

RICHARD KIYIMBA ANSWERS YOUR MOTORIZING QUESTIONS

Dear Richard, I am an ardent reader of your column, although I do not own a car yet. I am still learning how to drive at one of the schools in Kampala. Before I complete my driving course, I would like to know the following: What is defensive driving and where can I learn the skill from? Do I get a certificate after learning defensive driving?



Dear reader

Defensive driving is a concept that was brought into the driving curriculum to train qualified drivers. It is more of a refresher course in driving.

Due to the standard of most driving institutions and schools worldwide and changing driving environments, which are characterised by more traffic, indifferent road user behaviour, road carnage and more technology in cars, there is always need to retrain drivers to embrace these changes and challenges.

For example, drivers who trained in the 1990s and early 2000s did not have the experience to handle many motorcyclists. The issue of bikes being a threat to road safety did not require a lot of attention then like it does today.

In fact, driving schools should train drivers to drive defensively.

Today, there are some consultancies that offer defensive driving courses and give certificates. Some organisations today demand that their drivers must have skills in defensive driving.

First, go to a driving school and find out if they have a curriculum on defensive driving. If the school does not offer such lessons, they know who does. You can even ask a few friends where they have trained from.

Secondly, in defensive driving, the training is not necessarily practical, but more of a mental, attitude and behavioural change when on the road.

It is a training that helps a driver to anticipate and avoid any potential accident on the road.

The training addresses new challenges on the road and communicates them to drivers who attend the course. Normally, the course takes about two days.

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Driving schools should train drivers to drive defensively



Mwige says a local importer cannot ascertain whether the foreign seller has insured the cars as agreed under the CIF agreement

CAR IMPORTERS LOSING ON FREIGHT, INSURANCE

BY SAMUEL BALAGADDE

The cost, insurance freight (CIF) value of a car is the commonly used basis for assessing the tax to be paid, but many car importers in Uganda do not know that they can influence the insurance and freight costs.

Most importers stop at bargaining for the best price and leave the rest to the car seller. But the truth is that car buyers can look for the cheapest shipper and insurer or bargain for the best rates. This also applies to other general merchandise dealers.

Kenneth Mwige, the secretary general of the intergovernmental standing committee on shipping (ISCOS) said there are shipping lines and insurance companies in Uganda that offer international services.

"You can negotiate the cost of the car or any other goods and ask shipping lines and insurance companies based here to handle your freight and insurance," said Mwige. ISCOS is a regional body formed by the governments of Kenya, Tanzania, Uganda and Zambia to take care of the shipping and maritime interest in the region.

Mwige said relying on CIF to assess the cost of your car is a lazy way of conducting

FACT FILE



DID YOU KNOW?

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international trade.

He said after paying for your car, remember that the seller looks for a freight and insurance firm as the Ugandan importer waits for the car to reach Dar-es-Salaam or Mombasa port.

"A local importer cannot be certain that the foreign seller has actually insured the cars as agreed under the CIF agreement and when paid for, the importer misses the chance to determine the best type of insurance cover for his goods."

Mwige said this practise is stifling the growth of the local insurance industry and denying car importers the potential to create jobs.

Amos Kankunda, the secretary general of the Uganda Shippers Council, said the local providers for freight services have been deprived a chance to grow because of the misconception that the seller determines the CIF.

"Many car importers fail to track their vehicles in transit and by the time they get to know that they are at Mombasa Port, demurrage will have accumulated," said Kankunda.

Kassim Omar, the vice-chairman of the shippers council, said there is need for more sensitisation of importers on the application of international communication terms.

Marvin Ayebele, the secretary of the Associated Motor Dealers 2015, the umbrella organisation for car importers, said some car importers risk by paying for only cost and freight, ignoring insurance in a bid to save.

The average insurance cost for most cars from Japan is \$70, while the freight charges from Japan to Mombasa range between \$1,500 and \$2,000.

"As car importers, we are basically looking at the cost of the services and when we prove that the local insurance and shipping companies are cheaper, we shall definitely use them," he added.



Omar



Kankunda



Ayebele