MVA FUND
Living the promise.

MOTOR VEHICLE ACCIDENT FUND

Annual ROAD CRASH & CLAIMS REPORT

DECEMBER 2011

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

MVA Fund is a Botswana partner in the world Decade of Action for Road Safety 2011-2020.

PLAY YOUR PART – TOGETHER WE CAN SAVE LIVES

THE TEAM BEHIND THE FIGURES

Motor Vehicle Accident Fund is pleased to produce this annual Road Crash and Claims Report as a vital public service. However, its preparation would not have been possible without the support and help of Botswana Police Service (Traffic Division), the Department of Road Transport and Safety, and Statistics Botswana. The Fund acknowledges and appreciates their cooperation and valuable input.

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MVA FUND
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Our Mission, Vision & Values

Mission

To enhance the quality of life by promoting road safety, compensating, rehabilitating and supporting those affected by road crashes.

Vision

Best Chance to Normal Life.

Values

Our values are a reflection of Botho which underpins our national service culture as enshrined in our Vision.

Customer focus

We provide support to our customers in order to heal the wounds inflicted by road crashes.

Integrity

We do business in a transparent manner and treat everyone with respect.

Teamwork

Our environment provides opportunities for us to develop team spirit and work together to create more value for our customers.

Innovation

We continually improve what we do and how we do it.

FOREWORD

MVA Fund continues to recognise the multidisciplinary nature of the traffic safety sector. Successful interventions require a multi-faceted approach that acknowledges the need to assist a range of institutional players through different measures. Coordination and cooperation is therefore of paramount importance.

Statistics are the key measures of progress in road safety. There is no arguing the fact that Botswana's roads have not become safer despite efforts injected in the areas of education, enforcement and engineering. In fact, 2011 saw an upsurge in road casualties. Fatalities per 100 000 population have somehow remained stable, but this is no consolation to the families, communities and workplaces which have been shattered as a result of deaths and serious injuries on our roads.

We still need to forge alliances with other players, and with the community at large, because road safety is everyone's responsibility. We all need to take responsibility – and take pride – in how we behave on the road, as pedestrians, motor cyclists, cyclists, drivers and passengers. Awareness of road safety, and of the contribution each individual can make to saving lives, should be increasing all the time due to the improvement in traffic education.

It should be highlighted that pedestrian crashes are one of the main causes of injury, handicap and death in Botswana. Not surprisingly, educational measures have long been advocated to teach children how to cope with traffic, and substantial resources have been devoted to their development and provision – such as the MVA Fund Mobile Children's Traffic School. Pedestrian activity is an essential part of Botswana's vibrancy. It enlivens our streets, creates safer neighbourhoods and leads to healthier people. Given these benefits, it is important that we ensure that our roads are comfortable and safe for all users. A critical component of this is pedestrian safety. Residents, visitors, businesses and community groups must ensure that everyone can travel safely. This shared responsibility relates to how we drive, walk, design our roads and enforce our traffic laws. MVA Fund will do all within its power to ensure the safety of all road users.

To further focus on the problem, the Fund completed an analysis of collisions in the greater Gaborone area from 2009 to 2011 that involved a pedestrian and a motor vehicle in which the pedestrian was the first point of contact for the vehicle. Specific crash factors and characteristics were analysed to determine populations who were involved in pedestrian crashes, when and where pedestrian crashes occurred, and the contributing factors related to pedestrian crashes. This analysis has resulted in the Fund coming up with its Pedestrian Safety Mall Campaign.

The Fund recognises that road safety education in schools is a vital way of reducing death and injury among young road users. The Ministry of Education and Skills Development has made such education a priority in primary schools, and the Department of Road Transport and Safety operates its Children's Traffic School in Gaborone. In its constant search for innovative ways to encourage road safety, the Fund is backing Government efforts with the introduction of its Mobile Children's Traffic School to take the message to young people countrywide.

Because passengers are the worst affected road users (followed by pedestrians and drivers), the Fund has embarked on a safety programme aimed specifically at passengers. Statistics show that Botswana's vehicle occupancy is very high, particularly among the youth, prompting the Fund to conduct its passenger education campaign at bus stops.

Road safety requires balanced attention to the road environment, vehicle safety, speed limits and the behaviour of road users. The Fund therefore pursues a 'safe system' approach – safe road users travelling at safe speeds in safe vehicles on safe roads and roadsides. The central aim is to minimise the forces in a crash to a level that the human body can withstand without sustaining serious injury or death.

We at MVA Fund are firmly resolved to continue to craft strategies that will lead to an improved traffic safety situation in our country.

CROSS KGOSIDIILE
Chief Executive Officer

SECTION 1 Background

1.1 ROAD SAFETY COUNTRY PROFILE

Road traffic crashes are among the leading causes of death and injury worldwide – ranked 9th according to the World Health Organisation Global Status Report on Road Safety (2009). The report warns that if effective action is not taken now, road traffic crashes will rise to the third spot by 2020. It is against this background that the World Health Organisation declared road traffic crashes a public health problem, and in March 2010 the United Nations General Assembly declared 2011-2020 the Decade of Action for Road Safety. The goal is to reduce road crashes by increasing safety activities at national, regional and global levels. The Decade of Action for Road Safety aims to reduce crashes by half. This can be achieved only by guided, coordinated and concerted action towards meeting the set goals and objectives.

Road traffic deaths and injuries impose a huge economic burden on developing economies, amounting to 1-3% of Gross Domestic Product (GDP) in most countries (WHO 2009). Botswana loses on average about 480 people to road crashes annually, with another 1 500 being seriously injured. Most of these deaths and injuries could be avoided if appropriate interventions were put in place. Reports from Botswana Police Service Traffic Division show that most of these crashes were related to human error – a clear indication that they could have been avoided.

1.2 CURRENT ROAD SAFETY TRENDS

Each year about 480 people are killed and another 1 500 are seriously injured on the road in Botswana. This level of road trauma imposes huge economic costs, representing between 1 and 3 percent of the country's GDP. In addition, deaths and disability cause great emotional and financial stress to the thousands of families affected. Road crashes are largely preventable. Each life saved and serious injury avoided would reduce pain and suffering and achieve important economic savings

Table 1 CRASH TRENDS (1981-2011)

Year	Crashes	Casualties	Fatalities	Registered vehicles	Estimated population	Crashes /1000 veh	Casualties /1000 veh	Fatalities /10 000 veh	Fatalities /100 000 pop
1981	1 715	940	93	34 698	941 027	49.4	27.1	26.8	9.9
1982	2 648	1 614	130	38 451	975 625	68.9	42.0	33.8	13.3
1983	2 205	1 251	176	42 479	1 011 388	51.9	29.4	41.4	17.4
1984	3 300	1 799	168	47 192	1 048 245	69.9	38.1	35.6	16.0
1985	3 521	2 369	198	51 678	1 086 139	68.1	45.8	38.3	18.2
1986	4 983	1 448	182	55 604	1 125 008	89.6	26.0	32.7	16.2
1987	4 515	1 746	191	57 705	1 164 893	78.2	30.3	33.1	16.4
1988	5 741	2 923	262	64 301	1 205 834	89.3	45.5	40.7	21.7
1989	6 299	4 136	295	70 030	1 247 771	89.9	59.1	42.1	23.6
1990	7 414	4 845	314	80 953	1 290 642	94.1	59.8	38.8	24.2
1991	8 381	4 871	349	83 048	132 6796	100.9	58.7	42.0	26.3
1992	9 017	4 909	368	90 405	137 8993	99.7	54.3	40.7	26.7
1993	9 161	5 136	379	94 440	1 424 502	97.0	54.4	40.1	26.6
1994	9 420	5 171	352	108 048	1 458 690	87.2	47.9	32.6	24.1
1995	9 536	5 247	410	117 733	1 493 699	81.0	44.6	34.8	27.4
1996	10 338	5 457	338	128 292	1 529 548	80.6	42.5	26.3	22.1
1997	11 882	5 956	411	133 691	1 546 725	88.9	44.6	30.7	26.6
1998	14 279	6 887	453	139 839	1 598 610	102.1	49.2	32.4	28.3
1999	16 922	8 049	494	149 639	1 603 847	113.1	53.8	33.0	30.8
2000	16 313	7 790	529	154 000	1 642 339	105.9	50.6	34.4	32.2
2001	17 125	7 945	526	166 405	1 622 129	102.9	47.7	31.6	32.4
2002	18 610	8 014	520	186 865	1 649 659	99.6	42.9	27.8	31.5
2003	18 329	7 969	557	204 228	1 973 184	89.7	39.0	27.3	28.2
2004	18 136	7 840	532	225 182	1 692 731	80.5	34.8	23.6	31.4
2005	17 522	7 069	450	246 681	1 708 327	71.0	28.7	18.2	26.3

Table 1 CRASH TRENDS (1981-2011) continued

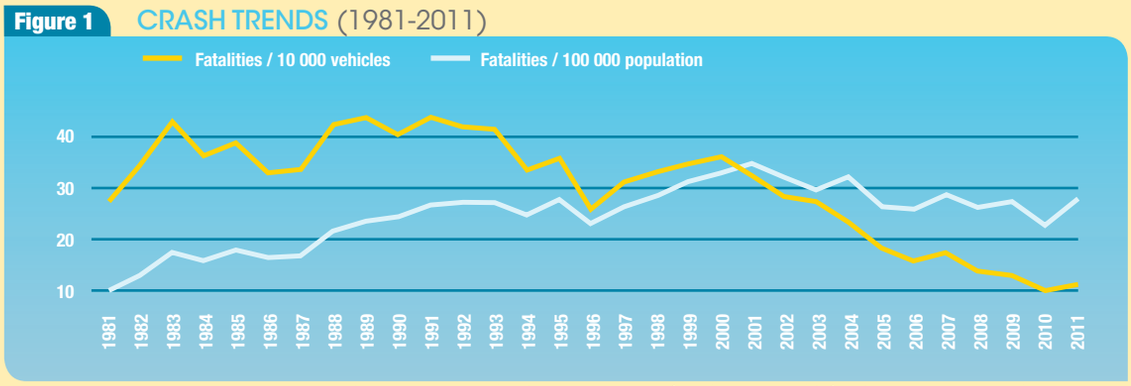
Year	Crashes	Casualties	Fatalities	Registered vehicles	Estimated population	Crashes /1000 veh	Casualties /1000 veh	Fatalities /10 000 veh	Fatalities /100 000 pop
2006	17 035	6 952	429	267 117	1 719 996	63.8	26.0	16.1	24.9
2007	19 487	7 639	497	293 755	1 736 396	66.3	26.0	16.9	28.6
2008	20 415	8 160	455	329 270	1 755 246	62.0	24.8	13.8	25.9
2009	20 000	7 970	475	359 223	1 776 494	55.7	22.2	13.2	26.7
2010	18 978	6 430	397	394 401	1 800 098	48.1	16.3	10.1	22.1
2011	18 001	6 436	483	430 594	1 826 022	41.8	14.9	11.2	26.5

Sources: Botswana Police Service, Department of Road Transport and Safety, Statistics Botswana Population Projections

Table 1 shows traffic safety performance for the past 30 years. Fatalities per 10 000 vehicles shows traffic safety performance in relation to vehicles, and fatalities per 100 000 population is purely a health indicator in road safety. In 1981 the number of people killed in road crashes per 100 000 population was 9.9. The index went up over the years, reaching a maximum of 32.4 in 2001 and dropping gradually with fluctuations until a minimum of 22.1 in 2010. By the end of 2011 the index had risen to 26.5. Fatalities per 10 000 vehicles was 26.8 in 1981, going up between 1982 and 1995 and reaching the highest value of 42.1 in 1990. In 2011 fatalities per 10 000 vehicles stood at 11.2, an increase of 1.1% compared to 2010.

Figure 1 shows that between 2001 and 2011 the two traffic safety indicators named above experienced a downward movement, an indication of good performance compared to the previous years. In 2011 the two traffic safety indicators showed an upward movement compared to the previous year. The trends further show that fatalities per 10 000 vehicles dropped at a faster rate than fatalities per 100 000 population. This could be attributed to the fact that the process of de-registering vehicles is very slow.

Figure 1 CRASH TRENDS (1981-2011)

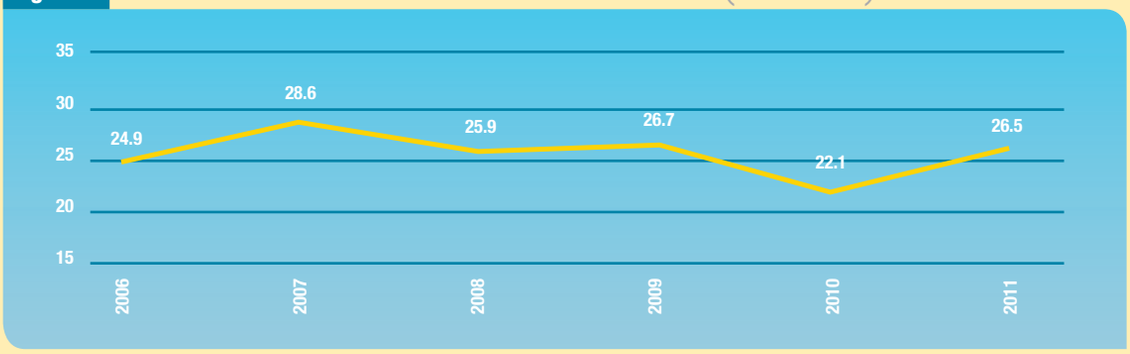


Sources: Botswana Police Service, Department of Road Transport and Safety, Statistics Botswana Population Projections

Fatalities per 100 000 population were between 24.9 and 26.5 between 2006 and 2011. The indicator showed minimal fluctuations in both directions between these years; generally the trend was constant with an average of 25.8 for the six-year period. The trend shows that the traffic safety performance has not changed much in the past six years.

During the period fatalities per 100 000 population was constant, with minimal increases and decreases. A number of assumptions could be made to explain this phenomenon.

Figure 2 NATIONAL FATALITIES PER 100 000 POPULATION (2006-2011)



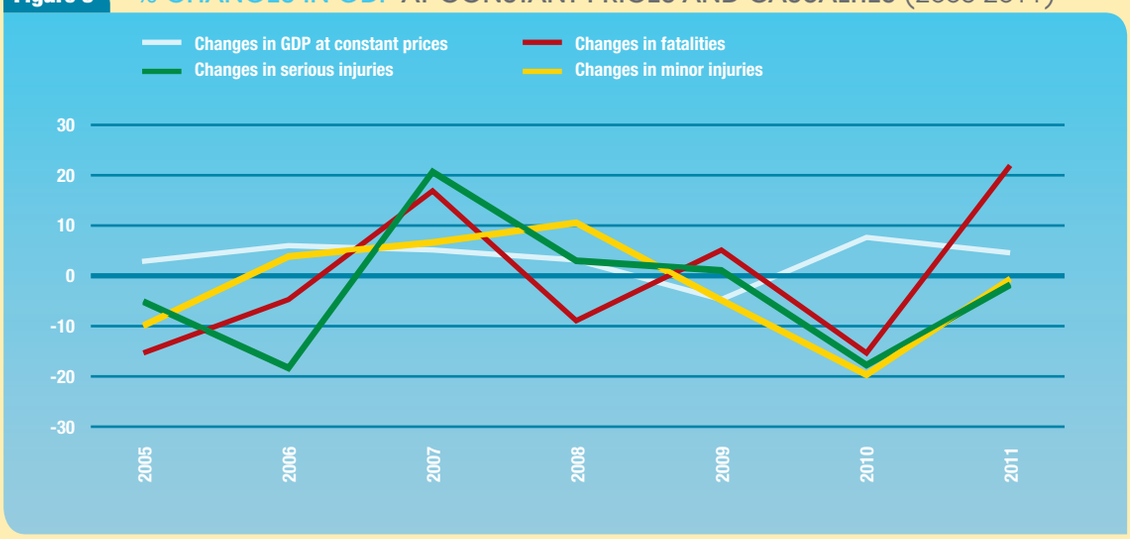
Sources: Botswana Police Service, Department of Road Transport and Safety, Statistics Botswana Population Projections

1.3 CHANGES IN GDP AND CHANGES IN CASUALTIES

Figure 3 shows percentage changes in GDP at constant prices and changes in casualties for the past seven years. Changes in GDP showed a constant movement between 2005 and 2008 and dropped in 2009 due to the global economic recession. In 2010 and 2011 changes in GDP went up.

Movements in fatalities, serious injuries and minor injuries fluctuated more compared to movements in GDP. Changes in all casualties were significantly high in 2007 and dropped in 2008. In 2011 changes in casualties all went up, with changes in fatalities going up more significantly than other casualties. The indication is that there is no correlation between changes in GDP and changes in casualties.

Figure 3 % CHANGES IN GDP AT CONSTANT PRICES AND CASUALTIES (2005-2011)



Source: Statistics Botswana (GDP First quarter 2012)

1.4 MOTOR VEHICLE ACCIDENT FUND BUSINESS

The MVA Fund Act No.15 of 2007 changed the operations and focus of the Fund. The Act gives more emphasis to road safety education and injury prevention, medical treatment and rehabilitation. These changes were aimed at improving the scope of coverage of those affected by road crashes and also making the Fund sustainable.

During 2011 the Fund implemented initiatives both in the Injury Prevention Department and the Case Management Section with the aim of reducing road trauma and enhancing the quality of life for those affected by road crashes.

The Fund intensified road safety education by implementing major activities including media advertising, roadside education campaigns, road safety sponsorships and occupational road risk workshops for organisations with large fleets of vehicles. The Fund also donated equipment to Botswana Police Service to augment traffic law enforcement. The total amount spent during the year was P8 393 321 compared to P9 473 419 in 2010 and P1 930 388 in 2009.

Funding was approved for 12 community groups through the Community Road Safety Grant Scheme since the scheme's inception in 2010. The main objective of the scheme is to cultivate community participation in the prevention of road crashes within their localities. This initiative was borne out of the fact that different parts of the country experience different road crash situations which can best be dealt with at local levels because communities are well placed to identify specific problems in their areas.

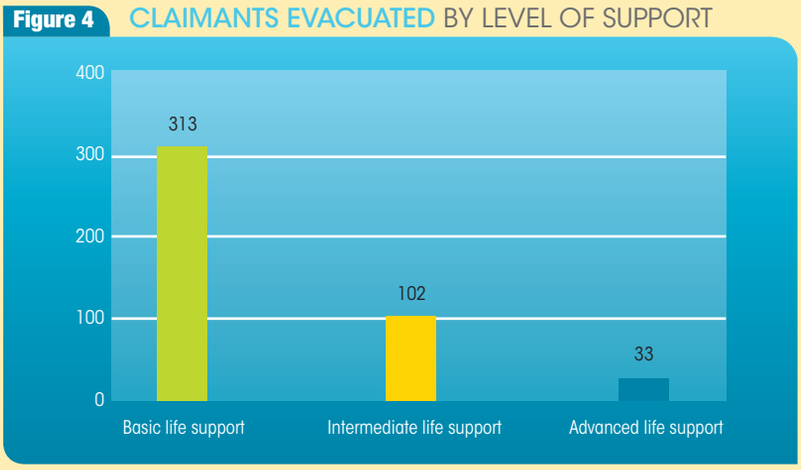
The total number of claimants for whom the Fund has undertaken to provide future medical care decreased from 4 157 in 2010 to 3 660 in 2011. This is attributable to the write-back exercise carried out on offers that have prescribed. This means that offers made for medical undertakings that claimants did not accept within the prescribed 90 days were cancelled. The exercise had the effect of reducing the number of future medical undertaking claims. This is attributable to the closure of files whose claimants have since fully recovered or have died.

1.5 PRE-HOSPITAL TRAUMA MANAGEMENT

Under a Memorandum of Agreement between the Fund and emergency medical service providers, the latter continue to evacuate claimants from crash scenes to the nearest appropriate medical facility. The total number of claimants evacuated by the emergency medical service providers in 2011 was 448, at a total cost of P812 242.

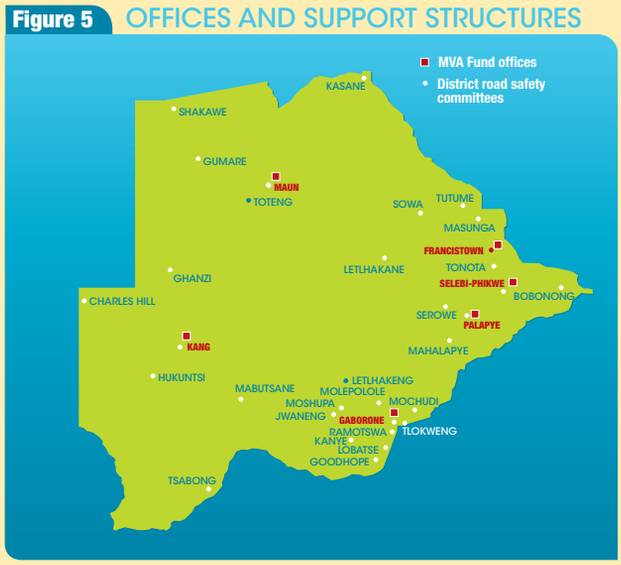
Figure 4 shows the number of patients evacuated by emergency medical service providers, and the level of support provided.

Figure 4 CLAIMANTS EVACUATED BY LEVEL OF SUPPORT



1.6 GEOGRAPHIC FOOTPRINT OF THE FUND

Figure 5 OFFICES AND SUPPORT STRUCTURES



MVA Fund continues to take its services to the people though its head office in Gaborone and five branch offices. These offices are strategically located in regions with high traffic volumes and other traffic safety indicators such as number of crashes and the population in the region.

SECTION 2 Road crashes by police district

2.1 ROAD CRASHES BY POLICE DISTRICT

Table 2 shows annual recorded crashes by Police district for the past six years, as well as the total and average recorded crashes. The average number of road crashes recorded annually between 2006 and 2011 was 18 986. The highest total of 20 415 was recorded in 2008 and the lowest of 17 053 was in 2006.

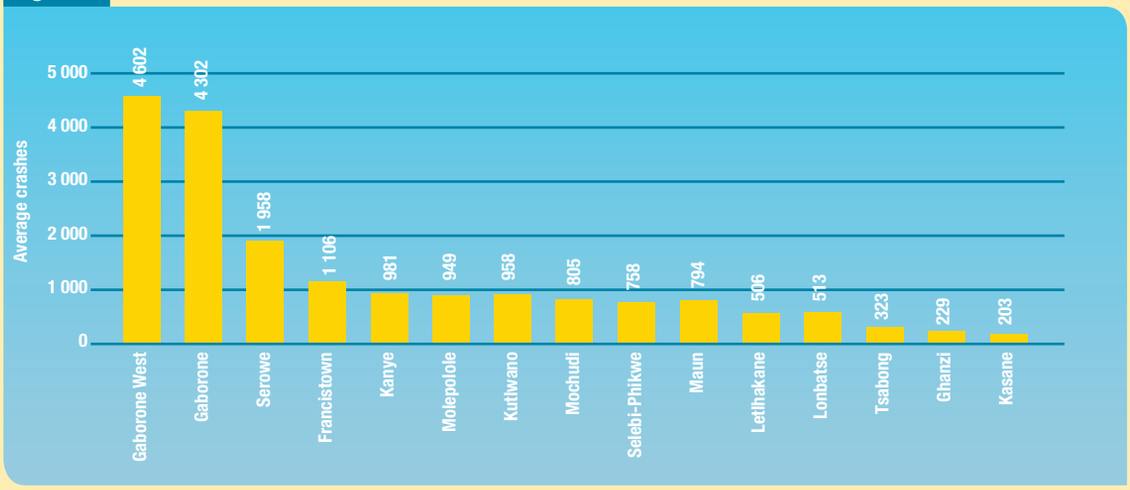
Police districts with all-time high crashes recorded were Gaborone West, Gaborone, Serowe and Francistown. The four Police districts with the lowest recorded crashes were Kasane, Ghanzi, Tsabong and Lobatse.

Table 2 REPORTED CRASHES BY POLICE DISTRICTS (2006-2011)

Police district	2006	2007	2008	2009	2010	2011	6-year total	6-year average
Gaborone West	3 973	4 657	4 836	4 957	4 607	4 581	27 611	4 602
Gaborone	3 752	4 079	4 579	4 477	4 418	4 509	25 814	4 302
Serowe	2 030	2 241	1 992	1 964	1 821	1 700	11 748	1 958
Francistown	1 108	1 207	1 434	1 077	995	813	6 634	1 106
Kanye	842	985	1 137	1 157	985	779	5 885	981
Molepolole	884	1 005	981	1 005	985	834	5 694	949
Kutlwano	834	1 077	1 078	942	928	890	5 749	958
Mochudi	717	874	822	757	847	815	4 832	805
Selebi-Phikwe	550	705	817	866	827	785	4 550	758
Maun	791	863	774	832	753	748	4 761	794
Letlhakane	468	435	532	519	557	524	3 035	506
Lobatse	407	611	594	552	523	390	3 077	513
Tsabong	313	332	344	411	279	258	1 937	323
Ghanzi	199	189	223	262	273	225	1 371	229
Kasane	167	227	272	222	180	150	1 218	203
Total	17 035	19 487	20 415	20 000	18 978	18 001	113 916	18 986

Source: Botswana Police Service

Figure 6 AVERAGE REPORTED CRASHES BY POLICE DISTRICTS 2006-2011



Source: Botswana Police Service

2.2 FATALITIES PER 1000 CRASHES 2006-2011

Table 4 (overleaf) shows that the average number of people killed per 1 000 recorded crashes in 2011 was 26.8, an increase of 5.9 compared to 2010. The average number of people killed per 1 000 recorded crashes in the past six years was 24.1, and only three years – 2008, 2009 and 2010 – fell below the average. The movement of this indicator shows a negative picture in relation to the set goals of the Decade of Action for Road Safety of reducing the total number of people killed by half by the year 2020. The desirable picture would be to see this indicator moving downwards every year.

It is important to note that Police districts experience different levels of risk in fatalities and serious injuries. Kasane, Maun, Lobatse, Serowe, Mochudi, Ghanzi and Tsabong recorded high deaths per 1 000 recorded crashes in 2011. This can be attributed to high speed in those districts and high vehicle occupancy. Major causes of crashes in these districts are losing control and animals on the road.

Table 3 FATALITIES PER 1 000 CRASHES BY POLICE DISTRICTS (2006-2011)

Police district	2006	2007	2008	2009	2010	2011
Francistown	17.1	13.3	16.7	10.2	14.1	18.5
Gaborone	8.0	8.3	6.6	8.7	5.2	7.3
Gaborone West	16.1	13.3	9.1	11.1	10.6	15.7
Ghanzi	60.3	47.6	62.8	72.5	36.6	53.3
Kanye	58.2	29.4	36.9	32.0	25.4	44.9
Kasane	41.9	70.5	55.1	49.5	100.0	73.3
Kutlwano	31.2	31.6	37.1	46.7	21.6	29.2
Letlhakane	29.9	87.4	33.8	53.9	46.7	43.9
Lobatse	54.1	32.7	48.8	41.7	22.9	51.3
Maun	11.4	30.1	28.4	20.4	30.5	32.1
Mochudi	44.6	38.9	38.9	47.6	57.9	51.5
Molepolole	44.1	42.8	40.8	21.9	33.5	43.2
Selebi-Phikwe	56.4	61.0	36.7	32.3	24.2	49.7
Serowe	35.0	33.5	32.6	48.4	34.6	47.1
Tsabong	12.8	54.2	29.1	24.3	43.0	58.1
Total	**25.2**	**25.5**	**22.3**	**23.8**	**20.9**	**26.8**

Source: Botswana Police Service

2.3 FATAL CRASHES BY POLICE DISTRICTS 2006-2011

Table 4 shows that total annual recorded fatal crashes ranged between 322 and 372 in the years 2006 to 2011. A comparison of fatal crashes to fatalities shows a positive correlation. When fatal crashes go up, fatalities also go up. Fatal crashes in 2006 totalled 322, resulting in 429 deaths. Total recorded fatal crashes went up to 369 in 2007 resulting in 475 deaths. In 2011 fatalities went up by 86 due to an increase in fatal crashes by 42 compared to 2010. The proportion of fatal crashes to fatalities shows that on average one fatal crash claims more than one life, clearly demonstrating that there is a direct relationship between fatal crashes and fatalities. Police districts with high fatal crashes were Serowe, Gaborone West, Gaborone, Kutlwano, Molepolole, Kanye and Mochudi. Most fatalities recorded in these districts are along the highways, suggesting that in most of them speed might have been a factor. The main causes of crashes are losing control and animals on the road.

SECTION 2 Road crashes by police district (continued)

Table 4 FATAL CRASHES BY POLICE DISTRICTS (2006-2011)

Police district	2006	2007	2008	2009	2010	2011
Kutlwano	22	30	30	31	18	22
Serowe	48	50	51	74	49	57
Gaborone	27	30	26	34	21	32
Lobatse	16	15	18	16	12	16
Maun	8	21	19	17	19	17
Ghanzi	10	9	12	11	8	8
Kasane	6	9	12	5	14	8
Letlhakane	14	25	14	22	23	16
Tsabong	4	11	7	7	9	11
Selebi-Phikwe	21	30	26	22	18	25
Molepolole	31	32	31	19	27	31
Mochudi	23	23	20	25	31	31
Gaborone West	49	50	38	49	45	59
Kanye	33	24	32	31	22	25
Francistown	10	10	19	9	11	11
Total	322	369	355	372	327	369

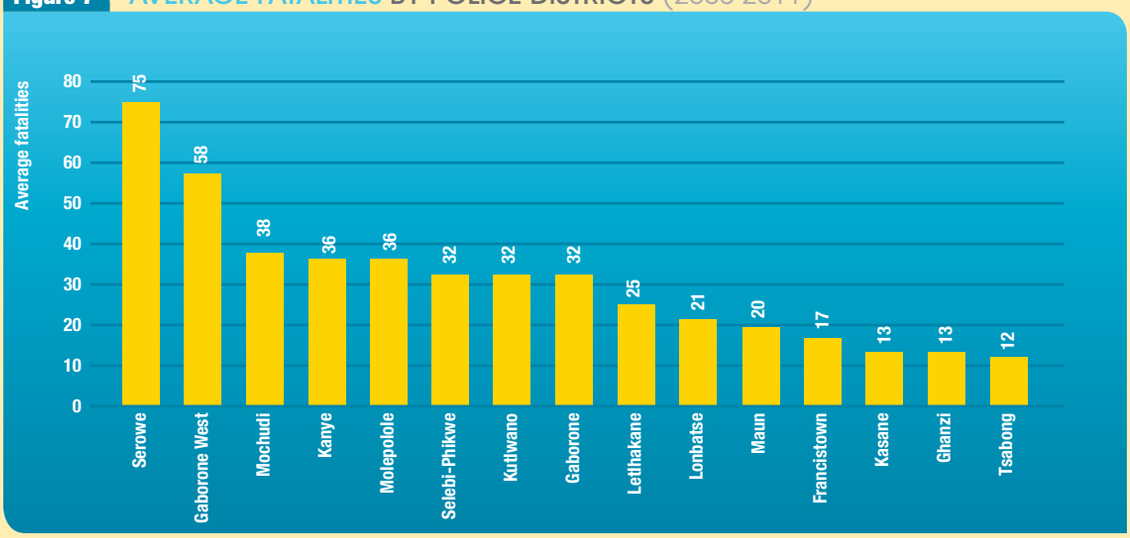
Source: Botswana Police Service

Table 5 FATALITIES BY POLICE DISTRICTS (2006-2011)

Police d istrict	2006	2007	2008	2009	2010	2011	6-year total	6-year average
Francistown	19	16	24	11	14	15	99	17
Gaborone	30	34	30	39	23	33	189	32
Gaborone West	64	62	44	55	49	72	346	58
Ghanzi	12	9	14	19	10	12	76	13
Kanye	49	29	42	37	25	35	217	36
Kasane	7	16	15	11	18	11	78	13
Kutlwano	26	34	40	44	20	26	190	32
Letlhakane	14	38	18	28	26	23	147	25
Lobatse	22	20	29	23	12	20	126	21
Maun	9	26	22	17	23	24	121	20
Mochudi	32	34	32	36	49	42	225	38
Molepolole	39	43	40	22	33	36	213	36
Selebi-Phikwe	31	43	30	28	20	39	191	32
Serowe	71	75	65	95	63	80	449	75
Tsabong	4	18	10	10	12	15	69	12
Total	429	497	455	475	397	483	2 736	456

Source: Botswana Police Service

Figure 7 AVERAGE FATALITIES BY POLICE DISTRICTS (2006-2011)



Source: Botswana Police Service

2.4 RANK OF CRASHES BY POLICE DISTRICTS 2006-2011

The distribution of total crashes recorded annually for the past six years shows that Gaborone West, Gaborone and Serowe Police districts were first, second and third respectively in the total number of crashes recorded. The rankings in Table 3 were derived by dividing the total number of crashes recorded in the district by the total national recorded crashes. The rankings show that in terms of total recorded crashes the top Police districts were Gaborone West, Gaborone, Serowe, Kanye and Kutlwano.

Although the Police districts of Gaborone West, Gaborone, Serowe, Kanye and Kutlwano recorded high numbers of road crashes, they recorded lower fatalities and serious injuries. On the other hand, Tsabong, Ghanzi and Kasane Police districts recorded low annual crashes for the past six years but they were top in fatalities per 1 000 recorded crashes over the same period. This indicates that although in terms of total reported crashes these districts are low, a higher proportion of crashes in these districts are fatal.

Table 6 POLICE DISTRICTS BY RANK OF CRASH

Police district	2006	2007	2008	2009	2010	2011
Gaborone West	1	1	1	1	1	1
Gaborone	2	2	2	2	2	2
Serowe	3	3	3	3	3	3
Francistown	4	4	4	5	4	7
Molepolole	5	6	5	4	5	9
Kanye	6	7	6	7	7	4
Kutlwano	7	5	7	6	6	5
Maun	8	9	8	10	8	6
Mochudi	9	8	10	9	10	10
Selebi-Phikwe	10	10	9	8	9	8
Letlhakane	11	12	11	11	12	12
Lobatse	12	11	12	12	11	11
Tsabong	13	13	13	13	13	13
Ghanzi	14	15	14	15	15	15
Kasane	15	14	15	14	14	14

Source: Botswana Police Service

SECTION 2 Road crashes by police district (continued)

2.5 FATAL CRASHES AND FATALITIES 2006-2011

Table 7 illustrates fatal crashes, fatalities and proportions of fatalities to fatal crashes for the past six years. Statistics show that on average a fatal crash claimed more than one life and the range was between 1.214 in 2010 and 1.347 in 2007. In 2011 the proportion of fatalities to fatal crashes stood at 1.309 compared to 1.214 in 2010. The proportions of fatalities to fatal crashes show that a slight change in fatal crashes results in a significant change in fatalities.

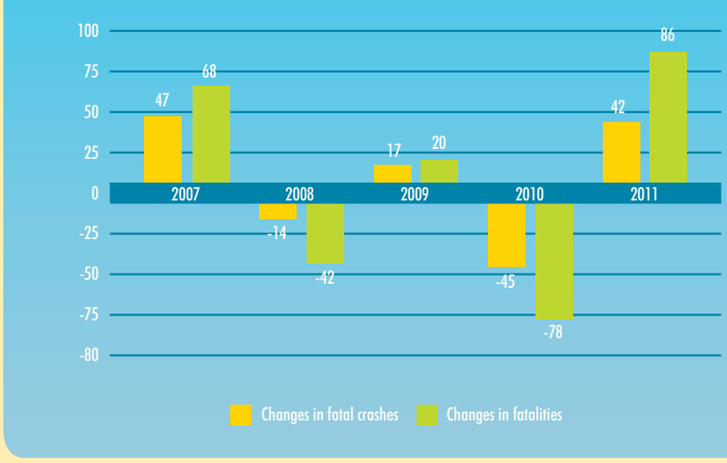
Figure 7 shows that between 2006 and 2007 fatal crashes increased by 47 resulting in an increase of 68 fatalities. Between 2007 and 2008 fatal crashes went down by 14 and this resulted in a reduction of 42 fatalities between the two years. In 2009 fatal crashes went up by 17 and resulted in an increase of 20 fatalities, while in 2010 fatalities went down by 78 due to a reduction in fatal crashes of 45. Between 2010 and 2011 the number of fatalities went up by 86 and fatal crashes went up by 42.

Table 7 FATAL CRASHES AND FATALITIES (2006-2011)

Year	Fatal crashes	Fatalities	Fatalities/fatal crash
2006	322	429	1.33
2007	369	497	1.35
2008	355	455	1.28
2009	372	475	1.28
2010	327	397	1.21
2011	369	483	1.31

Source: Botswana Police Service

Figure 8 CHANGES IN FATAL CRASHES & FATALITIES (2007-2011)



Source: Botswana Police Service

2.6 SERIOUS INJURIES BY POLICE DISTRICTS

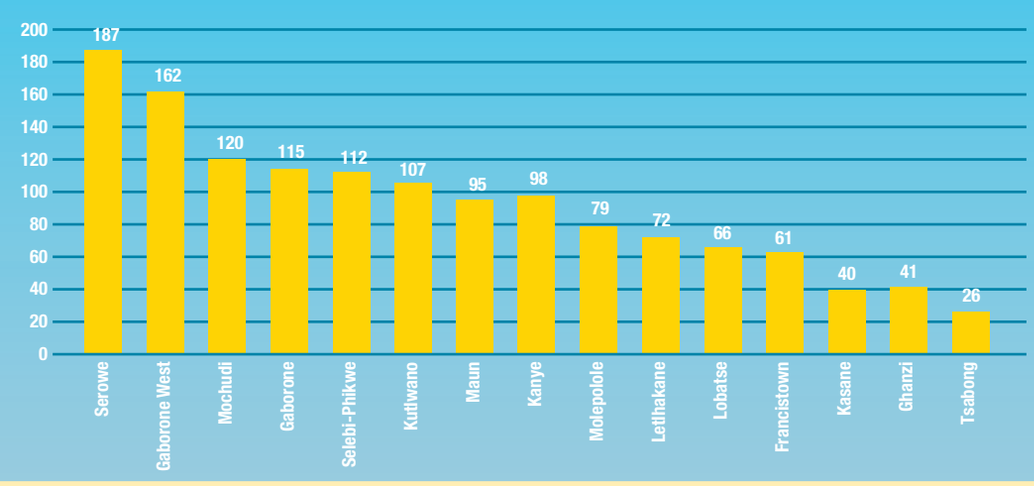
Table 8 shows annual recorded serious injuries trends for the past six years. Serowe Police district recorded the highest number of injuries for the period followed by Gaborone West, Mochudi, Gaborone and Selebi-Phikwe districts.

Table 8 SERIOUS INJURIES BY POLICE DISTRICTS (2006-2011)

Police district	2006	2007	2008	2009	2010	2011	6-yr total	6-yr average
Serowe	152	188	193	229	176	181	1 119	187
Gaborone West	161	173	144	181	165	150	974	162
Mochudi	78	116	142	154	122	108	720	120
Gaborone	133	113	107	111	120	104	688	115
Selebi-Phikwe	95	152	127	119	85	91	669	112
Kutlwano	106	119	160	102	74	82	643	107
Kanye	92	99	85	111	92	108	587	98
Maun	74	139	89	91	109	70	572	95
Molepolole	73	70	74	114	71	73	475	79
Letlhakane	66	73	91	87	59	54	430	72
Lobatse	63	87	78	56	55	58	397	66
Francistown	47	68	95	75	41	41	367	61
Ghanzi	31	35	40	47	38	57	248	41
Kasane	47	41	55	32	28	35	238	40
Tsabong	19	21	42	31	17	27	157	26
Total	1 237	1 494	1 522	1 540	1 252	1 239	8 284	1 381

Source: Botswana Police Service

Figure 9 AVERAGE REPORTED SERIOUS INJURIES BY POLICE DISTRICTS (2006-2011)



Source: Botswana Police Service

SECTION 2 Road crashes by police district (continued)

2.7 CASUALTIES BY POLICE DISTRICTS

The five Police districts of Kutlwano, Serowe, Gaborone, Mochudi, and Gaborone West recorded the highest number of casualties during the years 2009, 2010 and 2011. In 2011 Serowe Police district registered a higher number of casualties followed by Gaborone West and Mochudi. All these Police districts are along the A1 corridor which carries the highest volume of traffic.

Table 9 CASUALTIES BY POLICE DISTRICTS (2009-2011)

Police district	Police station	Fatalities			Serious injuries			Minor injuries		
		2009	2010	2011	2009	2010	2011	2009	2010	2011
Kutlwano										
	Kutlwano	25	5	6	37	19	25	117	136	148
	Tatitown	12	6	15	36	27	30	167	122	93
	Matsiloje	6	0	1	27	4	10	136	14	33
	Tonota	1	9	4	2	24	17	25	95	77
	Sub total	**44**	**20**	**26**	**102**	**74**	**82**	**445**	**367**	**351**
Serowe										
	Machaneng	11	4	2	14	12	12	28	14	33
	Mahalapye	29	29	32	88	59	61	202	165	186
	Martindrift	4	3	3	10	11	3	46	45	15
	Palapye	24	15	21	45	36	44	270	166	192
	Serowe	24	8	19	46	45	49	216	185	180
	Shoshong	2	2	2	12	9	2	54	26	24
	Maunatlala	1	2	1	14	4	10	40	24	33
	Sub total	**95**	**63**	**80**	**229**	**176**	**181**	**856**	**625**	**663**
Gaborone										
	Broadhurst	23	13	13	64	55	49	276	190	247
	Central	4	1	6	14	24	18	149	137	135
	Borakanelo	3	5	3	13	21	16	97	118	110
	Tlokweng	9	4	11	20	20	21	124	85	120
	Sub total	**39**	**23**	**33**	**111**	**120**	**104**	**646**	**530**	**612**
Lobatse										
	Lobatse	7	6	12	14	17	33	85	70	71
	Ramatlabama	6	0	1	13	8	3	21	7	11
	Woodhall	4	4	6	17	23	15	71	58	63
	Goodhope	6	2	1	12	7	7	27	35	14
	Sub total	**23**	**12**	**20**	**56**	**55**	**58**	**204**	**170**	**159**
Maun										
	Gweta	2	5	3	20	9	5	32	28	17
	Maun	6	12	17	39	59	43	181	125	131
	Sehitwa	4	5	2	12	4	10	52	26	31
	Seronga	1	0	0	5	1	0	22	6	4
	Shakawe	3	1	1	7	17	8	23	33	12
	Gumare	1	0	1	8	19	4	42	28	15
	Sub total	**17**	**23**	**24**	**91**	**109**	**70**	**352**	**246**	**210**

Table 9 CASUALTIES BY POLICE DISTRICTS (2009-2011)

Police district	Police station	Fatalities			Serious injuries			Minor injuries		
		2009	2010	2011	2009	2010	2011	2009	2010	2011
Ghanzi										
	Gantsi	15	9	7	29	27	26	63	110	49
	Kalkfontein	2	0	0	3	2	9	14	14	20
	Charleshill	1	1	3	9	3	7	11	8	18
	Nojane	1	0	2	6	6	15	36	20	18
	Sub total	**19**	**10**	**12**	**47**	**38**	**57**	**124**	**152**	**105**
Kasane										
	Kasane	1	7	2	3	7	10	17	16	22
	Kachikau	1	3	0	2	5	1	3	15	1
	Pandamatenga	9	8	9	27	16	24	33	28	11
	Sub total	**11**	**18**	**11**	**32**	**28**	**35**	**53**	**59**	**34**
Letlhakane										
	Dukwi	5	4	9	18	8	15	23	37	41
	Letlhakane	9	8	5	28	13	13	53	53	59
	Nata	3	4	9	8	6	4	46	25	27
	Orapa	7	9	0	14	20	7	51	23	26
	Rakops	4	0	0	15	6	10	20	33	78
	Sua Pan	0	1	0	4	6	5	9	2	12
	Sub total	**28**	**26**	**23**	**87**	**59**	**54**	**202**	**173**	**243**
Tsabong										
	Bokspits	0	0	0	1	0	0	8	9	6
	Kang	3	7	6	11	7	7	28	36	46
	Tsabong	3	2	2	4	6	9	26	11	28
	Tshane	0	0	2	5	3	7	27	23	17
	Werda	1	1	1	4	0	1	36	25	15
	Middlepits	3	2	4	6	1	3	13	11	18
	Sub total	**10**	**12**	**15**	**31**	**17**	**27**	**138**	**115**	**130**
Selibe-Phikwe										
	Bainsdrift	3	1	5	7	3	4	33	36	22
	Bobonong	1	2	1	9	14	10	38	53	30
	Botshabelo	7	4	4	30	15	26	56	45	41
	Selebi-Phikwe	6	8	22	34	31	34	138	100	108
	Semolale	0	0	0	0	2	0	10	11	2
	Serule	11	5	7	39	20	17	73	51	43
	Sub total	**28**	**20**	**39**	**119**	**85**	**91**	**348**	**296**	**246**
Molepolole										
	Letlhakeng	6	0	2	26	2	8	69	40	50
	Molepolole	9	17	12	33	46	23	296	262	185
	Thamaga	7	14	12	36	17	33	150	157	148
	Takatokwane	0	0	8	8	2	3	8	11	19
	Sojwe	0	2	2	11	4	6	25	20	39
	Sub total	**22**	**33**	**36**	**114**	**71**	**73**	**548**	**490**	**441**

SECTION 2 Road crashes by police district (continued)

Table 9 CASUALTIES BY POLICE DISTRICTS (2009-2011) CONTINUED

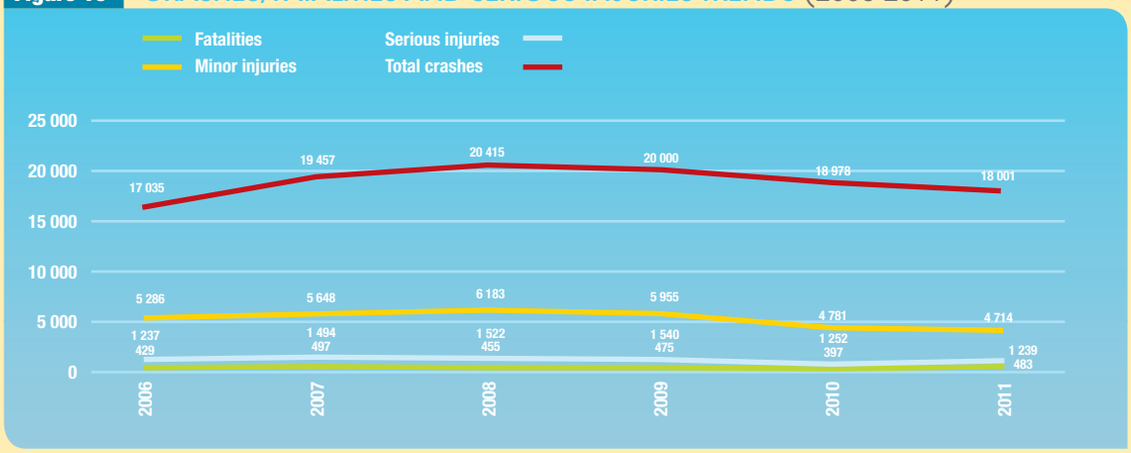
Police district	Police station	Fatalities			Serious injuries			Minor injuries		
		2009	2010	2011	2009	2010	2011	2009	2010	2011
Mochudi										
	Dibete	7	15	22	54	23	37	134	55	91
	Mochudi	27	34	18	91	95	66	251	177	165
	Olifants	0	0	0	2	2	2	7	5	6
	Sikwane	2	0	2	7	2	3	19	26	19
	Sub total	**36**	**49**	**42**	**154**	**122**	**108**	**411**	**263**	**281**
Gaborone West										
	G/West	12	7	14	45	43	36	285	217	282
	Naledi	8	4	10	21	17	19	102	87	78
	Ramotswa	9	13	12	28	29	26	89	82	77
	SSK Airport	3	3	5	10	9	11	52	34	46
	Mogoditshane	23	22	31	77	67	58	366	302	296
	Sub total	**55**	**49**	**72**	**181**	**165**	**150**	**894**	**722**	**779**
Kanye										
	Sejelo	13	11	8	56	41	40	162	124	107
	Jwaneng	11	7	14	17	14	28	76	46	67
	Moshupa	8	1	3	21	10	13	80	46	45
	P/Molopo	0	0	0	3	3	8	23	11	6
	Mabutsane	5	6	10	14	17	19	54	56	28
	Sub total	**37**	**25**	**35**	**111**	**92**	**108**	**395**	**283**	**253**
Francistown										
	Francistown	8	3	6	30	15	20	213	161	132
	Tshesebe	0	4	5	15	3	4	53	38	21
	Tutume	2	4	3	17	13	11	27	67	38
	Masunga	1	3	1	13	10	6	45	24	16
	Sub total	**11**	**14**	**15**	**75**	**41**	**41**	**338**	**290**	**207**
	Total	**475**	**397**	**483**	**1 540**	**1 252**	**1 239**	**5 954**	**4 781**	**4 714**

2.8 CRASHES, FATALITIES AND SERIOUS INJURIES TRENDS

Road crash trends in Figure 10 show the traffic performance for the past six years. The graph indicates that all the traffic safety indicators, such as total crashes, fatalities and serious injuries, have not changed significantly between 2006 and 2011. In 2011 the total number of recorded crashes stood at 18 001, a slight decrease compared to 2010, but overall total recorded crashes decreased since 2008.

Fatalities and serious injuries trends followed a similar pattern as total crashes over the period, except for 2011 when fatalities went up against a decline in total recorded crashes. An increase in total crashes cannot result in the same increase in both fatalities and serious injuries, but the general trend is that when total crashes go down both fatalities and serious injuries go down too.

Figure 10 CRASHES, FATALITIES AND SERIOUS INJURIES TRENDS (2006-2011)



Sources: Botswana Police Service

2.9 CASUALTIES BY JUNCTION TYPE 2006-2011

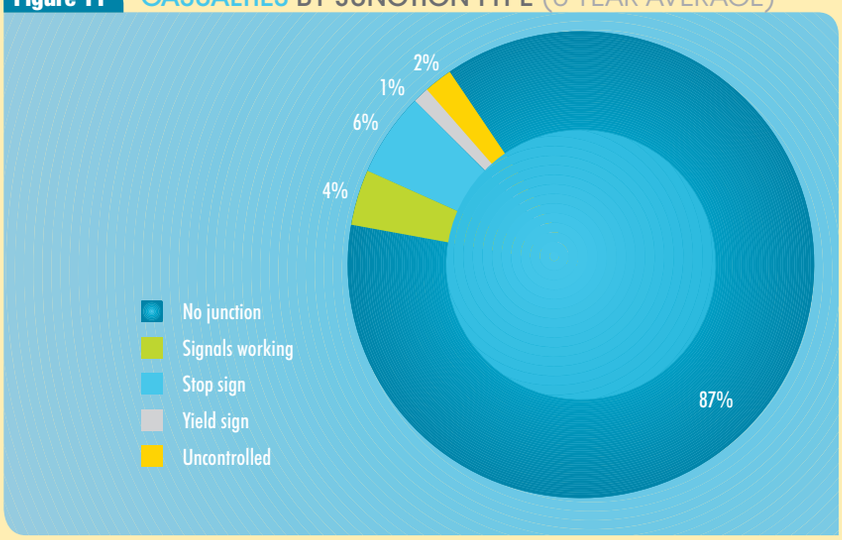
Sections of road without junctions account for most fatalities. The average percentage of people killed in such sections over the past six years was 86.7%. The percentage in 2011 was 85.1% compared to 87.4% in 2010. It is clear that there are more fatalities in crashes on open roads and corridors than on roads with junctions.

Table 10 FATALITIES BY JUNCTION CONTROL (2006-2011)

Junction type	2006	2007	2008	2009	2010	2011	Average
No junction	366	455	379	415	347	411	396
Signals (working)	13	9	20	37	11	13	17
Signals (not working)	0	0	1	6	0	1	1
Stop sign	35	24	27	6	28	46	28
Yield sign	5	3	5	6	2	7	5
Police controlled areas	0	0	0	0	0	0	0
Uncontrolled	10	6	23	5	9	5	10
Total	**429**	**497**	**455**	**475**	**397**	**483**	**456**

Source: Botswana Police Service

Figure 11 CASUALTIES BY JUNCTION TYPE (6-YEAR AVERAGE)



Source: Botswana Police Service

SECTION 2 Road crashes by police district (continued)

Table 11 SERIOUS INJURIES BY JUNCTION CONTROL (2006-2011)

Junction type	2006	2007	2008	2009	2010	2011
No junction	984	1 294	1 310	1 327	1 069	1 044
Signals (working)	35	56	52	31	34	34
Signals (not working)	9	3	5	8	1	2
Stop sign	150	95	102	131	100	105
Yield sign	28	11	7	10	16	13
Police controlled areas	2	0	1	4	0	3
Uncontrolled	29	35	45	29	32	38
Total	1 237	1 494	1 522	1 540	1 252	1 239

Source: Botswana Police Service

2.10 ROAD CRASHES BY CORRIDORS

Table 12 shows the distribution of crashes along the country's main corridors from 2009 to 2011. The A1 corridor accounted for most crashes during the period. In 2011 the A1 accounted for 47.7% of crashes on all major corridors, the most common crashes being rear-end, domestic animals, side and roll over. The total number of crashes involving domestic animals along the A1 increased from 230 in 2009 to 337 in 2010 and 356 in 2011.

The most common crashes along the A2 and A3 corridors are domestic animals, accounting for 35.3% of recorded crashes on the A2 and 45.8% on the A3. The most common crash type on the A10 and A12 corridors are rear-end and side collisions, with domestic animals third on both roads.

Table 12 COLLISION TYPE BY CORRIDORS (2009-2011)

Road	Year	Rear-end	Side	Head-on	Pedestrian	Wild animal	Domestic animal	Obstacle on road	Obstacle off road	Roll-over	Other	Total
A1	2009	256	211	36	38	18	230	18	37	138	128	1 110
	2010	404	282	31	67	35	337	21	40	140	140	1 497
	2011	332	253	29	37	35	356	21	32	134	176	1 405
A2	2009	28	19	6	23	21	119	3	9	36	29	293
	2010	34	31	7	16	26	138	2	6	27	46	333
	2011	23	30	3	10	16	78	5	6	32	18	221
A3	2009	17	31	7	7	5	92	1	6	34	11	211
	2010	28	24	10	6	12	136	3	4	39	31	293
	2011	30	37	1	2	14	147	3	6	63	18	321
A10	2009	84	59	7	19	0	77	1	8	27	39	321
	2010	166	98	10	28	10	109	3	14	22	46	506
	2011	147	103	28	25	4	67	5	7	23	66	475
A12	2009	141	123	11	39	0	29	2	6	11	29	391
	2010	232	209	27	66	3	55	4	25	16	73	710
	2011	190	141	10	43	2	27	3	11	8	77	512

Source: Botswana Police Service

SECTION 3 Time and environment

This section focuses on road crashes and casualties by hour, day of the week, month and light conditions. These parameters are critical indicators in road safety.

3.1 CASUALTIES BY HOUR OF THE DAY 2006-2011

Table 13 shows that most fatal and serious injury crashes occur between 1801-2000hrs followed by 1601-1800hrs. Most of these crashes happen during weekends and at month ends.

Table 13 FATALITIES BY HOUR OF THE DAY (2006-2011)

Time	2006	2007	2008	2009	2010	2011
0001-0200	30	37	27	37	29	25
0201-0400	16	25	21	19	19	20
0401-0600	20	21	23	36	34	21
0601-0800	28	32	22	32	26	54
0801-1000	19	27	27	26	18	27
1001-1200	19	58	22	29	18	24
1201-1400	35	36	39	34	37	24
1401-1600	37	51	51	56	41	58
1601-1800	55	62	63	48	46	52
1801-2000	95	67	57	75	63	74
2001-2200	54	52	58	45	40	52
2201-0000	21	29	45	38	26	52
Total	429	497	455	475	397	483

Source: Botswana Police Service

Table 14 SERIOUS INJURIES BY HOUR OF THE DAY (2006-2011)

Time	2006	2007	2008	2009	2010	2011
0001-0200	65	81	113	91	59	60
0201-0400	36	39	52	42	53	38
0401-0600	42	71	42	75	48	52
0601-0800	81	106	104	132	90	106
0801-1000	83	112	82	83	61	75
1001-1200	72	129	88	91	94	91
1201-1400	111	141	139	120	126	78
1401-1600	119	158	169	165	135	151
1601-1800	183	202	213	220	133	136
1801-2000	242	188	229	238	203	175
2001-2200	125	184	179	164	156	157
2201-0000	78	83	112	119	94	120
Total	1 237	1 494	1 522	1 540	1 252	1 239

Source: Botswana Police Service

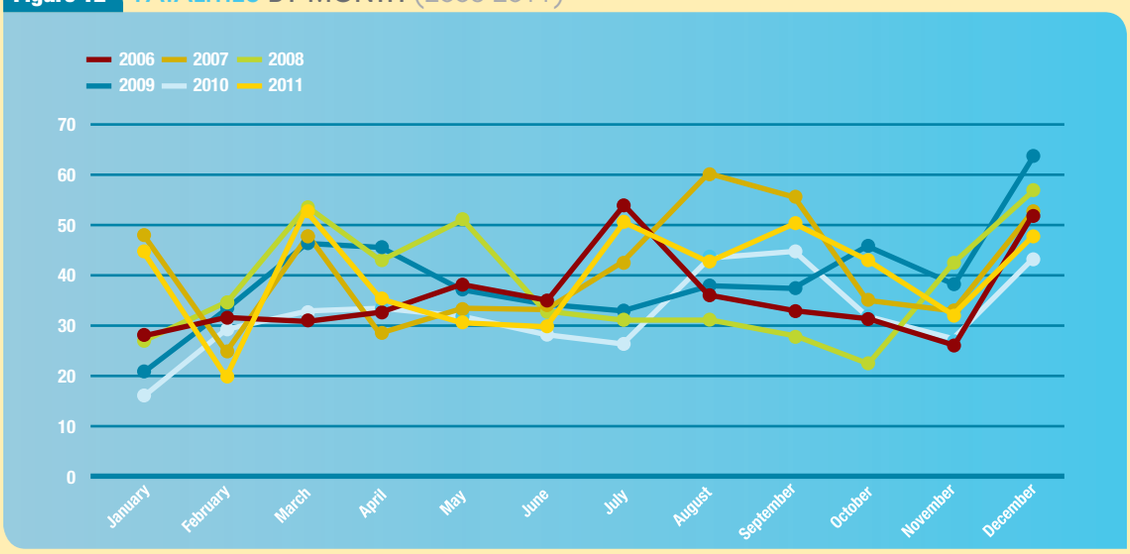
3.2 FATALITIES BY MONTH

Figures for the past six years show that crash fatalities are usually low in January and February, go up in March and April, decline in May, June and July, go up in August, September and October and up further to peak in December.

There is clear evidence that traffic crashes follow a certain pattern and are seasonal. This therefore might suggest that there are underlying factors specific to those trends.

SECTION 3 Time and environment (continued)

Figure 12 FATALITIES BY MONTH (2006-2011)



3.3 CRASHES BY DAY OF THE WEEK

Table 15 illustrates that on average all days of the week recorded between 2 434 and 2 916 crashes annually. For the past six years above-average crashes took place on Fridays and Saturdays, with Thursdays not very far below the average. Alhough there is no significant variation in crashes by days of the week, Thursday, Friday and Saturday are slightly higher than other days. Factors that can be attributed to this trend are increased travel, consumption of alcohol, speed and careless driving.

Table 15 CRASHES BY DAY OF THE WEEK (2006-2011)

	Year						
Day	2006	2007	2008	2009	2010	2011	Total
Sunday	2 322	2 730	2 844	2 722	2 494	2 365	15 477
Monday	2 249	2 535	2 632	2 666	2 501	2 353	14 936
Tuesday	2 247	2 405	2 642	2 497	2 379	2 298	14 468
Wednesday	2 143	2 539	2 603	2 567	2 506	2 343	14 701
Thursday	2 170	2 468	2 599	2 818	2 608	2 343	15 006
Friday	2 797	3 324	3 502	3 344	3 210	3 138	19 315
Saturday	3 107	3 486	3 593	3 386	3 280	3 128	19 980
Total	**17 035**	**19 487**	**20 415**	**20 000**	**18 978**	**17 968**	**113 883**
Average Crashes by Day	*2 434*	*2 784*	*2 916*	*2 857*	*2 711*	*2 567*	*16 269*

Source: Botswana Police Service

Fatal crashes occur mainly during weekends. Table 16 shows that about 70% of crashes resulting in death take place between Thursday and Sunday, with serious and minor injuries showing a similar trend.

Table 16 CASUALTIES BY DAY OF THE WEEK (2006-2011)

Day	Fatalities			Serious injuries			Minor injuries		
	2009	2010	2011	2009	2010	2011	2009	2010	2011
Sunday	103	76	91	297	238	245	1 046	909	810
Monday	52	53	40	158	131	126	690	517	513
Tuesday	36	37	53	130	120	118	490	549	472
Wednesday	46	40	42	155	131	129	715	508	533
Thursday	62	48	54	167	146	128	815	542	563
Friday	91	55	85	252	200	204	998	752	746
Saturday	85	88	118	381	286	289	1 201	1 004	1 077
Total	**475**	**397**	**483**	**1 540**	**1 252**	**1 239**	**5 955**	**4 781**	**4 714**
Average	*68*	*57*	*69*	*220*	*179*	*177*	*851*	*683*	*673*

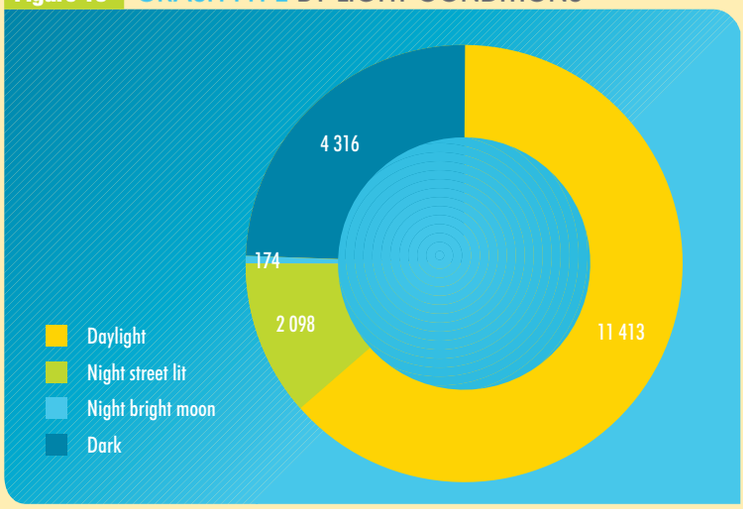
Source: Botswana Police Service

Table 17 CRASH TYPE BY LIGHT CONDITIONS (2006-2011)

	Year	Daylight	Dusk	Night street lit	Night bright moon	Dark	Total
Fatal	2009	184	14	20	8	146	**372**
	2010	165	9	17	7	129	**327**
	2011	259	0	38	8	178	**483**
Serious	2009	515	29	89	13	251	**897**
	2010	437	13	77	12	284	**823**
	2011	700	0	92	18	429	**1 239**
Minor	2009	2 026	115	343	40	803	**3 327**
	2010	1 734	39	287	32	788	**2 880**
	2011	2 745	0	518	74	1 377	**4 714**
Property damage only	2009	10 027	465	1 633	145	3 134	**15 404**
	2010	9 503	142	1 662	114	3 527	**14 948**
	2011	9 252	0	1 700	130	3 230	**14 312**
Total reported crashes	2009	12 752	623	2 085	206	4 334	**20 000**
	2010	11 839	203	2 043	165	4 728	**18 978**
	2011	11 413	0	2 098	174	4 316	**18 001**

Source: Botswana Police Service

Figure 13 CRASH TYPE BY LIGHT CONDITIONS



SECTION 4 People involved in crashes

4.1 FATALITIES BY AGE GROUPS

This section focuses on the demographics of people who are mostly involved in crashes. The most important indicators are age, sex and road user category. They are important because there are disparities in terms of risk behaviour between age groups, sex and road user category. Young people, especially young men, are more likely to be involved in crashes than other age groups. The risk perception varies between age groups, sex and road user category.

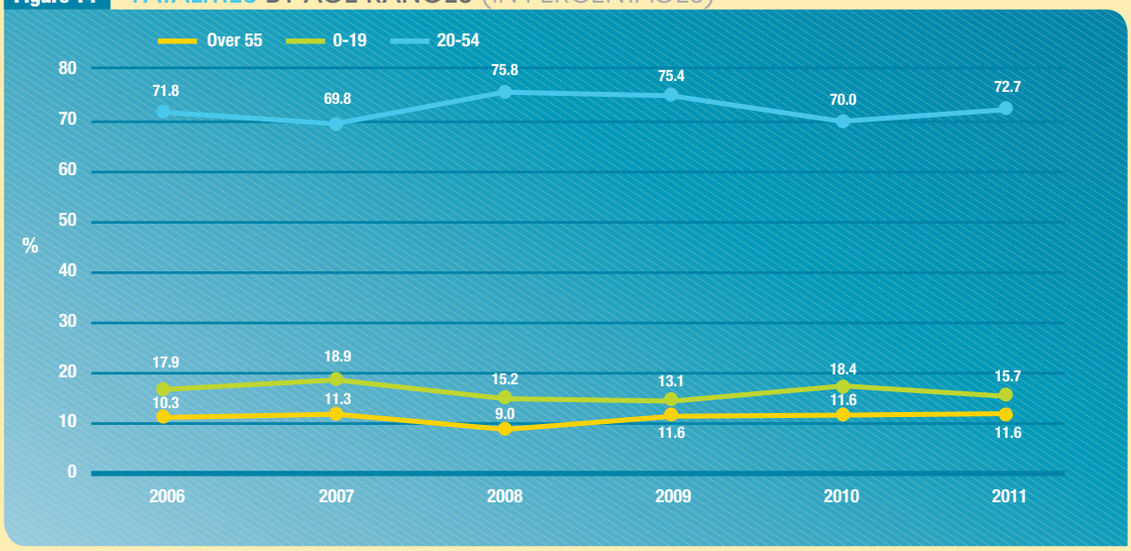
Table 18 and Figure 14 show fatalities by age for the past six years and the trend indicates that young people are the most affected in road crashes. During the period people between 20-54 years accounted for about 72.0% of all those killed annually. Age range 0-19 years is the second affected group, accounting for around 16.0% of those killed in the last six years. The least affected age group was 55 years and above at around 11.0% of those killed during the period.

Table 18 FATALITIES BY AGE GROUPS (2006-2011)

	Fatalities						Percentages					
Age group	2006	2007	2008	2009	2010	2011	2006	2007	2008	2009	2010	2011
0-4	20	21	24	18	25	25	4.7	4.2	5.3	3.8	6.3	5.2
5-9	20	27	15	13	18	18	4.7	5.4	3.3	2.7	4.5	3.7
10-14	10	16	11	6	9	9	2.3	3.2	2.4	1.3	2.3	1.9
15-19	27	30	19	25	21	24	6.3	6.0	4.2	5.3	5.3	5.0
20-24	56	53	70	63	43	72	13.1	10.7	15.4	13.3	10.8	14.9
25-29	75	97	81	90	55	74	17.5	19.5	17.8	18.9	13.9	15.3
30-34	61	72	71	67	53	63	14.2	14.5	15.6	14.1	13.4	13.0
35-39	49	54	54	45	43	55	11.4	10.9	11.9	9.5	10.8	11.4
40-44	27	27	30	36	37	38	6.3	5.4	6.6	7.6	9.3	7.9
45-49	24	25	24	26	24	27	5.6	5.0	5.3	5.5	6.0	5.6
50-54	16	19	15	31	23	22	3.7	3.8	3.3	6.5	5.8	4.6
55-59	15	18	8	17	17	16	3.5	3.6	1.8	3.6	4.3	3.3
60-64	6	7	8	14	12	8	1.4	1.4	1.8	2.9	3.0	1.7
65-69	8	13	7	6	4	13	1.9	2.6	1.5	1.3	1.0	2.7
70-74	6	7	8	5	2	8	1.4	1.4	1.8	1.1	0.5	1.7
Over 75	8	11	10	13	11	11	1.9	2.2	2.2	2.7	2.8	2.3
Unknown	1	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	0.0
Total	429	497	455	475	397	483	100	100	100	100	100	100

Source: Botswana Police Service

Figure 14 FATALITIES BY AGE RANGES (IN PERCENTAGES)



Source: Botswana Police Service

4.2 FATALITIES BY ROAD USER CLASS AND AGE GROUP

More passengers were killed than any other road user in 2010 and 2011, accounting for 43.8% and 51.1% of total deaths respectively. Pedestrians come second at 29.7% and 23.2% in 2010 and 2011 respectively. The least affected road users are drivers, at 26.4% and 25.7% of fatalities respectively. In all the road user categories the age groups 21-25, 26-30, 31-35, 36-40 and 46-50 accounted for the most deaths.

Table 19 FATALITIES BY ROAD USER CLASS AND AGE GROUP (2010-2011)

Age groups	2010 Drivers	2010 Passengers	2010 Pedestrians	2010 Totals	2011 Drivers	2011 Passengers	2011 Pedestrians	2011 Totals
0-4	1	22	29	52	0	20	22	42
06-10	0	14	49	63	0	15	52	67
11-15	7	22	20	49	2	26	26	54
16-20	8	46	35	89	8	49	26	83
21-25	35	115	44	194	31	112	29	172
26-30	84	136	36	256	75	141	33	249
31-35	74	82	28	184	72	105	18	195
36-40	44	44	23	111	44	58	25	127
41-45	30	32	13	75	25	41	11	77
46-50	23	28	12	63	19	38	10	67
51-55	12	18	13	43	15	20	10	45
56-60	8	18	5	31	11	9	3	23
61-65	1	6	5	12	3	9	7	19
66-70	2	5	3	10	2	2	1	5
71-75	0	7	2	9	0	2	5	7
76-80	1	2	2	5	0	1	2	3
81-85	0	1	2	3	0	1	2	3
86-90	0	1	1	2	0	0	0	0
91-95	0	0	1	1	0	0	1	1
96-100	0	0	0	0	0	0	0	0
Totals	330	599	323	1252	307	649	283	1 239

Source: Botswana Police Service

SECTION 4 People involved in crashes (continued)

Table 20 SERIOUS INJURIES BY ROAD USER CLASSES AND AGE GROUPS (2010-2011)

Age groups	2010 Drivers	2010 Passengers	2010 Pedestrians	2010 Totals	2011 Drivers	2011 Passengers	2011 Pedestrians	2011 Totals
0-4	1	22	29	52	0	20	22	42
06-10	0	14	49	63	0	15	52	67
11-15	7	22	20	49	2	26	26	54
16-20	8	46	35	89	8	49	26	83
21-25	35	115	44	194	31	112	29	172
26-30	84	136	36	256	75	141	33	249
31-35	74	82	28	184	72	105	18	195
36-40	44	44	23	111	44	58	25	127
41-45	30	32	13	75	25	41	11	77
46-50	23	28	12	63	19	38	10	67
51-55	12	18	13	43	15	20	10	45
56-60	8	18	5	31	11	9	3	23
61-65	1	6	5	12	3	9	7	19
66-70	2	5	3	10	2	2	1	5
71-75	0	7	2	9	0	2	5	7
76-80	1	2	2	5	0	1	2	3
81-85	0	1	2	3	0	1	2	3
86-90	0	1	1	2	0	0	0	0
91-95	0	0	1	1	0	0	1	1
96-100	0	0	0	0	0	0	0	0
Totals	330	599	323	1252	307	649	283	1 239

Source: Botswana Police Service

4.3 CASUALTIES BY ROAD USER CLASS

As in the case of fatalities, passengers are the most affected road users in crashes, followed by pedestrians and drivers.

Table 21 FATALITIES BY ROAD USER CLASSES AND AGE GROUPS (2010-2011)

	Fatalities 2009	Fatalities 2010	Fatalities 2011	Serious 2009	Serious 2010	Serious 2011	Minor 2009	Minor 2010	Minor 2011	Total 2009	Total 2010	Total 2011
Driver	150	105	124	388	330	307	2 026	1 546	1 483	2 564	1 981	1 914
Passenger	211	174	247	809	599	650	2 777	2 202	2 239	3 797	2 975	3 136
Pedestrian	114	118	112	343	323	282	1 152	1 033	992	1 609	1 474	1 386
Total	475	397	483	1 540	1 252	1 239	5 955	4 781	4 714	7 970	6 430	6 436

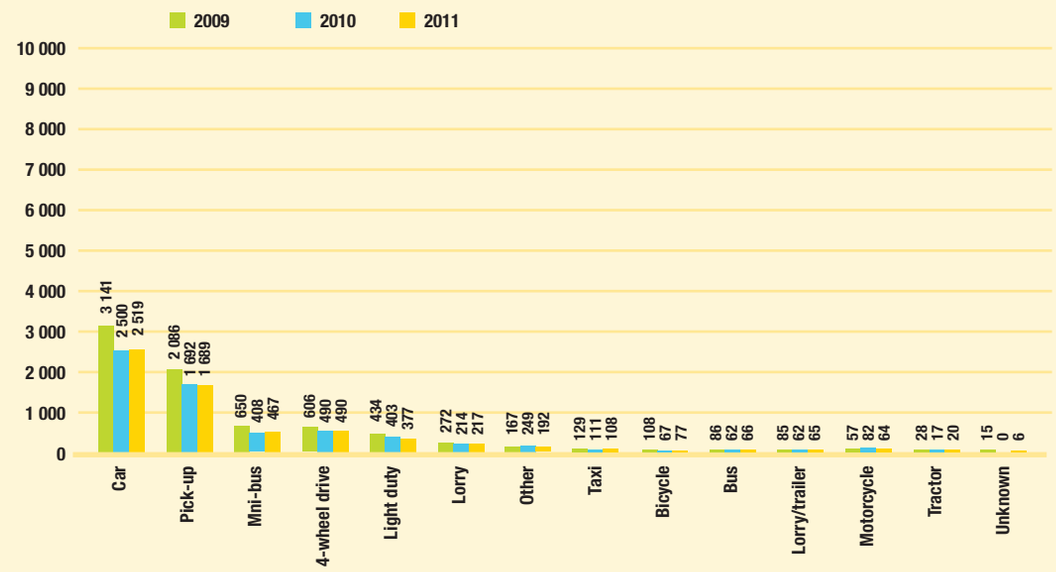
Source: Botswana Police Service

SECTION 5 Vehicles involved in crashes

5.1 VEHICLE TYPES INVOLVED IN CRASHES

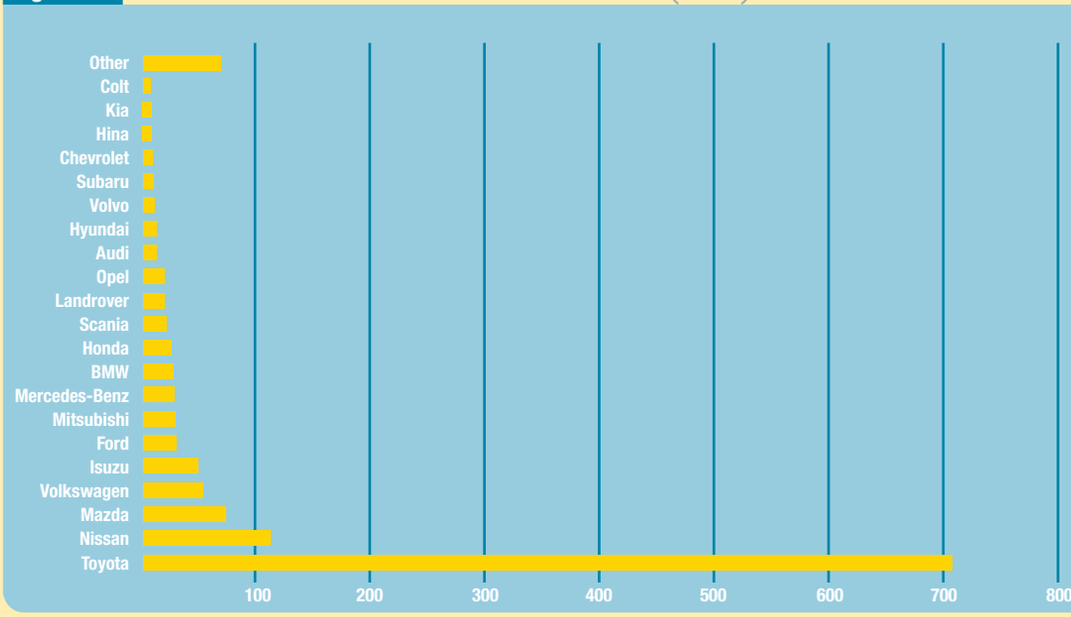
Figure 15 shows vehicle types involved in crashes in the years 2009-2011. Most were cars, followed by pick-ups and mini-buses. These distributions were similar to national registered cars by make or model.

Figure 15 VEHICLE TYPES INVOLVED IN CRASHES (2009-2011)



Source: MVA Fund claims database

Figure 16 VEHICLE MAKES INVOLVED IN CRASHES (2011)



Source: MVA Fund database

SECTION 5 Vehicles involved in crashes (continued)

5.2 VEHICLE MANOEUVRE

The majority of vehicles involved in crashes were travelling straight, representing 67.7%, 66.5% and 66.0% of all vehicles involved in road crashes in 2009, 2010 and 2011 respectively. Turning to the right was a distant second as the most hazardous vehicle manoeuvre.

Table 22 VEHICLE MANOEUVRE (2009-2011)

Manoeuvre	Number 2009	Number 2010	Number 2011	Percentage 2009	Percentage 2010	Percentage 2011
Going straight	21 459	19 955	19 003	67.7	66.5	66.0
Turning right	2 193	2 143	2 072	6.9	7.1	7.2
Turning left	984	1 045	962	3.1	3.5	3.3
Crossing stream	139	104	132	0.4	0.3	0.5
Overtaking	461	487	514	1.5	1.6	1.8
U-turning	155	158	144	0.5	0.5	0.5
Merging	83	72	116	0.3	0.2	0.4
Diverging	151	107	77	0.5	0.4	0.3
Reversing	1 675	1 721	1 567	5.3	5.7	5.4
Sudden start	77	65	44	0.2	0.2	0.2
Sudden stop	132	99	87	0.4	0.3	0.3
Parked off road	1 435	1 459	1 393	4.5	4.9	4.8
Parked on road	207	201	161	0.7	0.7	0.6
Other	2 549	2 414	2 533	8.0	8.0	8.8
Totals	**31 700**	**30 030**	**28 805**	**100**	**100**	**100**

Source: Botswana Police Service

The majority of crashes in 2011 involved two vehicles, totalling 18 994 out of 28 805 vehicles. Single vehicle crashes were the next most common.

Table 23 VEHICLE MANOEUVRE BY NUMBER OF COLLISIONS (2011)

Manoeuvre	Number of vehicles involved 1	2	3	4	5	7	Total
Going straight	6 258	11 238	1 247	229	29	2	19 003
Turning right	231	1 749	84	8	0	0	2 072
Turning Left	165	770	26	1	0	0	962
Crossing stream	10	117	5	0	0	0	132
Overtaking	73	414	26	1	0	0	514
U-turning	19	121	4	0	0	0	144
Merging	5	106	5	0	0	0	116
Diverging	25	48	4	0	0	0	77
Reversing	594	958	15	0	0	0	1 567
Sudden start	19	24	1	0	0	0	44
Sudden stop	9	66	10	2	0	0	87
Parked off road	83	1 205	58	30	12	5	1 393
Parked on road	10	135	14	2	0	0	161
Other	396	2 043	79	11	4	0	2 533
Total	**7 897**	**18 994**	**1 578**	**284**	**45**	**7**	**28 805**

Source: Botswana Police Service

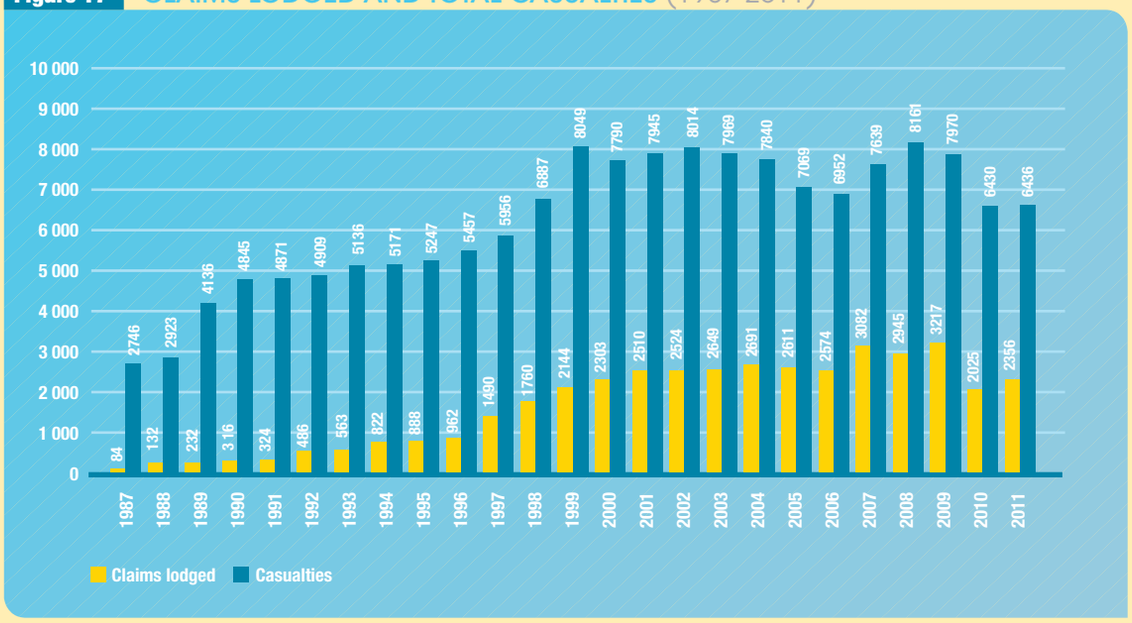
SECTION 6 MVA Fund claims analysis

6.1 CLAIMS LODGED WITH MVA FUND (1987-2011)

In terms of the MVA Fund Act, people involved in road crashes are eligible to lodge claims for assistance from the Fund. The total number of claims so lodged from 1987 to end of 2011 was 41 690 out of a total of 156 548 reported casualties in the same period. This translates to 26.6%.

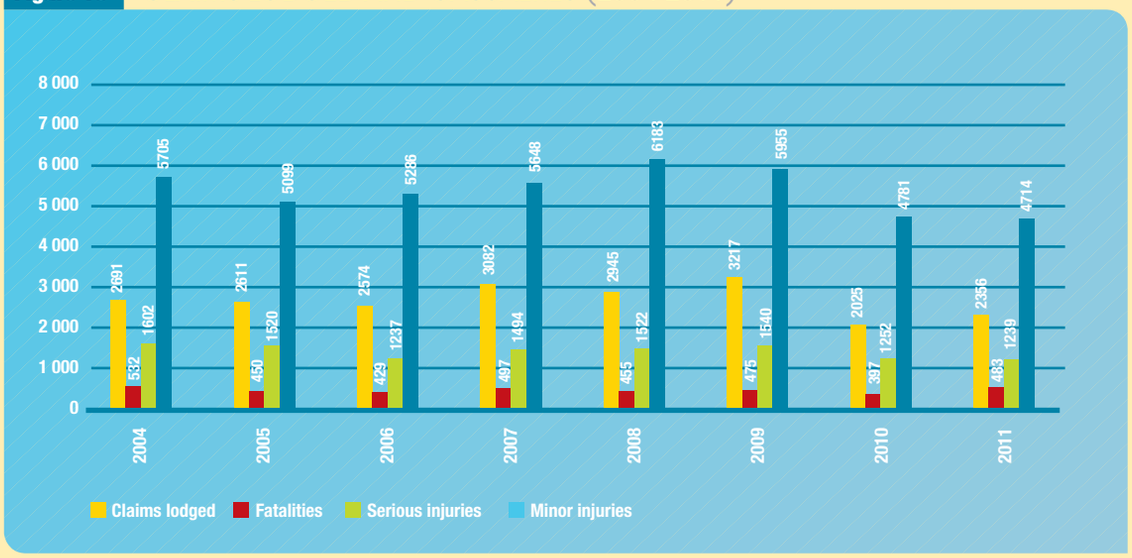
In 2011the percentage of claims lodged to total casualties of 6 436 was 36.6%, compared to 31.5% of 6 430 casualties in 2010, an increase of 5.1%. The highest percentage of claims lodged to total casualties was 40.4% in 2009 and the lowest was 3.1% in 1987 (the year the Fund started operations).

Figure 17 CLAIMS LODGED AND TOTAL CASUALTIES (1987-2011)



Source: MVA Fund claims database

Figure 18 CLAIMS LODGED AND CASUALTIES (2004-2011)



Source: MVA Fund claims database

SECTION 6 MVA Fund claims analysis (continued)

Total reserves and utilisation from trust account of in 2011

The Fund deposits into a trust account money that it holds on behalf of claimants until such time that it becomes payable to them. The Fund invests this money on behalf of the claimants.

The total amount deposited in the trust account in 2011 was P94.4 million and the money utilised from the account was P34.1 million, representing 36.0% of the total reserves in 2011.

Figure 20 shows that the highest proportion of payments goes to medical undertakings, at P22.7 million, followed by loss-of-support payments totalling P10 million. The remaining benefits account for less than P5 million each.

Figure 19 RESERVES 2011

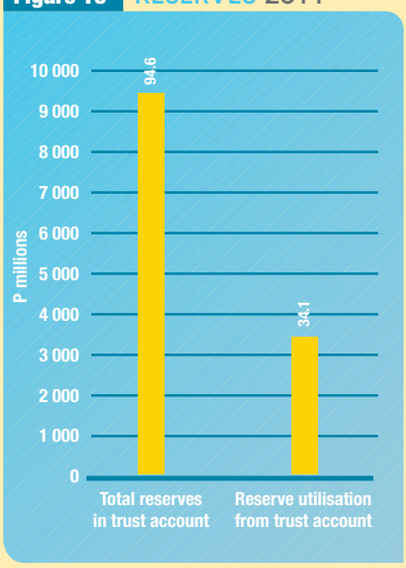


Figure 20 PAYMENTS BY BENEFIT TYPE

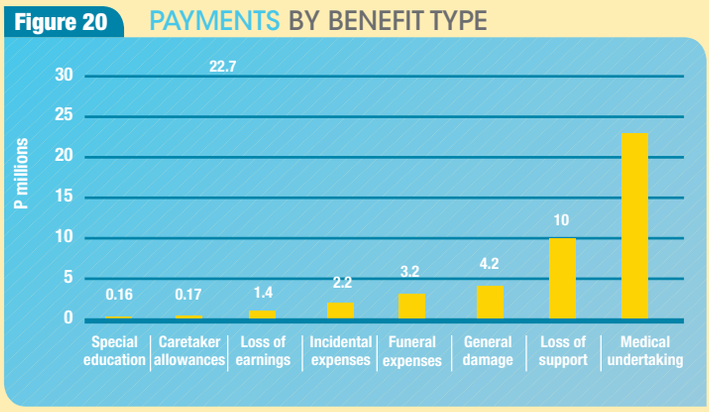
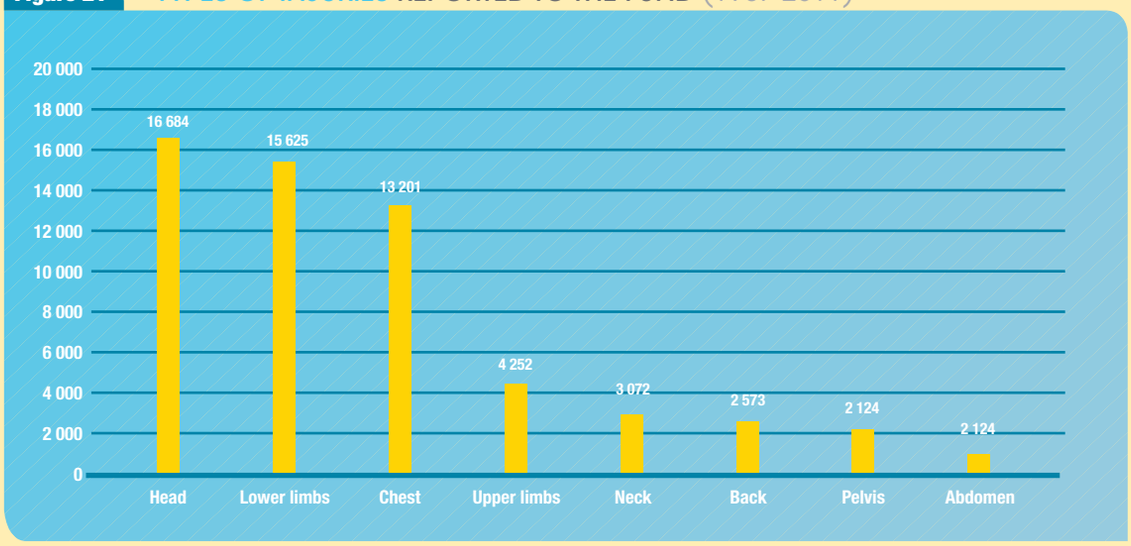


Table 24 CLAIMS PAID BY BENEFIT TYPE

Benefit type	2011	2010	% Variance
Loss of support	51 611 883	31 460 391	-64.1
Loss of earnings	4 463 548	5 916 427	24.6
Medical expenses	38 500 131	23 342 911	-64.9
General damages	2 018 861	7 388 689	72.7
Funeral expenses	3 115 619	2 947 647	-5.7
Incidental expenses	2 210 017	1 081 807	-104.3
Medico-legal expenses	711 368	1 260 001	43.5
Emergency medical service expenses	812 952	464 364	-75.1
Group therapy	1 103 014	–	-100.0

Figure 21 shows types of injuries reported at MVA Fund offices since 1987. It should be noted that injuries can be multiple per person, therefore the number of injuries reported will be more than the total number of claimants in the database. Most injuries reported to the Fund are to the head, followed by injuries to the lower limbs and chest.

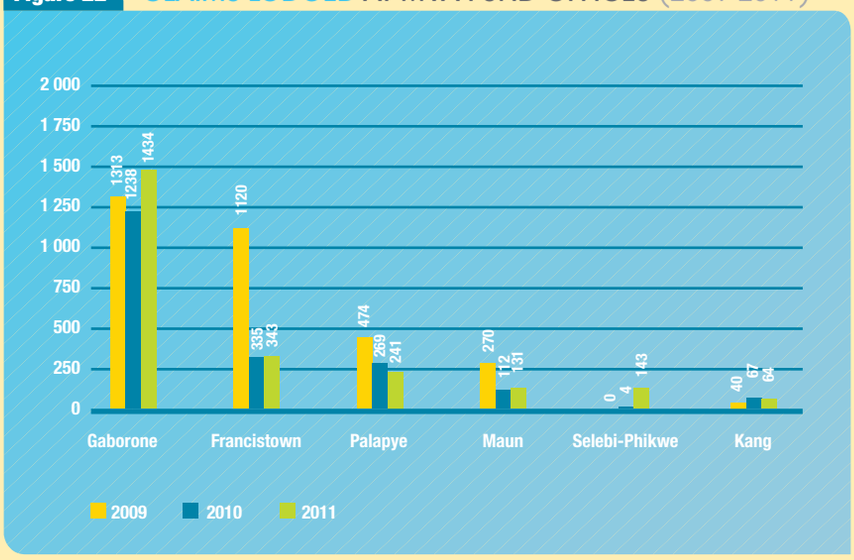
Figure 21 TYPES OF INJURIES REPORTED TO THE FUND (1987-2011)



6.2 TOTAL CLAIMS LODGED AT MVA FUND OFFICES

Figure 22 shows the number of claims lodged at MVA Fund offices for the three years 2009-2011. Gaborone head office received the highest number of claims, followed by Francistown, where there was a big drop in the number of claims lodged between 2009 and 210 and a slight increase in 2011. All offices received fewer claims except for Selebi-Phikwe, which opened in 2010, and Kang, where claims lodged increased by 27 to 67 in 2010.

Figure 22 CLAIMS LODGED AT MVA FUND OFFICES (2009-2011)



SECTION 6 MVA Fund claims analysis (continued)

6.3 CLAIMANTS BY REGION

Table 25 shows the distribution of claims lodged with the Fund in the three years 2009-2011. The number of claims received from the Gaborone region was the highest for all the years during the period. The other regions with high numbers of claims received were Francistown, Molepolole and Kanye respectively. The 2011 claims data shows that Selebi-Phikwe and Mochudi experienced significant increases in the number of claims received between 2010 and 2011. Kasane region recorded the lowest number of claims with 17 lodged in 2011 followed by Tutume (44), Ghanzi (50) and Letlhakane (56).

The total number of claims lodged with the Fund increased by 16.3% between 2010 and 2011. Most regions experienced increases in the number of claims lodged. Regions with significant increases were Kasane (142.9%), Selebi-Phikwe (95.1%), Ramotswa (73.0%), Ghanzi (47.1%) and Francistown (44.2%). Regions that experienced decreases were Palapye (28.2%), Molepolole (11.4%), Kanye (8.7%) and foreign claims from outside the country (22.7%).

Table 25 CLAIMANTS BY REGION (2009-2011)

Regions	2009	2010	2011	Percentage changes (2009 and 2010)	Percentage changes (2010 and 2011)
Gaborone	883	615	731	-30.4	18.9
Francistown	434	190	274	-56.2	44.2
Molepolole	188	140	124	-25.5	-11.4
Kanye	187	138	126	-26.2	-8.7
Maun	182	104	107	-42.9	2.9
Selebe-Phikwe	157	81	158	-48.4	95.1
Lobatse	149	83	79	-44.3	-4.8
Mochudi	129	91	128	-29.5	40.7
Serowe	127	82	92	-35.4	12.2
Palapye	184	124	89	-32.6	-28.2
Mahalapye	154	95	101	-38.3	6.3
Tutume	99	42	44	-57.6	4.8
Ramotswa	58	37	64	-36.2	73.0
Tsabong	74	63	82	-14.9	30.2
Letlhakane	94	57	56	-39.4	-1.8
Ghanzi	46	34	50	-26.1	47.1
Kasane	27	7	17	-74.1	142.9
Foreign	45	44	34	-2.2	-22.7
Total	3 217	2 025	2 356	-37.1	16.3

6.4 MONTHLY CLAIMS LODGED WITH MVA FUND BY OFFICE

Gaborone office received more claims than other offices, followed by Francistown and Palapye. Claims lodged did not vary significantly between months.

Table 26 MONTHLY CLAIMS LODGED WITH MVA FUND BY OFFICE (2009-2011)

Office	Year	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Total
Gaborone	2009	257	259	289	166	163	120	155	157	130	158	116	131	2 101
	2010	83	114	130	93	139	106	88	86	75	105	124	95	1 238
	2011	123	83	124	91	148	151	88	134	132	127	111	122	1 434
Francistown	2009	0	0	19	46	23	63	35	58	50	59	37	68	458
	2010	44	34	31	26	25	24	26	23	25	22	26	29	335
	2011	32	29	30	34	28	26	20	40	27	27	24	26	343
Palapye	2009	0	0	9	20	27	41	34	53	56	52	33	23	348
	2010	29	19	29	19	23	23	24	19	22	16	20	26	269
	2011	18	13	17	16	15	27	23	31	29	13	23	16	241
Maun	2009	11	51	14	8	16	31	21	35	15	4	37	27	270
	2010	20	1	8	16	9	7	11	10	5	7	5	13	112
	2011	7	16	5	0	10	6	5	15	25	21	9	12	131
Selebi Phikwe	2010	0	0	0	0	0	0	0	0	0	0	1	3	4
	2011	6	11	22	10	4	17	16	10	10	11	9	17	143
Kang	2009	0	0	0	0	0	0	8	4	5	5	10	8	40
	2010	2	6	9	9	10	2	5	9	0	7	3	5	67
	2011	7	0	4	0	0	5	6	7	5	16	10	4	64
Total		639	636	740	554	640	649	565	691	611	650	598	625	7 598

SECTION 7 MVA Fund road safety initiatives

During 2011 the Fund continued with road safety initiatives throughout the country to try to improve traffic safety performance. These activities included roadside education campaigns, promotion of road safety youth clubs, corporate presentations and the Community Road Safety Grant Scheme. The total expenditure on road safety promotion during the year was P8 393 321.

7.1 COMMUNITY ROAD SAFETY GRANT SCHEME

At year end the number of beneficiaries under the Community Road Safety Grant Scheme had risen to 12, from only two in 2010. This growth reflected the increased awareness of the scheme and the level of appreciation of the communities that are benefiting from the various road safety projects made possible by the scheme.

7.2 ROAD SAFETY RESEARCH

The Fund published its 2010 Road Crash and Claims Report during the year. The report compiled detailed crash statistics for the country. It provides an insight into the magnitude of the road safety problem and also assists in planning strategies that can change the attitudes and behaviour of road users.

The Fund also conducted internal and external customer satisfaction surveys, the results of which showed a positive movement when compared to the previous study. These customer satisfaction indices are essentials in formulating MVA Fund strategy. The Fund in collaboration with BOTUSA (Botswana-USA partnership) and the University of Botswana Trauma Group is conducting a study on road user behaviour with a view to establishing factors that contribute significantly to crashes in the country. This study will help the Fund to craft data-driven interventions in a bid to tackle behavioural issues.

7.3 YOUTH ROAD SAFETY CLUBS

Figures show that young people, especially men, are the most affected in road crashes. The Fund encourages youth to participate in road safety campaigns by forming road safety clubs in schools and out of school. In 2011 the Fund assisted in the formation of 17 such clubs in schools throughout the country.

7.4 OCCUPATIONAL ROAD RISK SEMINARS

The Fund's Injury Prevention Department hosted occupational road risk workshops for Statistics Botswana and Botswana Power Corporation drivers in November 2011, to sensitize them on the importance of road safety at the workplace. The workshops were successful, with both organisations sending large numbers of participants.

7.4 PUBLIC EDUCATION CAMPAIGNS

Public education initiatives carried out in 2011 included corporate presentations, kgotla meetings and agricultural shows. The number of people the Fund interacted with decreased between 2011 and 2010. Gaborone office interacted with the most, followed by Maun, Francistown, Selebi-Phikwe, Kang and Palapye.

Figure 23 shows that the total number of people the Fund interacted with decreased by 36.5% between 2010 and 2011, from 129 617 to 82 341. This could have been due to a lower level of activity at all offices except Selebi-Phikwe which recorded a significant increase. The other reason could be the change in the format of the public holiday roadside education campaigns, with District Road Safety Committees holding campaigns in their areas as opposed to the main roads which carry heavy traffic flow over public holidays.

Figure 23 INTERACTION WITH PEOPLE (2010-2011)

7.5 BUS SHELTER BRANDING

The bus shelter branding project continues to be a robust medium of putting across information on the Fund's products and services as well as traffic safety messages. Initiated in 2010, the project has seen the completion of bus shelters in Kasane, Letlhakane, Tsabong, Maun, Mahalapye, Bobonong and Jwaneng. Other places that will benefit from this project are Ghanzi, Gaborone, Serowe, Kanye and Molepolole.

7.6 MOBILE CHILDREN'S TRAFFIC SCHOOL

The Mobile Children's Traffic School is an innovative way to take the Fund's road safety message to even the remotest areas of the country. The custom built truck is fully equipped with quad bikes, traffic lights, road signs, cones, audio visual equipment, computers for interactive games, and bicycles. The safety school on wheels will undoubtedly make a big impression as it travels the country, complementing the other activities that are taking place to teach children to be safe on the road.

7.8 PEDESTRIAN CAMPAIGNS

Pedestrians are the most vulnerable road users. Death or serious injury is almost certain when a pedestrian is hit by a motor vehicle. Every journey involves an element of walking and exposure to high risk. The Fund targets pedestrians specifically by introducing 'Be Alert. Be Safe' campaigns in shopping malls. At the same time other awareness activities aimed at pedestrians, such as scholar patrols in schools, continue.

7.9 FIRST AID PROGRAMME

The Fund commissioned a first aid video production in collaboration with Botswana Red Cross Society. It was developed to give simple instruction to road users in basic first aid so that they can help people at the scene of a crash without aggravating their injuries. The programme teaches basic life-saving skills, promotes first aid awareness and encourages the public to enrol in first aid training.

SECTION 8 Milestones towards Decade of Action for Road Safety (2011-20)

8.1 PILLAR 1: ROAD SAFETY SAFETY MANAGEMENT CAPACITY

This pillar of the Decade of Action for Road Safety 2011-2020 advocates the creation of multi-sectoral partnerships and the designation of lead agencies with the capacity to develop national road safety strategies, plans and targets, supported by data collection and evidential research to assess, countermeasure, design and monitor implementation and effectiveness. The Fund has procured IT equipment for the Department of Road Transport and Safety to improve the DRTS business processes for the issuing of driving licences and permits. The Fund is also conducting traffic safety education in collaboration with the entities identified in Figure 24. Following the completion of the National Road Safety Strategy, the Fund is developing a three-year Internal Road Safety Strategy to guide the Fund's traffic safety business.

Figure 24 MULTI-SECTORAL PARTNERSHIPS

8.2 PILLAR 4: INFLUENCING ROAD USER BEHAVIOUR

This pillar advocates sustained enforcement of road traffic laws and standards and rules, combined with public awareness/education activities that will raise compliance with regulations that reduce the impact of the key risk factors such as speeding and drink driving. Figure 25 shows how the Fund's activities conform with this pillar. To help clamp down on drink driving the Fund has procured three fully equipped mobile alcohol testing vehicles – known on the road as 'booze buses' – for Botswana Police Service (Department of Traffic).

MEDIA CAMPAIGNS
- Print media
- Electronic media

ROAD SAFETY AWARENESS
- Roadside education campaigns
- School visits
- Corporate presentations
- Kgotla presentations

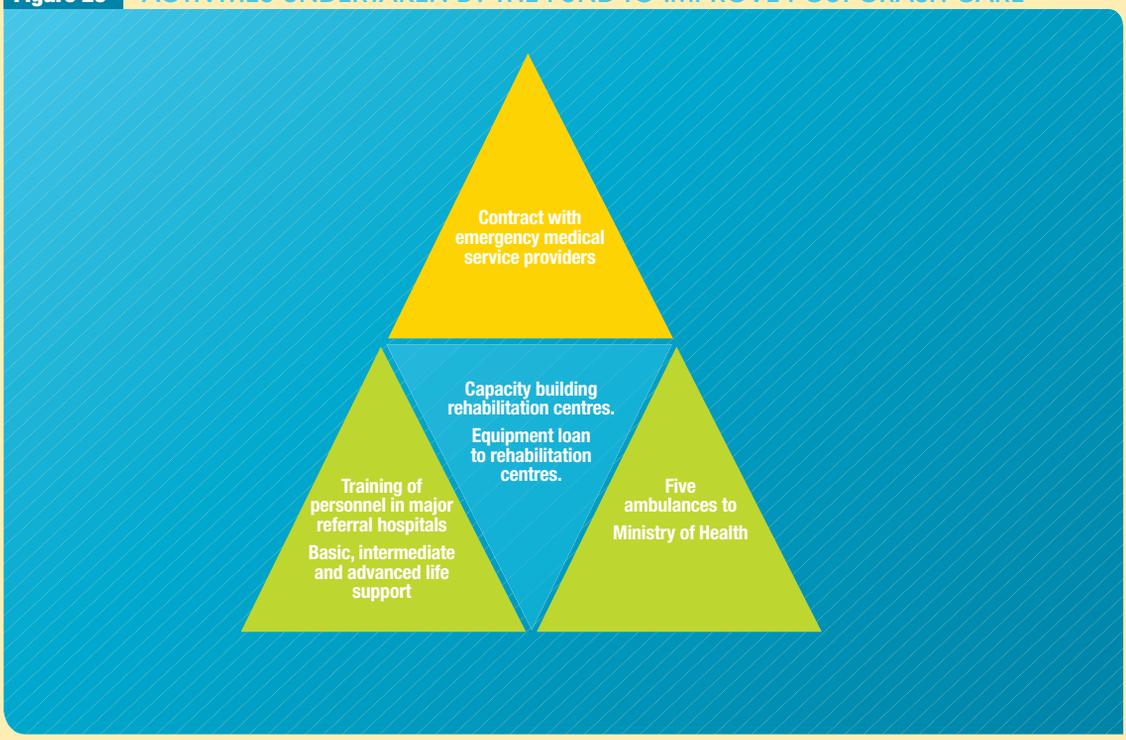
OCCUPATIONAL ROAD RISK
- Ergonomics
- Fleet management
- Incorporation of road safety in HSE policies

COMMUNITY ROAD SAFETY PROJECTS
- Drama
- Scholar patrols
- Interactive traffic safety games

8.3 PILLAR 5: IMPROVING POST-CRASH CARE

This pillar advocates sustained enforcement of road traffic laws and standards and rules, combined with public awareness/education activities that will raise compliance with regulations that reduce the impact of the key risk factors such as speeding and drink driving. Figure 25 shows how the Fund's activities conform with this pillar. To help clamp down on drink driving the Fund has procured three fully equipped mobile alcohol testing vehicles – known on the road as 'booze buses' – for Botswana Police Service (Department of Traffic).

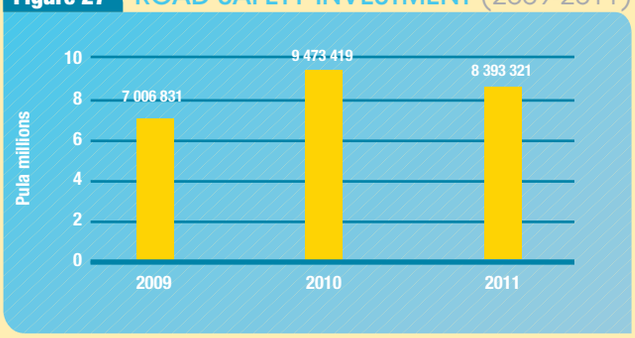
Figure 26 ACTIVITIES UNDERTAKEN BY THE FUND TO IMPROVE POST-CRASH CARE



SECTION 9 Investment in road safety improvement and trauma prevention

The Fund is committed to investing in road safety initiatives and activities. In 2011 the Fund continued with most of its safety initiatives such as the Occupational Road Risk Programme and the Community Road Safety Grant Scheme, media campaigns, educational road stops, scholar patrols etc. The Fund will continue to partner with other stakeholders in its mission to improve the road safety status of the country.

Figure 27 ROAD SAFETY INVESTMENT (2009-2011)



SECTION 10 Conclusion

Statistics show that road crashes affect mainly men who are productive and whose death or disability is a serious loss to the economy and to society. Although not as many women are involved directly in crashes, they suffer also as secondary victims who are left in precarious positions socially and financially. Similarly, children suffer not only in terms of their injury or death on the road, but financially because of the loss of a parent.

In its ongoing efforts to reduce death and injury on the road, MVA Fund will continue to work closely with Men's Sector Botswana and with Botswana National Youth Council, as well as with all its stakeholders who share the responsibility of promoting road safety.

THE SAFE SYSTEM

In the final analysis, it is imperative that all traffic safety players in the country, regardless of their level of road safety performance, move to the Safe System approach. This approach builds on existing road safety interventions but reframes the way in which road safety is viewed and managed in the community. It addresses all elements of the road transport system in an integrated way, with the aim of ensuring that crash energy levels are below what would lead to fatal or serious injury. It requires acceptance of shared overall responsibility and accountability between system designers and road users. It stimulates the development of the innovative interventions and new partnerships that are necessary to achieve ambitious but attainable long-term targets.

'It stimulates the development of the innovative interventions and new partnerships that will be necessary to achieve ambitious but attainable long-term targets.'

MVA Fund's Mobile Children's Traffic School with its fleet of quad bikes.

Wheeling in the magic. Making road safety fun.

MVA Fund is particularly active and innovative in taking the vital message of road safety to children – who are the vulnerable road users of today and the drivers of tomorrow.

The Fund's Mobile Children's Traffic School travels to communities countrywide. Specially equipped with quad bikes, traffic lights, road signs, games, audio visual and other safety material, the 'Magic Truck' is a big hit wherever it goes.

Safety spin – quad bikes with their junior passengers.

Road safety board games add to the fun of learning.

Walk wise. Walk safe. The children learn how to cross the road.

Movies too – a screen pulls down for video shows.

The 'Magic Truck' gets an enthusiastic welcome wherever it goes.

ANNEXURE

Figure 1 VEHICLES REGISTERED BY STATIONS (2011)

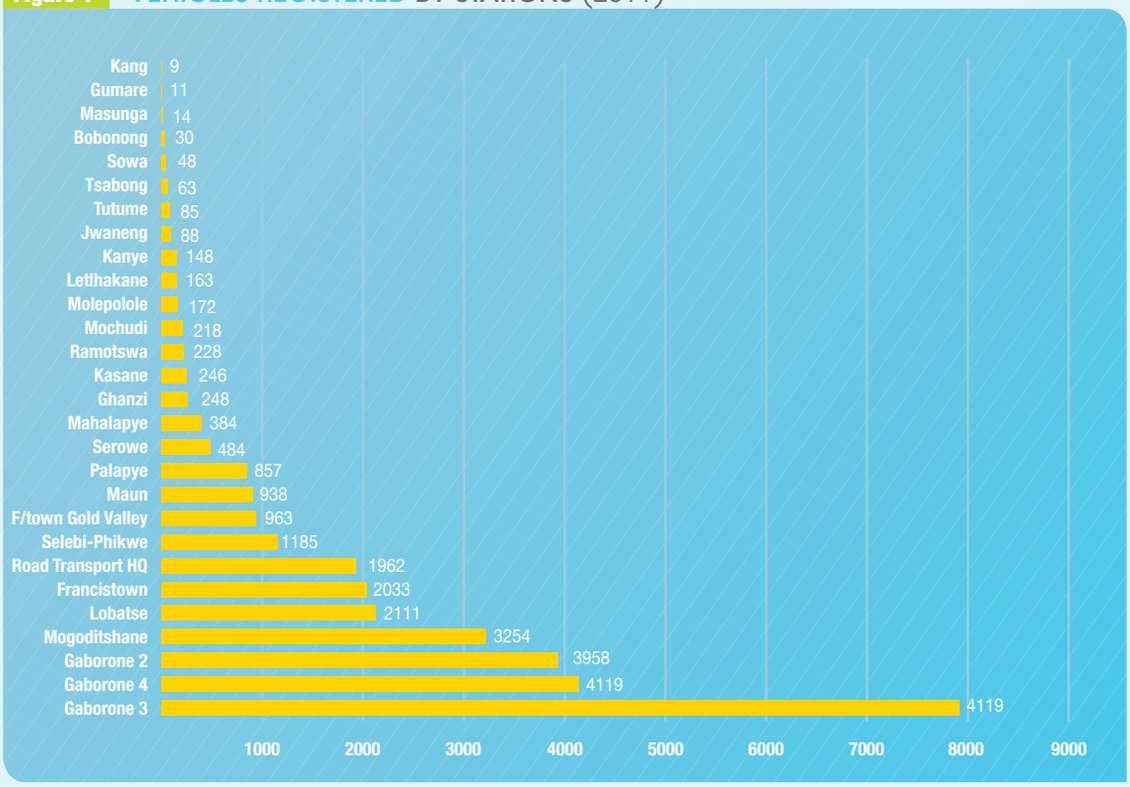


Table 1 VEHICLES REGISTERED BY DRTS OFFICES (1995-2011)

Station	1995-2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total
Bobonong	514	31	11	14	8	11	2	9	32	23	30	6	691
Fairgrounds	22 570	5 260	7 990	6 868	6 696	5 443	5 856	7 521	8 819	6 186	7 930	8 052	99 191
Gold Valley	0	0	0	0	0	0	0	0	0	0	963	2 188	3 151
Francistown	18 197	2 145	2 418	1 890	2 113	2 167	1 890	2 834	3 913	2 597	2 033	1 220	43 417
Gab HQ	42 971	2 365	1 997	2 398	4 164	3 624	2 364	2 820	4 000	3 184	1 962	2 144	73 993
Gab VTS	8 082	2 303	2 188	1 376	2 510	4 302	2 742	3 089	4 265	4 396	3 958	4 243	43 454
Water Affairs	0	0	0	0	0	0	0	0	0	0	4 119	7 838	11 957
Ghanzi	1 529	107	180	163	90	77	62	88	134	179	248	257	3 114
Gumare	0	0	14	2	1	4	0	14	8	19	11	11	84
Jwaneng	46	47	55	46	86	69	50	54	70	72	88	98	781
Kang	0	0	11	9	10	11	7	3	4	5	9	7	76
Kanye	6 227	76	93	82	86	106	93	106	112	155	148	125	7 409
Kasane	1 180	106	155	120	97	68	70	129	167	235	246	317	2 890
Letlhakane	2 663	78	146	108	92	127	69	78	119	132	2 111	86	5 809
Lobatse	7 343	1 072	1 444	1 229	1 087	1 209	925	1 069	1 844	2 384	163	2 001	21 770
Mahalapye	4 708	534	493	483	428	339	220	365	509	468	384	441	9 372
Maun	5 525	741	918	776	958	763	470	671	896	863	938	1 058	14 577
Mochudi	4 035	111	143	119	133	112	74	64	108	267	218	155	5 539

Table 1 VEHICLES REGISTERED BY DRTS OFFICES (1995-2011)

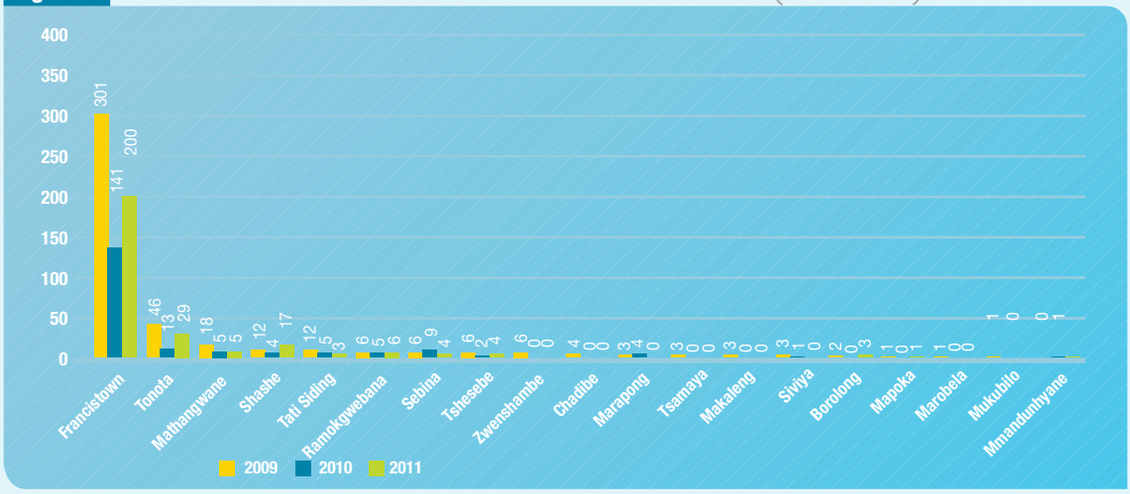
Station	1995-2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total
Mogoditshane	0	0	0	0	0	893	4 064	5 753	7 603	5 372	3 254	3 217	30 156
Molepolole	3 329	68	115	92	89	64	49	64	145	181	172	46	4 414
Palapye	3 289	172	288	265	467	563	374	549	590	809	857	670	8 893
Ramotswa	2 179	120	83	44	69	104	91	128	365	725	228	127	4 263
Serowe	4 117	449	515	418	386	269	184	237	378	346	484	541	8 324
Sowa	0	0	0	0	0	0	6	11	60	73	48	31	229
S-Phikwe	9 271	855	1 021	741	1 309	1 113	724	896	1 000	1 044	1 185	1 060	20 219
Tsabong	911	66	160	97	54	38	15	27	41	49	63	63	1 584
Tutume	953	60	22	23	21	23	35	74	333	189	85	33	1 851
Masunga	0	0	0	0	0	0	0	0	0	0	14	9	23
Total	149 639	16 766	20 460	17 363	20 954	21 499	20 436	26 653	35 515	29 953	31 949	36 044	42 7231

Source: Department of Road Transport and Safety

Claimants by villages

Figure 2 GABORONE REGION CLAIMANTS BY VILLAGES (2009-2011)

Figure 3 FRANCISTOWN REGION CLAIMANTS BY VILLAGES (2009-2011)



ANNEXURE Claimants by villages (continued)

Figure 4 MOLEPOLOLE REGION CLAIMANTS BY VILLAGES (2009-2011)

Figure 5 KANYE REGION CLAIMANTS BY VILLAGES (2009-2011)

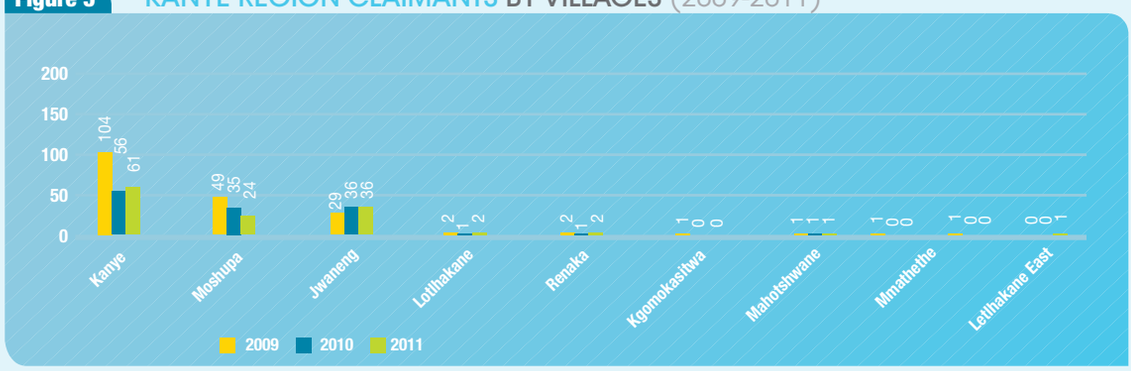


Figure 6 MAUN REGION CLAIMANTS BY VILLAGES (2009-2011)

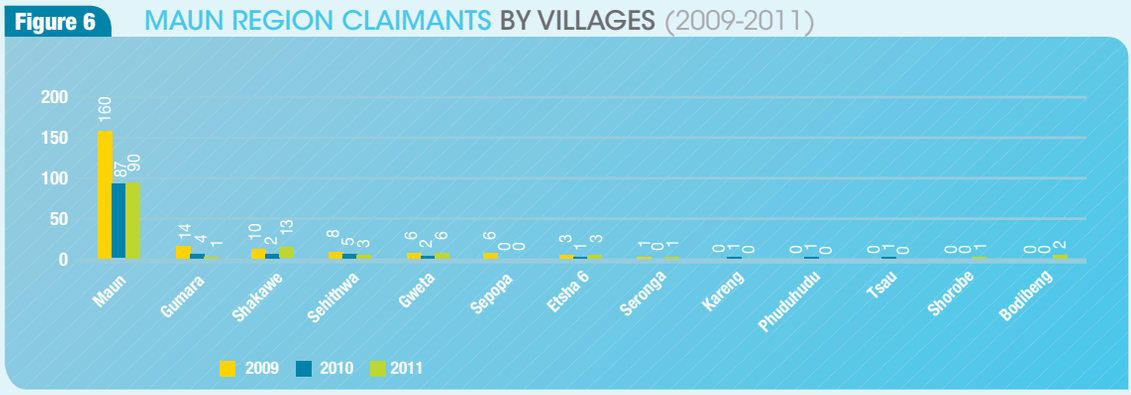


Figure 7 MOLEPOLOLE REGION CLAIMANTS BY VILLAGES (2009-2011)

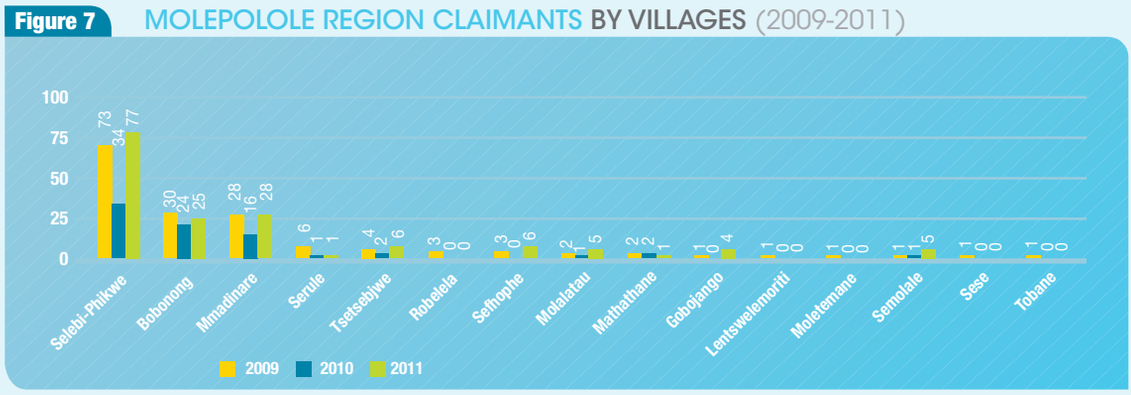


Figure 8 LOBATSE REGION CLAIMANTS BY VILLAGES (2009-2011)

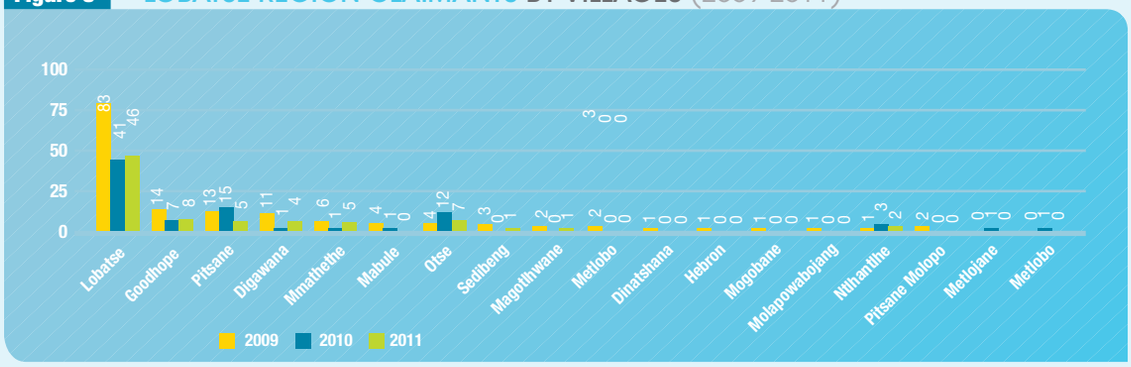


Figure 9 MOCHUDI REGION CLAIMANTS BY VILLAGES (2009-2011)

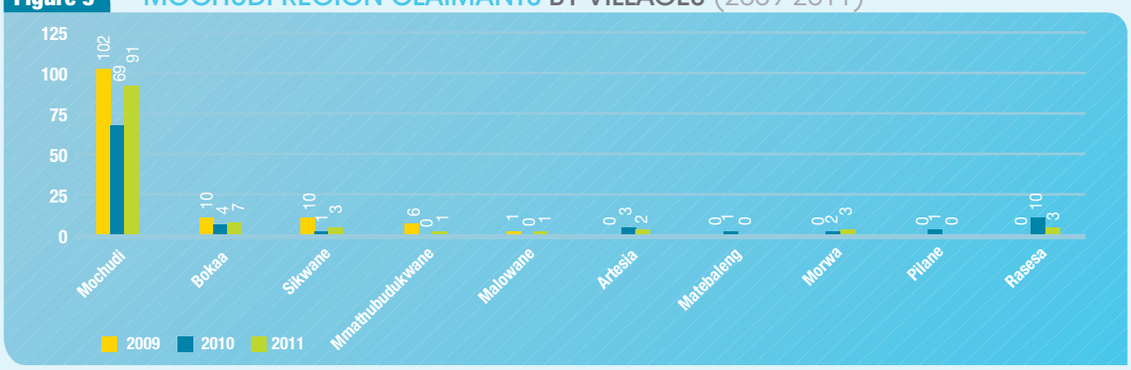


Figure 10 SEROWE REGION CLAIMANTS BY VILLAGES (2009-2011)

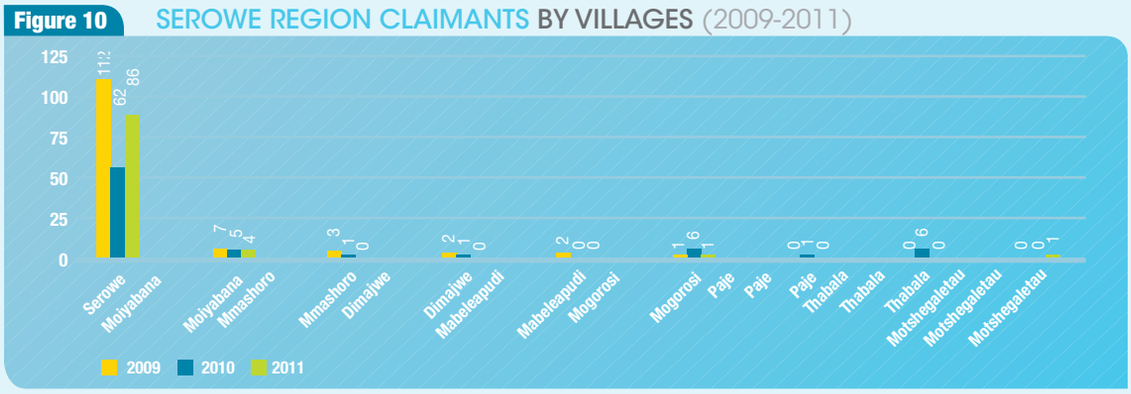
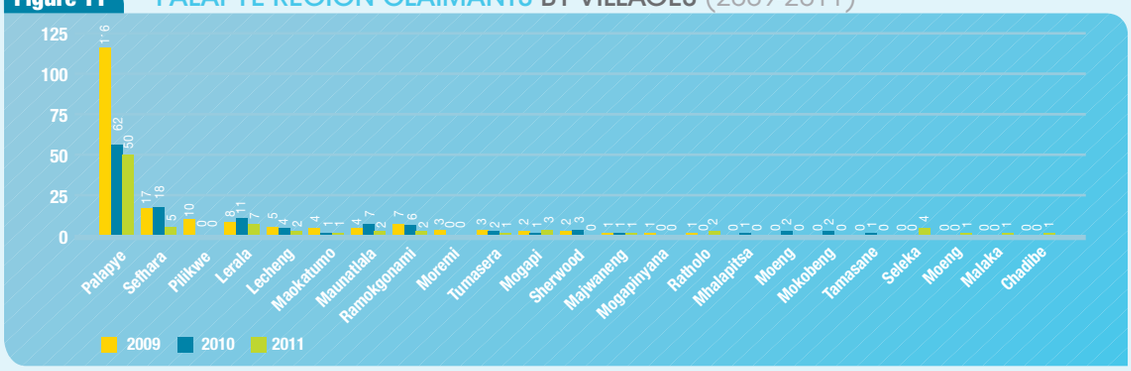


Figure 11 PALAPYE REGION CLAIMANTS BY VILLAGES (2009-2011)



ANNEXURE Claimants by villages (continued)

Figure 12 MAHALAPYE REGION CLAIMANTS BY VILLAGES (2009-2011)

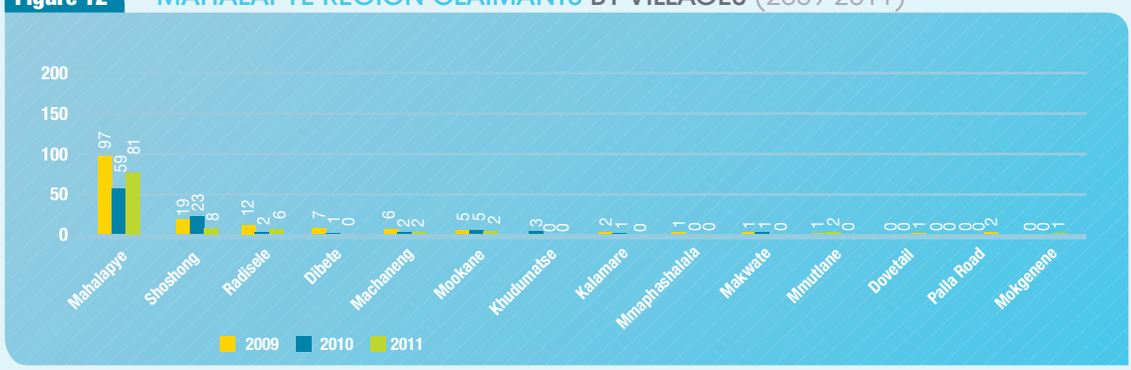


Figure 13 TUTUME REGION CLAIMANTS BY VILLAGES (2009-2011)

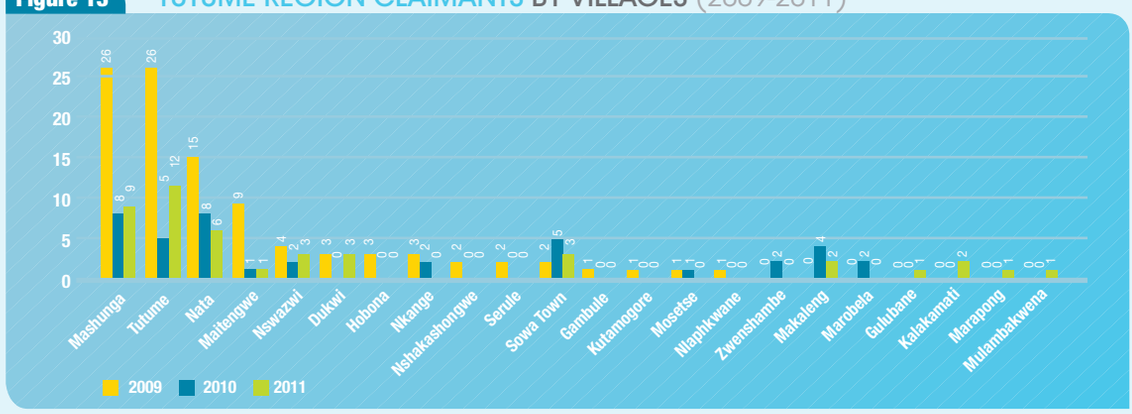


Figure 14 RAMOTSWA REGION

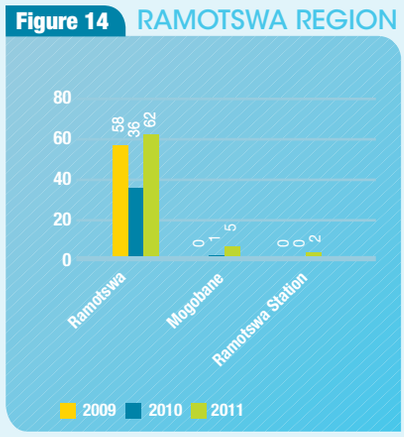


Figure 15 TSABONG REGION CLAIMANTS BY VILLAGES (2009-2011)

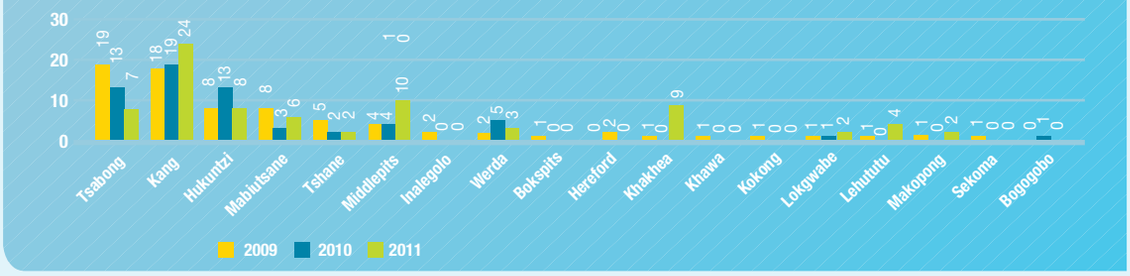


Figure 16 LETKHAKANE REGION CLAIMANTS BY VILLAGES (2009-2011)

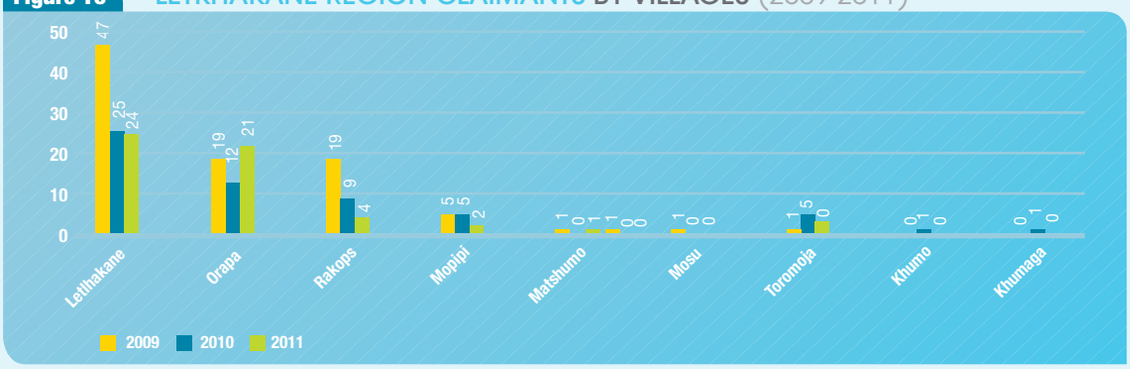


Figure 17 GHANZI REGION CLAIMANTS BY VILLAGES (2009-2011)

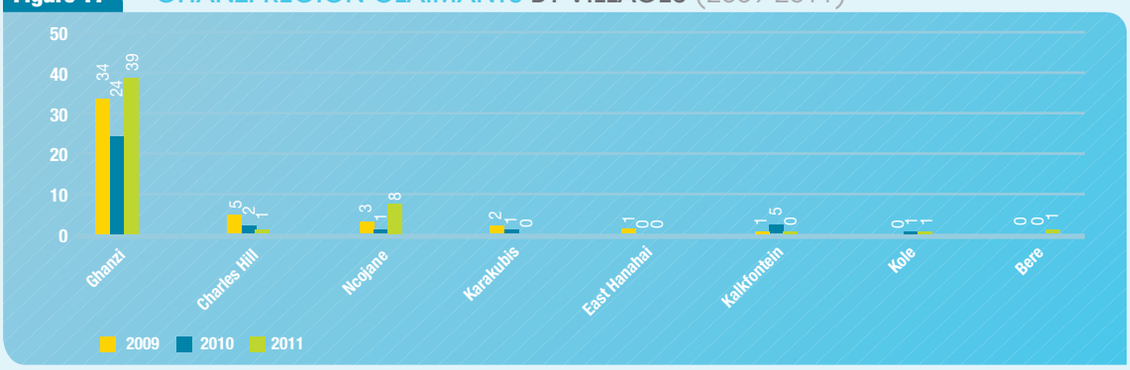
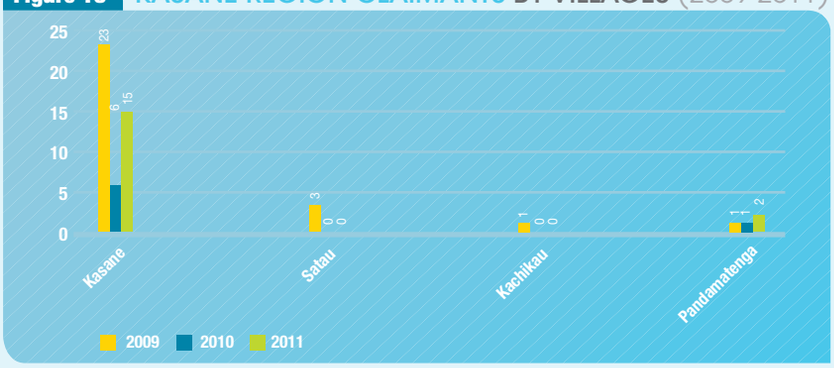
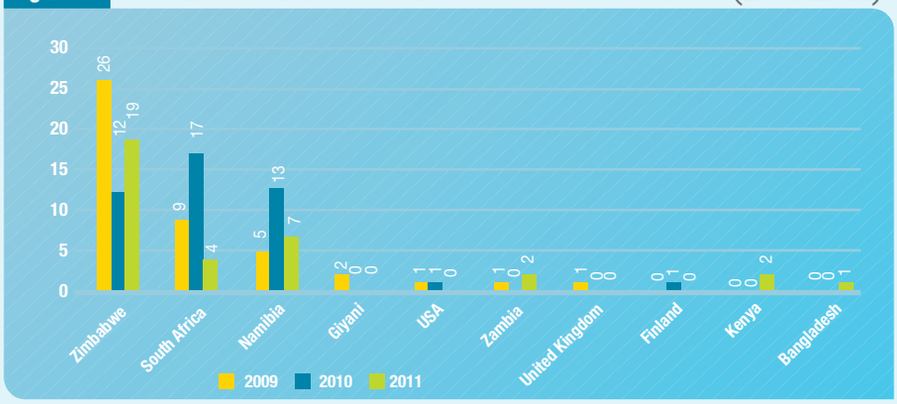


Figure 18 KASANE REGION CLAIMANTS BY VILLAGES (2009-2011)



ANNEXURE Foreign claimants

Figure 19 FOREIGN CLAIMANTS BY COUNTRY OF ORIGIN (2009-2011)



ANNEXURE Possible causes of crash

Table 2 POSSIBLE CAUSES OF CRASHES (2010-2011)

Category	Causes	2010	2011
Driver	Following too close from behind	1 862	2 281
	Reversing negligently	1 563	1 363
	Losing control	1 204	1 382
	Failing to comply with traffic sign or signal	710	631
	Unlicensed driver	590	569
	Influence of drink or drugs	492	429
	Overtaking improperly	423	427
	Speeding	384	269
	Turning without care	297	264
	U-turning	135	116
	Fatigued or asleep	83	59
	Swerving to the left/right	32	30
	Cyclist error	32	38
	Dazzled by oncoming traffic lights	21	8
	Overloading	19	8
	Physical defect		8
	Stopping suddenly	7	6
	Negligence of public service vehicle driver	7	5
	Pulling off the road without care	6	2
	Negligently opening vehicle door	3	1
	Hampered by passenger, animal or luggage in the vehicle	2	2
	Other driver negligence	7 056	6 569
Pedestrian	Crossing road without care	327	291
	Under influence of drink or drugs	49	53
	Walking or standing on the road	19	18
	Playing on the road	17	16
	Slipping or falling when crossing the road	3	1
	Sudden illness	2	4
	Holding on to a vehicle	1	2
	Sleeping on the road		1
	Other pedestrian negligence	104	98
Passenger	Falling from a vehicle	25	29
	Boarding or alighting without care	11	8
	Under influence of drink or drugs	3	2
	Stealing a ride	2	2
	Other passenger negligence	52	36
Animals	Cattle on the road	1 883	1 694
	Dog on the road	167	143
	Animal in the vehicle	6	1
	Other animal on the road	539	449
Obstructions	Stationary vehicle dangerously placed	3	0
	Collision with vehicle already involved in an accident	4	1
	Other obstructions	167	157
Defects	Tyre burst	222	181
	Defective unattended vehicle running away	11	19
	Physical defect	8	0
	Other defects	249	171
Road conditions	Road surface type	81	95
	Road pot holes	58	33
Weather	Heavy rain	13	8
	Strong wind	6	3
	Other weather factors	11	15
Cellphone	Use of cellphone while driving	7	3
Total		18 978	18 001

POLICE DISTRICT AND POLICE STATIONS

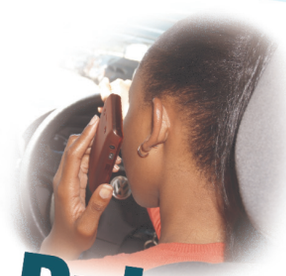
FRANCISTOWN	Francistown, Tshesebe, Tutume, Masunga
KUTLWANO	Kutlwano, Tatitown, Matsiloje, Tonota
SEROWE	Mahalapye, Palapye, Serowe, Machaneng, Martinsdrift, Shoshong, Maunatlala
GABORONE	Broadhurst, Tlokweng, Central, Borakanelo
MOCHUDI	Mochudi, Dibete, Sikwane, Olifants
GABORONE WEST	Mogoditshane, Gaborone West, Ramotswa, Naledi, Sir Seretse Khama Airport
LETLHAKANE	Dukwi, Letlhakane, Nata, Orapa, Rakops, Sua Pan
TSABONG	Bokspits, Kang, Mabutsane, Tsabong, Tshane, Werda
SELEBI-PHIKWE	Bainesdrift, Bobonong, Botshabelo, Selebi-Phikwe, Semolale, Mmadinare
LOBATSE	Goodhope, Lobatse, Ramotswa, Woodhall
MOLEPOLOLE	Letlhakeng, Molepolole, Thamaga
MAUN	Gweta, Maun, Sehithwa, Seronga, Shakawe, Gumare
GHANZI	Gantsi, Kalkfontein, Mamuno, Ncojane
KASANE	Kasane, Kavimba, Kazungula, Pandamatenga, Kasane
KANYE	Kanye, Jwaneng, Moshupa, Phitshane, Molopo

Speed leads to a dead end

SLOW DOWN!

IN AN EMERGENCY CALL 999

MVA Fund partners in road safety promotion with Botswana Police Service, which itself is at the forefront in the national effort to save lives and injuries on the road.



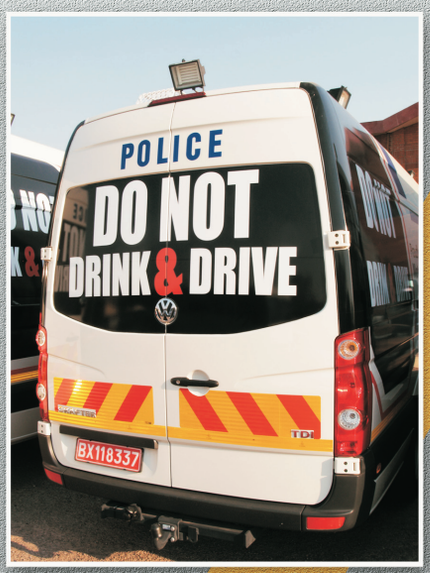
Dying to pick it up? DON'T!

It may be your last call.

Never use a cellphone while driving.

IN AN EMERGENCY CALL 999

Cheers!



Police 'booze buses' will be very active over the holidays. You can expect to be stopped on the road for breathalyser alcohol testing. If you are over the limit, you will be fined heavily.

IT'S PARTY TIME.

Enjoy your holiday. You deserve it.

But when you party with family and friends, do yourself and them a big favour. Have a designated driver who will not drink, and who will be responsible for getting you all home safely.

That way, you can have a good time knowing that you will be in safe and sober hands after the party.

Do this for yourselves and for other road users. Their safety is also your responsibility

Don't risk ending your party dead drunk, or killing somebody on the road.

BE SMART. BE SAFE.

DESIGNATE A DRIVER WHO WILL NOT DRINK.

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

MVA FUND
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Gaborone
MVA Fund House, Plot 50367, Fairgrounds Office Park
Tel: 3188533 Fax: 3188124

Francistown
Ngilichi House, Plot 306/7, Meriting Complex
Tel: 2410670 Fax: 2410700

Maun
Plot 1196, Shop D2, Engen Centre
Tel: 6861788 Fax: 6862021

Kang
Plot 659, Gamonyemana Ward
Tel\fax: 6517124/1

Palapye
House No. PA8MQ1/G, BHC Offices
Tel: 4921022 Fax: 4921024

Selebi-Phikwe
CBH Building, Plot 2574, Town Centre
Tel: 2600275/63 Fax: 2600239

Toll free 0800 600 739
Email mvafund@mvafund.bw
Website www.mvafund.bw