Motorcyclist
Road Safety & Health
Education

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Concept

The reading culture in this country is very poor.

*Therefore it is easier for people to watch and listen than read!!*

We strongly believe that the media and participatory approach will greatly contribute to the reduction of road casualty in this country and hence such burden on the National Budget.

Key points:

- Support the Government’s road casualty reduction agenda;
- Ensure that the quality of training provided by instructors in this country is high enough;
- Avail good educational opportunities and learning resource for motorists and young drivers of tomorrow;
- Promote good post-test training and education for learner drivers.
- Educate motorists and pedestrians on every safety precaution;
- Give sufficient knowledge about the increasing traffic and new road designs in the country;
- Inform and educate road users the real experience of road use and driving in professional standards.
## Contents

<table>
<thead>
<tr>
<th>Alertness</th>
<th>Motorcycle handling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attitude</td>
<td>Highway rules</td>
</tr>
<tr>
<td>Safety and your motorcycle</td>
<td>Road and traffic signs</td>
</tr>
<tr>
<td>Safety margins</td>
<td>Documents</td>
</tr>
<tr>
<td>Hazard awareness</td>
<td>Incidents, Accidents, Emergencies</td>
</tr>
<tr>
<td>Vulnerable road users</td>
<td>Motorcycle loading</td>
</tr>
<tr>
<td>Other types of vehicles</td>
<td>How to get a driving Permit</td>
</tr>
</tbody>
</table>
**Legal Requirements:**

- You **MUST** hold a valid driving permit for your motorcycle.
- Hold a third party Insurance cover - This type of insurance cover is usually cheaper than comprehensive. However, it does not cover any damage to your own vehicle or property. It only covers damage and injury to others.

If you become cold and wet when riding, this can have serious effect on your concentration and control on your motorcycle. Proper riding gear can help shield you from the weather, as well as giving protection in the event of a crash.

- Wear a safety helmet, with the strap securely fastened.
- Wear bright clothing – preferably high-visibility yellow jacket with reflective strips
- Ride extra carefully – motorcycles are dangerous vehicles, in a crash there is nothing that can stop you or your passenger from getting badly injured.
- **NOT** drink and drive
- STOP when stopped by the police or traffic lights
General

- On all journeys, the rider and pillion passenger on a motorcycle, **MUST** wear a helmet.
- Helmets **MUST** comply with the Regulations and they **MUST** be fastened securely.
- Before each journey, check that your helmet visor is clean and in good condition.
- It is also advisable to wear eye protectors, which **MUST** comply with the Regulations.
- Scratched or poorly fitting eye protectors can limit your view when riding, particularly in bright sunshine and the hours of darkness.

- Consider wearing ear protection. Strong boots, gloves and suitable clothing may help to protect you if you are involved in a crash.
- You **MUST NOT** carry more than one pillion passenger who **MUST** sit astride the machine on a proper seat. They should face forward with both feet on the footrests.
- You **MUST NOT** carry a pillion passenger unless your motor cycle is designed to do so.
- Provisional licence holders **MUST NOT** carry a pillion passenger.
You must be visible at all times

- Motorcycles are harder to see than other vehicles on the road.
- Always wear bright clothing to help other road users to see you.
- Use dipped headlights at all times
- Wear proper shoes to protect your feet
- YOU or your passenger **MUST NOT** wear long loose clothing that could get caught up in wheel; this can cause a serious crash.

Most accidents in Uganda involving motorcyclists occur because:

- Other road users didn’t see them
- Over speeding
- Dangerous actions
- Failure to follow traffic rules

**YOU MUST NOT:**

- You **MUST NOT** carry more than one pillion passenger on your motorcycle
- Load passengers in the middle of the road or junction
- carry small children, it is dangerous and you risk their lives
- Carry anyone on the petrol tank
- Wear sandals or slippers when riding
- Carry large, heavy or dangerous loads such as glass, or allow your passenger to do so.
- Overtake a vehicle on its left side of the road, only overtake on the left when the vehicle in front is indicating to turn right.
- Ride over footpaths and pavements except when entering a private property.
**Daylight riding:**

Make yourself as visible as possible from the side as well as the front and rear.
You could wear a light or brightly coloured helmet and fluorescent clothing or strips.

Dipped headlights, even in good daylight, may also make you more conspicuous. However, be aware that other vehicle drivers may still not have seen you, or judged your distance or speed correctly, especially at junctions.

**Riding in the dark [NIGHT]:**

Wear reflective clothing or strips to improve your visibility in the dark. These reflect light from the headlamps of other vehicles, making you visible from a longer distance.

When ridding at night, you should **NOT** use tinted glasses.

Help yourself to be seen

**Manoeuvring:**

You should be aware of what is behind and to the sides before manoeuvring.
Look behind you; use mirrors if they are fitted.

When in traffic queues look out for pedestrians crossing between vehicles and vehicles emerging from junctions or changing lanes.

Position yourself so that drivers can see you in their mirrors.

Additionally, when filtering in slow-moving traffic, take care and keep your speed low.

**Remember: Observation - Signal – Manoeuvre**

**Vehicle condition**

You **MUST** ensure your motorcycle comply with the full requirements of the Road Regulations and Road Vehicles Lighting.
**Fitness to ride:**

Make sure that you are fit to ride or drive.

Driving when you are tired greatly increases your risk of collision. To minimise this risk

- make sure you are fit to ride. Do not begin a journey if you are tired. Get a good night’s sleep before embarking on a long journey

- avoid undertaking long journeys between 11.00pm and 6 am, when natural alertness is at a minimum

- plan your journey to take sufficient breaks. A minimum break of at least 15 minutes after every two hours of driving is recommended

- if you feel at all sleepy, stop in a safe place. Do not stop on the hard shoulder of a highway

- the most effective ways to counter sleepiness are to drink, for example, two cups of caffeinated coffee and to take a short nap (at least 15 minutes).

**Vision:**

You **MUST** be able to read a vehicle number plate, in good daylight, from a distance of 20 metres.

If you need to wear glasses (or contact lenses) to do this, you **MUST** wear them at all times while riding. The police have the power to require a rider to undertake an eyesight test.

Slow down, and if necessary stop, if you are dazzled by bright sunlight.

At night or in poor visibility, do not use tinted glasses, lenses or visors if they restrict your vision.
**Alcohol and drugs**

**Do not drink and drive** as it will seriously affect your judgement and abilities. You **MUST NOT** drive with a breath alcohol level higher than 35 micro-grams /100 millilitres of breath or a blood alcohol level of more than 80 milligrams/100 millilitres of blood. Alcohol will

- give a false sense of confidence
- reduce co-ordination and slow down reactions
- affect judgement of speed, distance and risk
- reduce your riding ability, even if you’re below the legal limit

**The safest and best option is not to drink at all when riding or driving.**

You **MUST NOT** ride under the influence of drugs or medicine. Check the instructions or ask your doctor or pharmacist. Using illegal drugs is highly dangerous.

Never take them if you intend to ride or drive; the effects are unpredictable, but can be even more severe than alcohol and may result in fatal or serious road crashes.

**Illegal drugs**

Using illegal drugs is highly dangerous and the effects of some can last up to 72 hours.

Never take them before riding.

If you’ve been convicted of riding whilst unfit through drink or drugs, the cost of your insurance will rise considerably.

Riding while under the influence of drink or drugs may even invalidate your insurance.
Before setting off:

You should ensure that:

- you have planned your route and allowed sufficient time
- clothing and footwear do not prevent you using the controls in the correct manner
- you know where all the controls are and how to use them before you need them. Not all vehicles are the same; do not wait until it is too late to find out
- your mirrors adjusted correctly to ensure, full control and maximum vision
- Helmet is properly fastened and adjusted to reduce the risk of neck and spine injuries in the event of a crash
- you have sufficient fuel before commencing your journey, especially if it includes highway riding. It can be dangerous to lose power when riding in traffic
- ensure your motorcycle is legal and roadworthy
- **YOU MUST NOT** use your mobile phone while riding

Motorcycle loading:

- you **MUST NOT** overload your motorcycle.
- you **MUST** secure your load and it **MUST NOT** stick out dangerously. Make sure any heavy or sharp objects and any animals are secured safely.
Safety Margins

Overtaking

Overtaking is a dangerous manoeuvre.
Always ensure you’ve enough time to complete the manoeuvre safely.

Don’t overtake:

- Where your view ahead is blocked [e.g. on a bend or near the blow of a hill]
- If you are turning left shortly afterwards
- When you are approaching a junction

You should not overtake unless it is really necessary.

Coasting.

This term describes a vehicle travelling in neutral or with the clutch pressed down.
It reduces driver control because:
- engine braking is eliminated
- vehicle speed downhill will increase quickly
- increased use of the footbrake can reduce its effectiveness
- steering response will be affected, particularly on bends and corners
- it becomes more difficult to select the appropriate gear when needed.
**Right hand bend**

Keep well back before a right hand bend.

Keeping back improves your view of the road and gives you an earlier indication of any hazards.

**Parking down-hill slope**

To park safely on a down hill slope, leave the motorcycle in a low gear and wedge it against the kerb.

This will help stop your vehicle falling over or rolling downhill.

**Extreme weathers**

Don’t ride in rainy conditions unless your journey in essential. If you must go out try to keep to main roads which are most likely to be clear.

Apart from the weather conditions, the road surface and any changes in it can affect the stability of your motorcycle.

**Watch out for:**
- Potholes
- Drain covers
- Oil patches
- Loose gravel

Be on the look out for poor surfaces and be aware of any traffic around you, in case you need take avoiding action.

Your stopping distance could be at least doubled in wet weather.

Take extra care!

**Painted areas**

Take care to avoid painted areas such as bus stop markings and mini-roundabouts as they may be oil on the road surface.

At night, the reflection from wet road can make it hard to see unlit objects.

**Fog:**
- allow more time for your journey
- slow down because your visibility is reduced
- increase the gap between your vehicle and the one in front of you
- keep your visor or goggles clear
**In wet weather**

**Wear suitable clothing**

Motorcyclists are exposed to elements and can become very cold when riding in cold conditions. It’s important to keep warm or you concentration could be affected. The only way to stay warm is to wear suitable clothing. If you find yourself getting cold then stop at a suitable place to warm up.

**Don’t take the risk; it is not worthy your life!**

**A journey in wet weather**

Before starting a journey in a wet weather, clear any moisture from your windscreen, lights, mirrors and number plates.

When riding, use the highest gear you can.

Also brake gently and in plenty of time.

When there’s heavy rain or the road is wet, take extra care and use both brakes.

It is important to ensure your motorcycle is straight when braking, to avoid skidding.

However it is better to find an alternative root if possible as you may not be sure of the depth of the water.

If you drive through deep water such as ford or flood, test your brakes.

Use a low gear when riding through a ford or flood water to prevent water from entering the exhaust.

Water on the brakes will act as a lubricant, causing them to work less efficiently.

Using the brakes lightly as you go along will dry them out.
**Hot weather**
Hot weather can also pose a danger. The road surface can become soft or slippery and your tyres might not grip so well. This may affect your braking as well as your steering.

If it rains after a long dry spell, the road surface can become unusually slippery so take extra care.

Bright sunlight can dazzle. Other drivers might not be able to see your indicators flashing if they are dazzled. Consider giving an arm signal as well.

**High winds**
High winds can blow you off course, especially on an open stretch of a road.

Allow extra room and then check your left side as you pass them.

Watch out for other road users who are particularly likely to be blown into your way, such as cyclists, motorcyclists, high-sided lorries and vehicles towing trailers.

**Skidding**
Skidding is mainly caused by the driver or the rider.

You need to adjust your control of the vehicle to the road, weather and traffic conditions.

There is more risk of skidding in wet or rainy conditions.

You may realise this when the steering becomes light.

Be aware that in a very wet weather it could be a hazard.

**Skidding can be caused by:**

- Heavy /uncoordinated braking [locking one or both wheels].
- Excessive acceleration [causing rear wheel to spin].
- Swerving [change of direction].
- Leaning over too far when cornering [tyres may loose grip].

Scan the road ahead for clues such as road signs and markings, and hazards like potholes, debris, drain covers, oil patches or loos gravel.

You should not then be taken by surprise.
You can:

- you can slow down before you reach a hazard such as a bend
- avoid sudden steering movements

If you skid:

- Ease off the throttle to regain control
- Steer smoothly in the direction of the skid – if the back of the motorcycle skids to the right, steer carefully to the right, and vice versa.

If the skid is caused by braking, release the brakes to allow the wheels to turn again, then re-apply the brakes as firmly as conditions permit.

**Anti-lock braking system [ABS]**

Anti-lock braking systems are designed to prevent wheel lock caused by excessive braking.

The sensor will keep the wheel at the point of lock-up for as long as the rider continues to brake hard enough to activate the system or until the motorcycle stops.

Refer to the owner’s handbook for details of the manufacturer’s recommended method of use.

ABS doesn’t necessarily reduce your stopping distance but you can continue to steer while braking because the wheels are prevented from locking.

It may not work as effectively where there is surface water or a loose water surface.

A motorcycle chain will stretch as it wears.

It needs frequent checking, adjustment and lubrication if necessary, to keep the tension correct.

In extreme cases a loose chain can jump off the sprocket and become wedged in the rear wheel. This could result in serious loss of control and result in a crash.

A properly serviced motorcycle will give:

- **Better fuel economy**
- **Cleaner exhaust emissions**
**Speed humps**

These are traffic calming measures normally found in built-up areas to improve the safety of the area.

Slow right down as you approach and ride over them.

**Filtering queuing traffic**

Be cautious when approaching a ‘keep clear’ road marking.

Traffic could be emerging from a junction or side road and may not see you.

Always take care when filtering through traffic.

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**Hazard Awareness**

A hazard is a situation which may require you as a rider to respond to by taking action such as braking or steering.

These can be:

- Static hazards – such as roundabouts and junctions
- Moving hazards – other road users
- Road and weather conditions.

Road signs and markings are there to give you clues. Learn their means.

Watch out for them so that you can reduce your speed in good time and prepare yourself for any action you may need to take.

The same applies to traffic lights, other light signals and signals from the police or traffic officers.

If you see a sign for a bend, ask yourself,

‘What if there was a pedestrian or obstruction just around the bend, could I stop in time?’

Could I do it safely?’
**Static hazards**

There are numerous types of static hazards, including bends, junctions, roundabouts, shared overtaking lanes, contra-flow systems, parked vehicles and skips in the road, road-works, traffic calming, different types of crossings and traffic lights.

All these may require you to respond in some way, so

- Take a mental note of their existence
- Slow down and get ready to stop if necessary.

At light-controlled level crossing, you **MUST** stop before the barrier when the red lights are flashing, even if the barrier in not yet down.

In busy areas, parked cars can cause a hazard, especially if parked illegally – for example on the zigzag lines by a pedestrian crossing.

**Watch out for:**

- Children dashing out from between the cars
- Car doors opening
- Cars moving away

Would you be able to stop?

**Junctions**

At light controlled junctions where the lights are not working, treat them as unmarked junction and be prepared to stop.

There may be police controlling traffic in these circumstances – make sure you know and understand their signals.
• There’s always reduced visibility at junctions, especially in built-up areas.
• Take extra care and pull forward slowly until you can see down the road.
• Don’t block the junction; leave it clear to allow other vehicle to enter and emerge.
• Watch out for other vehicles, especially other motorcycles, overtaking and cutting in front of you.
• If you need to, drop back to retain a safe separation distance.
• When turning right, don’t forget a ‘life saver look’ to check for overtaking vehicles before making the turn.
• Elderly drivers may not react very quickly, so be patient with them.

**Vehicle Signs**

Some vehicles have signs on the back; for example, those with arrows, large goods vehicles over 13 metres long and vehicles carrying hazardous chemicals.

**Lean what they mean**

- On large goods vehicles
- Mini buses
- Tractors
- On builder’s skip placed on the road

These markers must be fitted to large vehicles, mini bus, buses, rubbish skips placed in the road.

They are reflective to make them easier to be seen in the dark.
Follow the correct procedure on ROUND ABOUTS:

As you approach a roundabout look well ahead and check all signs.
Decide which exit you wish to take and move into the correct position as you approach the roundabout, signalling as required.
When you want to go straight on at a roundabout, don’t signal as you approach it, but indicate left just after you pass the exit before the one you wish to take.
Large vehicles need extra room:

When a long vehicle is going to turn right it may need to keep close to the left-hand kerb. This is to prevent the rear end of the trailer cutting the corner.

You need to be aware of how long vehicles behave in such situations. Don’t overtake the lorry because it could turn as you’re alongside.

Stay behind and wait for it to turn.
Do not cut in too quickly:

Only overtake the vehicle in front if it’s really necessary. At night the risks are increased due to the poor visibility.

Do not overtake if there’s a possibility of:

- road junctions
- bends ahead
- the brow of a bridge or hill or
- pedestrian in the road.

If another vehicle cuts in too sharply, ease off the accelerator and drop back to allow a safe separation distance. Try not to overreact by braking sharply or swerving, as you could lose control. If vehicles behind you are too close or unprepared, it could lead to a crash.

Hazards and yourself

- Don’t allow yourself to be a hazard on the road.
- You need to be alert at all times.
- Make sure you use your mirrors so that you are aware of what is going on around you at all times.
- There may be convex to give a wider field of vision.
- Don’t ride if you are tired. Plan your journey so that you have enough rest and refreshment breaks.
- Try to stop at least once every two hours.
**Tiredness**

Tiredness may make you more irritable than you would be normally.

You might react differently to situations because of it.

If you feel yourself becoming tense, take a break.

Your concentration can also be affected by:

- using a hands-free phone headset
- listening to loud music

**Arguments**

If you’ve had an argument, or another road user’s actions have upset you, calm down before starting or continuing your journey.

**Riding with one hand**

Riding with one hand off and or while the other demonstrating is extremely dangerous to both a driver and a motorcyclist.

- Remember that at this point you have no consecration at all on the hazards ahead and as such you may not be able to dodge them; this may end you a dangerous situation.
- There is no suitability especially with a motorcycle; a small stone, pothole, an overtaking traffic or even a stopping traffic ahead could lead you into a crash.

**Long journeys**

When riding long distances at speed, noise can contribute to fatigue and can damage your hearing.
Consider wearing ear plugs to protect your hearing when you ride long journeys.

**What do you do if it looks like the driver in front has forgotten to cancel their right indicator?**

Be cautious. Stay behind and don’t overtake – they may be unsure of the junction and turn suddenly.

**What do you do if you take the wrong route and find yourself in a one-way street?**

Don’t try to turn around in a one way street.

Continue to the end of the road and then find a safe place to turn round.

**How do you prevent the vehicle behind driving too closely?**

Move over and let the vehicle through if you can.

If there is no room and the driver behind seems to be ‘pushing’ you, increase your distance from the car in front.

This will lessen the risk of a collision involving several vehicles.
What do you do if a car is about to reverse in front of you?

Reduce your speed and be prepared to stop.

Sound your horn to warn them you are there [in build-up areas between 11:00 and 6:00am, flash your headlights instead].

Why should you check over your shoulder before turning right into a side road?

- To check for overtaking vehicles

Take a last check over your shoulder before committing yourself to a manoeuvre.

This is especially important when turning right, as overtaking vehicles may not have seen your signal.

Remember OSM routine [Observation Signal Manoeuvre].

First Aid on the road

In the event of an incident, you can do a number of things to help, even if you have had no training.

1. Danger
   Further collisions and fire are the main dangers following a crash. Approach any vehicle involved with care. Switch off all engines and, if possible, warn other traffic. Stop anyone from smoking.

2. Get help

Try to get the assistance of bystanders. Get someone to call the appropriate emergency services as soon as possible. They will need to know the exact location of the incident and the number of vehicles involved.

3. Help those involved
   DO NOT move casualties still in vehicles unless further danger is threatened. DO NOT remove a motorcyclist's helmet unless it is essential. Remember the casualty may be suffering from shock.
   DO NOT give them anything to eat or drink.
   DO try to make them warm and as comfortable as you can, but avoid unnecessary movement.
   DO give reassurance confidently and try not to leave them alone or let them wander into the path of other traffic.
4. Provide emergency care

Remember the letters DR A B C:

D - Danger - check that you are not in danger.

R - Response - try to get a response by asking questions and gently shaking their shoulders.

A - Airway - the airway should be clear and kept open. Place one hand on the forehead, two fingers under the chin and gently tilt the head back.

B - Breathing - normal breathing should be established. Once the airway is open check breathing for up to 10 seconds.

C - Compressions - if they are not breathing normally compressions should be administered to maintain circulation; place two hands in the centre of the chest and press down 4-5 cms at a rate of 100/minute.

You may only need one hand for a child. Give 30 chest compressions. Then tilt the head back gently, pinch the casualty’s nostrils together and place your mouth over theirs. Give two breaths, each lasting one second (use gentle breaths for a small child).

**Bleeding:**

First check for anything that may be in the wound, such as glass. If there is nothing embedded apply firm pressure over the wound. Take care not to press on the object - build up padding on either side of it.

Fasten a pad to the wound with a bandage or length of cloth. Use the cleanest material available. If a limb is bleeding, but not broken, raise it above the level of the heart to reduce the flow of blood. Any restriction of blood circulation for more than a short time could cause long-term injuries.

**Burns:**

Try to cool the burn by dousing it with clean, cold water or similar non-toxic liquid for at least 10 minutes. Do not try to remove anything sticking to the burn.

**5. Be prepared:**

Always carry a first aid kit. You could save a life by learning emergency aid and first aid from a qualified organisations.
## Summery of penalties

**Common Traffic offences and Penalties TRSA 2004**

<table>
<thead>
<tr>
<th>Section</th>
<th>Offence</th>
<th>Fine [Ush]</th>
<th>Imprisonment</th>
</tr>
</thead>
<tbody>
<tr>
<td>33 (1)c</td>
<td>Using unlicensed or un insured vehicle</td>
<td>Min. 200,000</td>
<td>Min. 1 year</td>
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<tr>
<td>33(1)d</td>
<td></td>
<td>Max. 800,000</td>
<td>Max. 2 years</td>
</tr>
<tr>
<td>107</td>
<td>Poor condition, overloading, Excess passengers</td>
<td>Min. 300,000</td>
<td>Min. 6 months</td>
</tr>
<tr>
<td>108</td>
<td>Causing injury or death through dangerous driving</td>
<td>Min. 1,500.000</td>
<td>Min. 2 years</td>
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<td></td>
<td></td>
<td>Max. 4,000.000</td>
<td>Max. 5 years</td>
</tr>
<tr>
<td>110</td>
<td>Reckless or dangerous driving</td>
<td>Min. 1,200,000</td>
<td>Min. 2 years</td>
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<tr>
<td></td>
<td></td>
<td>Max. 1,800,000</td>
<td>Max. 3 years</td>
</tr>
<tr>
<td>112</td>
<td>Driving with excess alcohol</td>
<td>Min. 300,000</td>
<td>Min. 6 months</td>
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<tr>
<td></td>
<td></td>
<td>Max. 1,200.000</td>
<td>Max. 2 years</td>
</tr>
<tr>
<td>119</td>
<td>Careless or inconsiderate use of a vehicle</td>
<td>Min. 100,000</td>
<td>Min. 1 months</td>
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<td></td>
<td></td>
<td>Max. 600,000</td>
<td>Max. 1 year</td>
</tr>
<tr>
<td>120</td>
<td>Exceeding the speed limit</td>
<td>Min. 300,000</td>
<td>Min. 6 months</td>
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<td></td>
<td></td>
<td>Max. 1,200,000</td>
<td>Max. 2 years</td>
</tr>
<tr>
<td>121</td>
<td>Driving without a permit or while disqualified</td>
<td>Min. 600,000</td>
<td>Min. 1 year</td>
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<tr>
<td></td>
<td></td>
<td>Max. 3,000,000</td>
<td>Max. 5 years</td>
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<tr>
<td>125</td>
<td>Failing to stop and report an accident</td>
<td>Min 100,000</td>
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<td></td>
<td></td>
<td>Max. 600,000</td>
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**Note:** The law courts may impose fines or both fines and imprisonment.

In serious offences, you may be disqualified from driving or riding have your permit cancelled.

In minor offences the police is authorised to issue express penalty of sh.40,000 payable in 28 days.

### Additional Topics

- Road Signs and Markings (Traffic Signs)
- How to get a Driving Permit in Uganda (URA)