summarized by a “Question & Answer” session moderated by the day’s Master of Ceremonies; where participants freely raised issues of concern with respect to Helmet & Drink driving regulations; and the session was informatively handled.
<p>Achieved Output (s) from the event <i>(What was done)</i></p>	<p>The meeting was successfully attended by multiple stakeholders, and encouraging updates on the Helmet & drink driving regulations’ progress shared by MOWT senior officials as highlighted above. <i>See Attendance attached.</i></p> <p> Attendance List Helmet - Adv'ccy.docx</p>
<p>Achieved Outcomes of the event <i>(Any change you think the activity might have contributed so far)</i></p>	<p>Notably; there is increased appreciation of the spirit of collective contribution and responsibility by the Road safety players, especially on issues that contribute to reduction of fatalities / Injuries on our roads; E.g the improvement of Helmet /drink driving regulations that strengthen enforcement of Helmet use and discourage drink driving practice.</p>
<p>Conclusion / Observations / summary by the reporting officer <i>(where necessary)</i></p>	<p>When stakeholders are brought together in discussion for sharing Road safety experiences of common concern, especially those on reduction of fatalities and injuries, there is always a blend / hybrid of ideas, experiences or expertise(s) that enrich a prospective possibility for the safe future for all road users in Uganda.</p>

Group photo of Participants



Regional Police Traffic Officer sharing Road Safety experiences on Ugandan Roads



Commissioner – Traffic Regulation & Safety -MOWT
Giving opening Remarks at the meeting



Senior Road Safety Officer – MOWT updating the meeting on the progress of the Helmet & drink driving regulations



4.5 PROJECT COMPLETION WORKSHOP (HELMET USE AND DRINK DRIVING PROJECT).



URRENO - ACTIVITY REPORTING TOOL

Activity 2.2.4:	Project completion workshop (Helmet use and Drink Driving Project).						
Focus/Purpose of the activity <i>(Why was the activity carried out)</i>	<i>To bring stakeholders together and share Project experiences focusing on project Outputs and outcomes with respect to strengthening helmet use, drink and driving regulations and their enforcement through advocacy on legal and policy reforms, effective enforcement and public awareness.</i>						
	Date activity was conducted	Venue	Attendance (Numbers)			Compiled by:	
	29/11/2022	Hotel Africana - Kampala	Male	Fem.	Total	Atwine Edmond	Date
			18	05	23		2/12/2022
Activity Organized By:	Uganda Road Accident Reduction Network Organization. (URRENO)						
Methodology & Key issues <i>(Briefly, what approach was used in this activity implementation)</i>	..						
	Flow of Items		Key Issues				
	<i>Welcome remarks & appreciation of stakeholders by URRENO Executive Director</i>		<ul style="list-style-type: none"> ▪ Welcomed and appreciated; <ul style="list-style-type: none"> ➢ support of all stakeholders; Decision makers from Government, GRSP & GHAI for the continued support to URRENO which made this project realize its planned objectives. ➢ GHAI & GRSP for the continued support to the young ROSACU as a whole. 				

		<ul style="list-style-type: none"> Reiterated a request to government to invest more in road safety so that once these regulations are passed, they can be duly implemented, and processes like sensitization and awareness raising be principally supported.
	<i>Short ordeals /sharing of road carnage experiences by participants.</i>	Participants shared touchy experiences regarding the appalling road carnages, particularly as a result of the messy Boda-boda industry operations, notwithstanding the general road usage by all drivers.
	<i>Opening remarks from the Chief Guest (Representative from the Commissioner Transport Regulation & Safety - MOWT)</i>	<ul style="list-style-type: none"> Appreciated the road safety work CSO's are contributing especially URRENO to address the 5 risk factors in relation to road safety. Commended GRSP for the continued support which contributes to the achievement of Government results through the CSOs. Recognized that all the recommendations raised by URRENO for the Helmet and Drink Driving regulations; were duly considered in the Legal review draft which is pending approval by Ministry Justice and Constitutional Affairs. Promised continued support to the CSOs.
	<p><i>Presentations by;</i></p> <ul style="list-style-type: none"> <i>URRENO Team leader of the completed GRSP Project</i> <i>M&E Manager</i> <i>MOWT Senior Road Safety Officer (SRSO)</i> <i>Ag. ACP (Police) - Data & Information Management</i> 	<p><u>Team leader;</u></p> <ul style="list-style-type: none"> Updated stakeholders on the processes and operational undertakings that contributed to the project successes. <p><u>M&E Manager;</u></p> <ul style="list-style-type: none"> Demonstrated the linkage between planned processes and the realized project results (Outputs & Outcomes). <p><u>MOWT Senior Road Safety Officer (SRSO);</u></p> <ul style="list-style-type: none"> Updated that regulations are yet to be handed over to the solicitor General, and when approval is affected then the new regulations shall be ready for implementation. <p><u>Ag. ACP - Data & Information Management;</u></p> <ul style="list-style-type: none"> Stressed that the passing of the Helmet and drink-driving reviewed regulations will enrich enforcement of some areas which were previously not legally catered-for.

...

Workshop attendance	..			
	S/N	Name	Organization / Department	Designation
	1	Acidri Pascal	Boda-Boda Industry	Traffic and Road safety Kampala
	2	Peter Tibigambwa	Safeway Right Way	Chief Executive Officer
	3	Eng. Sunday Kasenene Kenneth	Ministry Of Works & Transport	Senior Road Safety Officer
	4	Atwine Edmond	URRENO	Logistics Officer/ Administrator
	5	Joseph Kato	HOVITA	Communications Officer
	6	Ssemwanga Brian	URRENO	Internship Student at URRENO, from Universiteit Hasselt - Belgium
	7	Angela Tumuhairwe	URRENO	Internship student at URRENO, from Universiteit Hasselt - Belgium
	8	Catherine Mugisha	Agency for Transformation	Director of Programs

	9	Lorna Marriet Mirembe	URRENO	Communications Officer
	10	Arinda Peter	URRENO	Finance Officer
	11	Eng. Kizito Edward	MoWT	Principle Road Safety Officer - MOWT
	12	SSP Nalugo Bettinah	Uganda Police	Ag. ACP/ Data & Information Management
	13	Kimbugwe Isaac	Uganda Red cross Society	First aid training & services focal point
	14	Wilfred Magezi	URRENO	M&E Manager
	15	Kwamusi Paul	FIA Foundation for Automobile and society	Road Safety Trainer
	16	Kamoga Michael	MoWT	Road Safety Officer
	17	Judith Karara Natukunda	MoWT	Senior Road Safety Officer
	18	Eng. Sengendo Lawrence	CISCOT	Chairman
	19	James Katunguka	MoWT	Senior Road Safety Officer
	20	Eng. Isingoma Cuthbert	URRENO	Team Leader
	21	Tumwine Fred Nkuruho	URRENO	Executive Director
	21	Mujuni Dickson	Sec. General	Boda-Boda Industry
	23	Kayondo Ibrahim	Secretary	United Bus Drivers Association
Note any challenge/s pointed out in relation to achievement of project objectives.	<ul style="list-style-type: none"> Issues of COVID -19 were shared as some of the challenges that delayed project implementation, however innovatively zoom meetings were used to undertake activities that could be rolled without greater need for physical encounter. Limited participation of all the planned / expected stakeholders, who may sometimes be engaged in other activities at their offices. 			
Conclusion <i>(In few words; what were the immediate benefits/outcomes of the activity, where applicable)</i>	<p>The project was successfully completed courtesy of the support by;</p> <ul style="list-style-type: none"> GRSP&GHAI (Financial and capacity support) Government Other CSOs and all road safety stakeholders 			

Photos of participants during the Project Completion Workshop

Group photo of workshop participants



Figure 1

Commissioner Transport Regulation & Safety (Representative) – MOWT giving opening remarks



URRENO Team leader sharing “Project progress & Way forward”



Executive Director – URRENO making welcome remarks



University Intern giving an experience of Road carnage on Ugandan roads



Senior Road Safety Officer giving status of Helmet & Drink & driving regulations review



5. Challenges in Promotion of Road Safety in Uganda

Road safety management needs adequate funding to carry out; road crash data management, research, awareness raising and monitoring and evaluation exercises. Adequate funding is a basic requisite for an effective road safety program. A dedicated fund, of appropriate size, would allow for practical plans to be developed and implemented. It would provide much needed continuity for both national, regional and local interventions.

6. Conclusion

Traffic safety management problems continue to be a great social, economic and environmental problem in Uganda like in many other parts of the world. A concerted effort from the public, NGOs, private sector, research bodies and educational institutions is still a prerequisite if sound traffic safety management levels are to be achieved. URRENO believes in every body's participation which helps a networking system to bring synergies in the interventions. URRENO will continue to work with the public so as to realize success.

URRENO extends its sincere appreciation to the various partners both local and foreign who have supported our efforts, URRENO still needs a lot of financial and technical support from the donor community, government, private sector and the general public to fulfill her objectives.