



REPUBLIC OF ZAMBIA

REPORT

OF THE

COMMITTEE ON COMMUNICATIONS, TRANSPORT, WORKS AND SUPPLY

ON THE

**REPORT OF THE AUDITOR GENERAL ON THE GOVERNMENT'S MEASURES TO
REDUCE ROAD TRAFFIC ACCIDENTS FOR THE FIFTH SESSION OF THE
ELEVENTH NATIONAL ASSEMBLY APPOINTED ON 24th SEPTEMBER, 2015**

Printed by the National Assembly of Zambia

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REPORT OF THE COMMITTEE ON COMMUNICATIONS, TRANSPORT WORKS AND SUPPLY ON THE REPORT OF THE AUDITOR GENERAL ON THE GOVERNMENT'S MEASURES TO REDUCE ROAD TRAFFIC ACCIDENTS FOR THE FIFTH SESSION OF THE ELEVENTH NATIONAL ASSEMBLY

Consisting of:

Mr E K Belemu, MP (Chairperson); Mrs A M Chungu, MP; Mr K Konga, MP; Mr M A Malama, MP; Mr R Muntanga, MP; Mr M Chishimba, MP; Mr J Shuma, MP; and Mr K Simbao, MP.

Following the appointment of Mr K Simbao, MP, as Minister of Transport and Communications, Mr M Kapeya, MP, was appointed to the Committee on Wednesday 14th October, 2015.

Functions of the Committee

2.0 Your Committee oversees the activities of the Ministries of Transport and Communication; and Works and Supply departments and agencies under its portfolio.

The terms of reference for the Committee are to:

- (a) study, report and make appropriate recommendations to the Government, through the House, on the mandate, management and operations of the Ministries of Transport and Communication; and Works and Supply, departments and/or agencies under portfolio;
- (b) carry out detailed scrutiny of certain activities being undertaken by the Ministry of Transport and Communication; Works and Supply, departments and/or agencies under portfolio and make appropriate recommendations to the House for ultimate consideration by the Government;
- (c) make, if considered necessary, recommendations to the Government on the need to review certain policies and/or existing legislation;
- (d) examine annual reports of the Ministries of Transport and Communication; and Works and Supply, departments under its portfolio in the context of the autonomy and efficiency of Government ministries and departments and determine whether the affairs of the said bodies are being managed according to relevant laws, established regulations, rules and general orders; and
- (e) consider any Bill(s) that may be referred to the Committee by the House.

Meetings of the Committee

3.0 During the consideration of the Auditor General's Report, your Committee held two meetings.

Procedure adopted by the Committee

4.0 In order to fully appreciate the queries and recommendations raised in the Auditor General's Report, your Committee invited the following stakeholders who provided both written and oral submissions:

- (i) Bus and Taxi Owners Association of Zambia;
- (ii) Road Development Agency;

- (iii) Zambia Police Service;
- (iv) Road Transport and Safety Agency; and
- (v) Ministry of Transport and Communications.

Audit Methodology

5.0 The audit involved examination of records and other relevant documents, interviewing officials from the Road Transport and Safety Agency (RTSA), the Zambia Police (ZP) and the Road Development Agency (RDA) and physical inspections. These methods of data collection were used to corroborate information obtained from different sources and to check whether there was consistency.

The document review provided the audit with information on understanding the audit area, information for establishing the assessment criteria and audit evidence. The interviews were carried out to corroborate and acquire a better understanding of the documents analysed on measures put in place by the Government through RTSA and ZP to reduce road traffic accidents. Physical inspections of selected roads were carried out to confirm whether recommendations in the road safety inspections reports had been implemented.

Roads in Lusaka, Copperbelt, Southern, Eastern and Central provinces were selected for audit inspections because the roads in these provinces had reported high levels of road traffic accidents and road audits and inspections had been carried out by the safety agencies.

(a) Document Review

The following documentation was reviewed for the period 2010 to 2013:

- (i) RTSA annual reports;
- (ii) RTSA annual work plans;
- (iii) road audit and safety inspections reports; and
- (iv) correspondence between RSTA and ZP.

Annual reports provided information on whether road safety activities were carried out according to the annual work plans. The road audit and inspection reports provided information on road audits and inspections carried out and recommendations made by the Agency to relevant stakeholders. Statistics on accidents were analysed to document the extent of the problem and measured against the targets set out in the Road Safety Action plan for 2009 to 2013.

(b) Interviews

Interviews were held with the Director of Transport and Road Safety, Chief Road Traffic Inspector and Senior Publicity and Information Officer from RTSA to confirm and explain information from the document review. The Chief Inspector in charge of Traffic Police was also interviewed.

(c) Physical inspections

Physical inspections of T1 (425km between Kafue and Livingstone), T2 (Between Kapiri Mposhi and Mpika), T3 (from Independence Stadium to Ndola) and T4 (Chelstone Catholic Church to

Chipata) roads and road furniture for example road signage were carried out to confirm whether recommendations in the road safety inspections reports had been implemented. The inspections were carried out in conjunction with RTSA and RDA.

In addition, physical inspections were carried out to determine the existence and assess the suitability and condition of equipment. The inspections were carried out with guidance from Enforcement Department.

Audit Scope

6.0 The audit examined activities and programmes put in place to reduce road traffic accidents by the Government through RTSA and ZP. Furthermore, the audit had examined to what extent RDA had implemented recommendations by RTSA. The audit covered activities relating to the years 2010 to 2013. However, statistical analysis includes data from 2008.

(a) Extent to which RTSA has put in place Effective Measures to Ensure that Road Traffic Accidents are Reduced

The Road Transport and Safety Agency was established under the *Road Traffic Act No. 11 of 2002*, which defines its functions, in relation to road safety, as the provision of a system of road safety and traffic management; and promotion of road safety. Some of its strategic objectives are as follows:

- (i) to effectively implement policy on transport, traffic management and road safety;
- (ii) to conduct effective road education;
- (iii) to coordinate road safety programmes effectively;
- (iv) to approve and monitor the effectiveness of road safety programmes undertaken by anybody, person or instructions; and
- (v) to effectively formulate and conduct programmes to promote road safety in conjunction with stakeholders.

The Agency was also implementing the Road Safety Action Plan (RSAP). The overall objective of the RSAP was to improve road safety in general, that is, to reduce the number of accidents and the number of fatalities and injuries.

The target for the five-year period from 2009 to 2013, was a 25% reduction in the number of accidents and a 33% reduction in the number of fatalities, and it identified four priority sectors namely Road Safety Coordination, Accident Data Systems, Road Engineering and Injury Reduction Activities.

According to the Agency's corporate plan for the period 2010 – 2013, the Agency planned to:

- (i) conduct RTA analysis to come up with an analysis report to include statistics, causes of RTAs and make recommendations by 2010. Further, RTAs for 2010 would be analysed and compared to previous years and projections for future RTAs made;
- (ii) implement and monitor road safety measures and proposals for road safety policy by the end of 2013;
- (iii) carry out road inspections and audit; and
- (iv) make recommendations annually.

The Government also planned to improve the coordination between institutions involved in road safety activities at national and regional level.

(b) Extent to which RDA was Implementing Recommendations made by RTSA in its Reports

The RDA was established under the *Public Roads Act No. 12 of 2002*, which defines its functions, as among others, the care, maintenance and construction of public roads in Zambia.

According to the Act, the overall strategic goal of the RDA is to build and maintain world class road infrastructure in Zambia. RDA's strategic objectives are as follows:

- (i) carry out routine and emergency maintenance of public roads through its employees or independent contractors;
- (ii) conduct such studies as it may consider necessary for the development, maintenance and improvement of road network in Zambia;
- (iii) advise road authorities regarding the construction, rehabilitation and maintenance of roads under their jurisdiction; and
- (iv) review design standards and classification of roads and traffic signs.

In the Strategic Plan 2012-2016, RDA planned to enhance coordination, collaboration and communication with sector stakeholders by 2013.

RDA would consider safety measures recommended by RTSA in the planning, designing and building of new roads and the upgrading of existing roads in order to promote orderly traffic flow and the creation of road safety consciousness amongst all road users.

(c) Effective Enforcement Measures Carried out Government

The Government has to ensure that lives of all road users are protected through the introduction of appropriate road safety measures with strict enforcement of road traffic laws and regulations. This is done primarily through two agencies namely RTSA and ZP who have to work together to successfully deliver road safety improvements.

(i) Road Transport and Safety Agency

According to the corporate plan, RTSA shall review and publish reports annually on effectiveness of traffic law enforcement operations. The reports should highlight major causes of road traffic accidents and measures that were put in place to reduce them.

The Agency shall procure necessary equipment to enforce traffic rules and regulations by 2013.

(ii) Zambia Police Service

The Zambia Police Service was established under Article 103 and 104 of the Constitution of Zambia and its functions in relation to road safety are to carry out traffic controls (cf. Zambia Police Instructions, Part XIV, 2010 and RTSAs actions plan 2009-2013) with the primary objective of preventing accidents. The police should also assist in the free circulation of traffic and enhance co-operation of all roads.

The police set out to prevent RTAs in order to safeguard lives and property through the following strategic objectives:

- (i) strengthening capacity of traffic management;
- (ii) developing and implementing road safety awareness programmes; and
- (iii) strengthening collaboration with key stakeholders on road safety.

The degree of success is measured in the reduction of number of accidents.

An Implementation and Monitoring Committee was proposed to monitor the implementation of the Road Safety Action Plan (RSAP). The committee would include the main stakeholders at the operational level of the plan such as RTSA, RDA and ZP and would be chaired by RTSA.

7.0 Audit Findings and Recommendations; Stakeholders' views and Observations; Government Responses and Committee's Observations and Recommendations

7.1 Auditor General's Recommendation

The Auditor General recommended that the Agency should establish and maintain the data collection systems (Accident Information System) necessary to provide baseline data and monitor progress in reducing road traffic injuries and fatalities.

Stakeholder's Views

Stakeholders submitted that the value of an Accident Information System could not be over emphasised more than the need to provide a baseline data and monitor progress in reducing road traffic accidents and fatalities. However, installation of the system had not taken effect yet because the computers procured by the World Bank to be installed in various police stations for the purpose of the exercise had not been handed over to the Zambian Police by the Road Transport and Safety Agency (RTSA).

Government's Response

The Ministry informed your Committee that the Government of the Republic of Zambia (GRZ) received funding from the International Development Association (IDA) under the Road Rehabilitation and Maintenance Project (RRMP) Phase 2 to finance the Accident Information System (AIS) for Zambia project.

Traffic accidents have become one of the most common causes of death and injury and thereby a serious negative economic and social factor that must be addressed. In addition to loss of human lives and personal suffering incurred, road accidents are a burden to the community due to funeral costs, the expenditures of medical treatment and the costs of repair of vehicle damages as well as administrative costs.

The Ministry also noted that it was evident that road accident reporting had not been effective because of the lack of an Accident Information System. It was therefore important to establish a computerised accident recording database system so that accident data could provide an objective

and consistent way of analyzing road traffic accidents. It was important that circumstances of the accidents were reported correctly, to allow designation of appropriate remedies.

The Ministry also informed your Committee that RTSA undertook thorough consultancy on the development of an Accident Information System (AIS) for Zambia which was completed in June, 2013. World Bank financing was available to assist with the roll – out of the system. An inception report on the roll-out of the AIS was submitted to the RTSA and the roll-out was expected to be undertaken by mid-February, 2016, in Lusaka.

Committee’s Observations and Recommendations

Your Committee observes that collection and retention of statistical data on accidents is important and requires to inform future decision making processes and design of road safety interventions.

Your Committee, therefore, recommends that the AIS is an important tool that must be established and maintained without any delay. Further, your Committee recommends that the AIS should be operated by RTSA and Zambia Police jointly so that these key players have access to accident information in real-time simultaneously.

7.2 Auditor General’s Recommendation

The Auditor General recommended that RTSA and Zambia Police should strengthen their cooperation on providing precise and reliable statistics on road traffic accidents and develop joint measures to increase road safety.

Stakeholder’s Views

Stakeholders submitted that there was a great need for enhanced cooperation between RTSA and ZP in order to provide precise and reliable Road Traffic Accident Statistics. However, this was failing due to the inability to establish of the Accidents Information System in the two institutions. Cooperation was further aggravated by the current poor working relationship between the two institutions which was also affecting the development of joint measures to increase road safety.

Government’s Response

The Ministry stated that collaboration between ZP and RTSA had continued to be undertaken through enforcement operations. The RTSA inspectors had also been trained through induction on the Road Traffic Act, handling security documents, searching a motor vehicle, first aid, radio training and customer care. In addition, officers had been trained in accident examination as well as prosecutions at Zambia Institute of Advanced Legal Education (ZIALE). A total of twenty-nine Road Traffic Inspectors had since been gazetted by the Director of Public Prosecutions (DPP) in readiness for the rolling out of the Fast Track Court for Traffic Offences.

Committee’s Observations and Recommendations

Your Committee observes that the first port of call when a road traffic accident happens is the Zambia Police, as required by law. There is no direct recourse to RTSA for either the motorists or accident victims. Therefore, the onus to record and maintain accurate records of road traffic accidents must be on Zambia Police.

Notwithstanding the foregoing, the *Road Traffic Act* places a particular responsibility for road safety on the Agency, which must be interested in the incidence and causes of road traffic accidents so as to measure the impact of its road safety interventions and help in the formulation of future road safety programmes.

Your Committee, therefore, recommends that the Government should ensure that there is harmonisation between RTSA and ZP and creation of a standard road accident reporting procedure that will ensure that these two wings of Government are accurately informed and reliable statistics maintained, including the analysis of the causes of accidents.

7.3 Auditor General's Recommendation

The Auditor General recommended that the Agency should ensure that for all road safety programmes that are planned, the problems to be tackled and the most effective ways of doing so are identified to avoid inefficient allocation of resources.

Stakeholder's Views

Stakeholders stated that there was need for the Agency to continually conduct a cost-benefit analysis of every road safety intervention and apply the most effective and efficient methods or techniques of implementing its programmes. The absence of this process would continually result in wastage of resources and misdirection of effort.

On the contrary other stakeholders were of the view that the road safety programmes, issues to be tackled and identification of effective ways to resolve them were well in place except for failure to execute or implement measures. This was due to disjointed operations amongst ZP, RTSA and the Road Development Agency.

Government's Response

The Ministry indicated that the Statistics and Research Department of the Agency had been tasked to conduct quarterly monitoring and evaluation of activities conducted by the road safety unit to ascertain the impact on these activities. Further, the evaluation would be used to apportion resources to high impact result areas on road safety activities to be undertaken.

Committee's Observations and Recommendations

Your Committee observes that there is inadequate cooperation amongst the key institutions with regards to the road safety programmes. Your Committee is of the view that in order for the Agency to effectively tackle road safety issues in a relevant manner, it needs to correctly identify and analyse causative factors of road traffic accidents. This process will assist in informing the formulation of road safety programmes and other planning processes in the future.

Further, your Committee recommends that ZP, RTSA and RDA should liaise and jointly work together towards achieving the intended results of the road safety programmes.

7.4 Auditor General's Recommendations

The Auditor General recommended that the Agency should carry out evaluations of all measures of road safety pertaining to education, publicity, road inspections, and enforcement including publishing reports on the effectiveness of road safety operations conducted by the police officers and road traffic inspectors.

Stakeholder's Views

Stakeholders submitted that RTSA was the lead Agency in formulating and coordinating road safety programmes to be implemented by all stakeholders in road safety. However, there appeared to be lack of evaluation of the measures put in place pertaining to education, publicity and road inspections. The majority of motorists negatively perceived road safety operations on the roads due to the punitive approach portrayed by the police officers and RTSA inspectors.

Government's Response

Your Committee was informed that road safety education was a cornerstone and medium which supports all programmes that bring about desired changes in road safety behaviour. The raising of awareness of road safety, the increase of knowledge and improvement of skills necessary for all road users to behave safely in the road traffic environment was done through road safety education. It was on this premise that the Agency spent time and resources to equip road users with information and skills on how to avoid risks on the roads for all road users. The Agency through the education and publicity unit undertook the following activities:

- (a) road safety clubs and traffic warden schemes;
- (b) introduction of road safety curriculum in schools;
- (c) highway code review; and
- (d) road safety community awareness campaigns.

Further, the Agency had developed a Memorandum of Understanding in consultation with the Ministry of General Education to undertake monitoring and evaluation activities for road safety clubs and traffic warden schemes in all provincial centres. It was envisioned that the MoU with Ministry of General Education to monitor road safety clubs and traffic wardens would be finalised in the first quarter of 2016.

In addition, the Agency had started conducting base line studies to evaluate the effectiveness of its road safety programmes. An evaluation of the Chama/ Matumbo road was undertaken in the third quarter of 2014, to assess knowledge on road safety by communities living along this stretch of the road as there had not been a bituminous road previously constructed in that area. The RTSA in the first quarter of 2015 undertook an evaluation of the highway from Kafue to Ndola to determine the most vulnerable road users on this stretch of the road. This was because this stretch recorded the highest number of road crashes.

Your Committee was informed that in the fourth quarter of 2015, the Agency undertook an evaluation of the effectiveness of awareness campaigns during traditional ceremonies and the report was still under consideration.

Currently, the Agency was undertaking baseline studies on speeding and drink driving in conjunction with the Zambia Institute of Policy Analysis and Research (ZIPAR). It was expected that once these baseline studies were completed, the Agency would have the statistics on the

levels of over speeding and drink driving in order to formulate campaigns targeted to address the issues of speeding and drink driving.

Committee's Observations and Recommendations

Your Committee observes that the negative perception of the majority of motorists regarding road safety programmes resulting from the punitive approach portrayed by the police officers and RTSA inspectors tends to dampen the otherwise positive intentions of such programmes.

In this regard, your Committee recommends that the Agency must gauge its performance in the delivery of its mandate through performance evaluation, the outcomes of which must be published and shared with key stakeholders and the general public. This will also help to improve the understanding of the role of RTSA, its mandate and day-to-day activities by the general population.

7.5 Auditor General's Recommendations

The Auditor General recommended that the Ministry of Transport and Communications should prioritise customising and implementation of the Southern Africa Transport and Communication (SATCC) standards for road construction and maintenance.

Stakeholder's Views

Stakeholders submitted that most roads being constructed did not meet the SATCC standards as they did not have walk ways and cycle tracks thereby endangering lives of the pedestrian and cyclists. Further, standards for construction and maintenance of roads were necessary to ensure that key features and safety elements for all classes of road users were not compromised. The customisation of the SATCC standard to local conditions was required.

Government's Response

The Ministry informed your Committee that RTSA and RDA adopted the Southern Africa Transport and Communications Commission (SATCC) standards used in the design, construction, maintenance and rehabilitation of trunk roads (highways) in the Southern African Region. Examples of such roads in Zambia were the Lusaka - Chirundu Highway, Ndola – Kitwe Dual Carriageway and Kitwe - Chingola Dual Carriageway. However, these standards did not apply to urban roads. The Government was currently in the process of developing standards for urban roads.

Committee's Observations and Recommendations

Your Committee notes that currently, there are roads that have been constructed without provisions for pedestrians, cyclists, shoulders for broken down vehicles or lay-byes for motorists. This is a serious compromise of road safety.

Your Committee, therefore, recommends that the Government through the RDA must expedite the process of developing standards for urban roads.

7.6 Auditor General's Recommendations

The Auditor General recommended that the Agency should strengthen its liaison with relevant stakeholders to ensure that recommendations in road audit and safety inspection reports were implemented.

Stakeholder's Views

Your Committee was informed that the recommendations of the Road Safety Inspections and Audits Reports were considered by the Road Development Agency (RDA) and incorporated in the specific Road Designs prepared by the consultants on behalf of the Agency. During the design process design reports were shared with the Road Safety Committee for their input to ensure completeness. The designed road projects were implemented as and when the funds were available in line with the Road Sector Annual Work Plans. The Agency had implemented recommendations made on the Road Safety Audit conducted on the corridors referred to in section 4(c) of the July 2015 Auditor General's Report as set out in the Table below:

Road Name	Road Section	Status of implementation
T1 Kafue Livingstone	Kafue Mazabuka	Procurement of Contractor to carry out emergency works was in process and the contract was expected to be awarded by April, 2016.
	Mazabuka Pemba	Design for the periodic maintenance was underway and a contractor was expected to be engaged by June, 2016.
	Pemba Zimba	Road markings have been done using thermoplastic paint and road signs including road studs have been installed.
	Zimba Livingstone	Road section was in good state and routine maintenance works were ongoing.
T2 Lusaka -Kapiri Mposhi – Mpika	Lusaka - Chibombo	Road markings have been done and road signs installed.
	Chibombo - Kabwe	Periodic maintenance works were ongoing.
	Kabwe - Kapiri Mposhi	Periodic maintenance works are ongoing
	Kapiri Mposhi - Mpika	Road markings have been done and road signs installed.

T3 Kapiri Mposhi - Ndola		Road signs installed and procurement of a contractor to carry out periodic maintenance was advanced and works were expected to commence by April, 2016.
T4 Chelston - Chipata	Chelston - Luangwa	Routine maintenance works were on going
	Luangwa - Chipata	Rehabilitation works on going.

Further, your Committee was informed that not all recommendations on some roads were implemented immediately due to funding limitations or lack of budgetary provisions in a particular year.

Government's Response

Your Committee was informed that the Agency was continually undertaking road safety inspections and road safety audits. The Agency, through the Road Safety Engineering Committee, made recommendations to RDA on what would have immediate impact on road infrastructure safety.

These recommendations mostly would relate to the provision of pavement markings, installation of road studs, installation of road signs and traffic calming and speed zoning in pedestrian sensitive locations. The Agency in collaboration with the RDA also ensured that remedial measures were implemented as outlined in the Road Safety Chapter of the Road Maintenance Strategy 2014 – 2020. The implementation of recommendations made by the RTSA to the RDA was currently being monitored through the Memorandum of Understanding on Road Safety Quarterly meetings. Pedestrian walkways had been incorporated into the new roads that were being developed in urban areas. There had also been incorporation of recommendations of the RTSA on existing roads such as road markings on the T2 between Kapiri Mposhi and the T1 between Monze and Zimba.

The Agency was further proposing a revision of section 4 in the *Road Traffic Act No. 11 of 2002*, to be authorising all road and road related infrastructure development undertaken by the Road Development Agency (RDA) and the local road authorities to ensure that road safety recommendations were incorporated in the planning, designing and building of new roads and the upgrading of existing ones.

Committee's Observations and Recommendations

Your Committee notes that currently there is little collaboration and cooperation between the RDA, RTSA, the Local Authorities, Zambia Police and other key stakeholders. This has resulted in disjointedness in decision making and implementation of seemingly conflicting programmes at the expense of road safety.

Your Committee, therefore, recommends that the Agency should step up its efforts to ensure that there is strengthened liaison with all relevant stakeholders in order to have coordinated efforts

towards road safety. This will also serve to ensure that road audit and safety inspection reports are implemented.

7.7 Auditor General's Recommendations

The Auditor General recommended that all local authorities which allowed billboards that endangered safety of road users should be sanctioned and have them removed.

Stakeholder's Views

Stakeholders submitted that there was need for the Agency and the RDA to step-up their efforts to ensure that local authorities did not allow the erection of bill boards that endangered the safety of road users. They should further ensure that potholes on high ways were quickly attended to. These Agencies also have a duty to ensure that other service providers such as water and sewerage companies, who had a tendency of digging across well compacted roads, repaired the roads to the accepted standards.

Further, it was proposed that applications to mount billboards were to receive the "No Objection" from RTSA before the approval of the Local authorities was given. In the case of existing offending billboards, RTSA must be empowered to pull them down as this was part of their mandate, to make roads safe for all road users.

Government's Response

Your Committee was informed that the Agency had drafted and submitted a joint statement on the suspension of the erection of billboards to both the Lusaka City Council and the Road Development Agency. The RDA had since submitted its commitments on the same media release and were agreeable to the advertisement on billboards. The LCC had however, objected to the suspension stating that the Council was running contracts that would be affected and had advised the Agency to identify obstructive billboards and highlight these to the Council for action.

Further, the Agency had escalated the issue of obstructive billboards to the Committee of Chairpersons in the road sector where the Ministry of Local Government and Housing was a member. This was in an effort to ensure that local authorities were communicated to on this matter.

Committee's Observations and Recommendations

Your Committee notes that indiscriminate mounting of billboards has cluttered the roads and become a nuisance to motorists. In some cases, billboards obstruct road signs making the roads unsafe for motorists.

Your Committee recommends that such billboards should be removed despite the Council's running contracts as they are likely to put road users at risk.

CONCLUSION

8.0 In conclusion, your Committee wishes to express its gratitude to you Mr Speaker and the Clerk of the National Assembly for the guidance and support rendered to it during its deliberations. Your Committee also wishes to express its indebtedness to all witnesses for appearing before it and for providing the necessary information.

Your Committee is hopeful that the observations and recommendations contained herein will help reduce road traffic accidents.

E K Belemu, MP
CHAIRPERSON

March, 2016
LUSAKA

APPENDIX I

LIST OF OFFICIALS

National Assembly

Mr S C Kawimbe, Principal Clerk of Committees
Ms M K Sampa, Deputy Principal Clerk of Committees
Mr F Nabulyato, Committee Clerk (SC)
Mrs M E Z Banda, Assistant Committee Clerk
Ms C Chikonde, Intern
Ms A Maluwa, Typist
Mr C Bulaya, Committee Assistant
Mr M Chikome, Parliamentary Messenger