



Manifesto for safer bus transport in Kenya

Pamoja Road Safety Initiative calls on the Government of Kenya to reduce deaths and serious injuries caused by crashes involving large-capacity buses

To deliver this, the Government must implement:

- **Thorough training and testing for all bus drivers**
- **An action plan to reduce the risk of driver fatigue**
- **High safety standards for the maintenance and condition of buses**

Buses (defined here as large-capacity buses, with a seating capacity of 45 or more) are some of the largest vehicles on our roads. When a large vehicle is involved in a crash, its weight and size increase the risk of death or serious injury for passengers and other road users, including drivers of other vehicles and people who walk or cycle.

The World Health Organization estimates that 13,463 Kenyans died in crashes on the country's roads in 2016 – this figure is more than four times higher than the Government's figure of 2,965 deaths in the same year. A significant proportion of these road deaths (we estimate 70%) involved passengers on public transport vehicles, including large-capacity buses.

Everyone has a right to safe and healthy mobility. We call on the Government of Kenya to promote road safety for all large-capacity buses and to develop and enforce regulations pertaining to the safe operation of all vehicles that carry passengers.

1. Thorough training and testing for all bus drivers

Target: To introduce a new standard for bus drivers that requires all drivers of large-capacity buses to complete a programme of training and testing in accordance with international best practice.

Most crash causation involves driver error, at least in part, and often as a primary causation. Bus drivers in Kenya are not required to complete a thorough training or testing programme before driving a vehicle that carries passengers. Crashes that are attributed to dangerous driving behaviour and driver error are commonplace.

Government must introduce a **new standard for bus drivers** that requires all drivers of large-capacity buses (defined here as vehicles with a seating capacity of 45 or more) to:

- Hold a specialised licence/permit issued by a Government entity to drive a large-capacity bus.
- Pass a medical exam.
- Complete a driver training programme with a professional organisation approved by the National Transport and Safety Authority (NTSA).
- Take and pass the following tests:
 - Theory test
 - Hazard perception test
 - Driving skills test
 - Practical demonstration test.
- Complete 35 hours of training every five years with an NTSA-approved professional organisation to stay qualified.

The Government must put the responsibility on **operators that transport passengers to provide training and testing for drivers they employ**. Independent drivers will be required to complete training and testing before driving a vehicle that transports passengers. Government must provide **low-cost training packages and low-interest loans**

to make training affordable for individuals. Driver training and testing programmes must be certified by an approved compliance agency or third-party certifier. Driving standards for large-capacity bus drivers must be enforced by the NTSA and penalties for operators and drivers who do not comply with bus driving standards must be just and fair.

2. An action plan to reduce the risk of driver fatigue

Target 1: To enact regulation for driving hours and rest periods for large-capacity bus drivers, and adhere to international best practices and targets.

Target 2: To halve the number of road traffic deaths and serious injuries related to crashes caused by driver fatigue.

Driving while tired increases the risk that a driver will be involved in a crash. **Fatigue affects driving ability**, reducing the driver's awareness and reaction times; limiting their ability to spot hazards; and compromising their ability to safely control their vehicle. Fatigue can affect anyone, regardless of their experience or ability. **Bus drivers are particularly vulnerable** because of long driving hours, night-time driving and irregular shift patterns.

Government must create an **action plan to reduce the risk of driver fatigue**, building capacity among operators and individuals to reduce the risk of driving while tired. This must prioritise:

- Introduction of labour laws for bus drivers that clearly stipulate driving hours and rest periods, in accordance with international best practice.
- All bus drivers required to conform to regulations regarding driving hours and rest periods as defined in those labour laws.
- Effective audit and enforcement of driving hours and rest periods for all bus drivers.
- All operators that transport passengers required to implement policies that eliminate fatigue and enforce and apply these policies, for example through in-vehicle technology that monitors driving hours or helps to identify if a driver is tired, or through regular health checks of drivers to spot conditions such as sleep apnoea.
- Improved facilities for bus drivers to stop and rest.

3. High safety standards for the maintenance and condition of buses

Target: All new (defined as produced, sold or imported) large-capacity buses to meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognised national performance requirements.

Good vehicle standards are central to road safety management. Rapid advances in modern vehicles can help prevent crashes and mitigate the outcome of crashes.

Government must introduce regulations that ensure high safety standards for the maintenance and condition of all large-capacity buses. This means:

- All bus operators required to operate vehicles that meet national standards for vehicle safety, including the newly mandated body-building standard KS372, as part of their certification.
- Government must provide financial incentives to help bus operators, contractors and independent drivers to buy, lease or hire the safest vehicles.
- All operators that transport passengers required to implement policies to buy, lease or hire the safest vehicles possible for their business needs.
- All operators that transport passengers required to ensure through audited procedures that vehicles are checked daily for safety, maintained according to manufacturer standards, and replaced regularly.
- Restricting imports of vehicles that do not meet the required safety standards.
- Ensuring that the safest vehicle technology is fitted as standard in all vehicles that transport passengers, in accordance with international best practice. This includes **active safety systems** (e.g. autonomous emergency braking) that help prevent a crash, and **passive safety systems** (e.g. seat belts, airbags, sideguards) that protect people inside and outside a vehicle if a crash does occur.
- Ensuring that speed governors are fitted as standard in all vehicles that transport passengers.

BECAUSE EVERYONE HAS A RIGHT TO SAFE AND HEALTHY MOBILITY



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