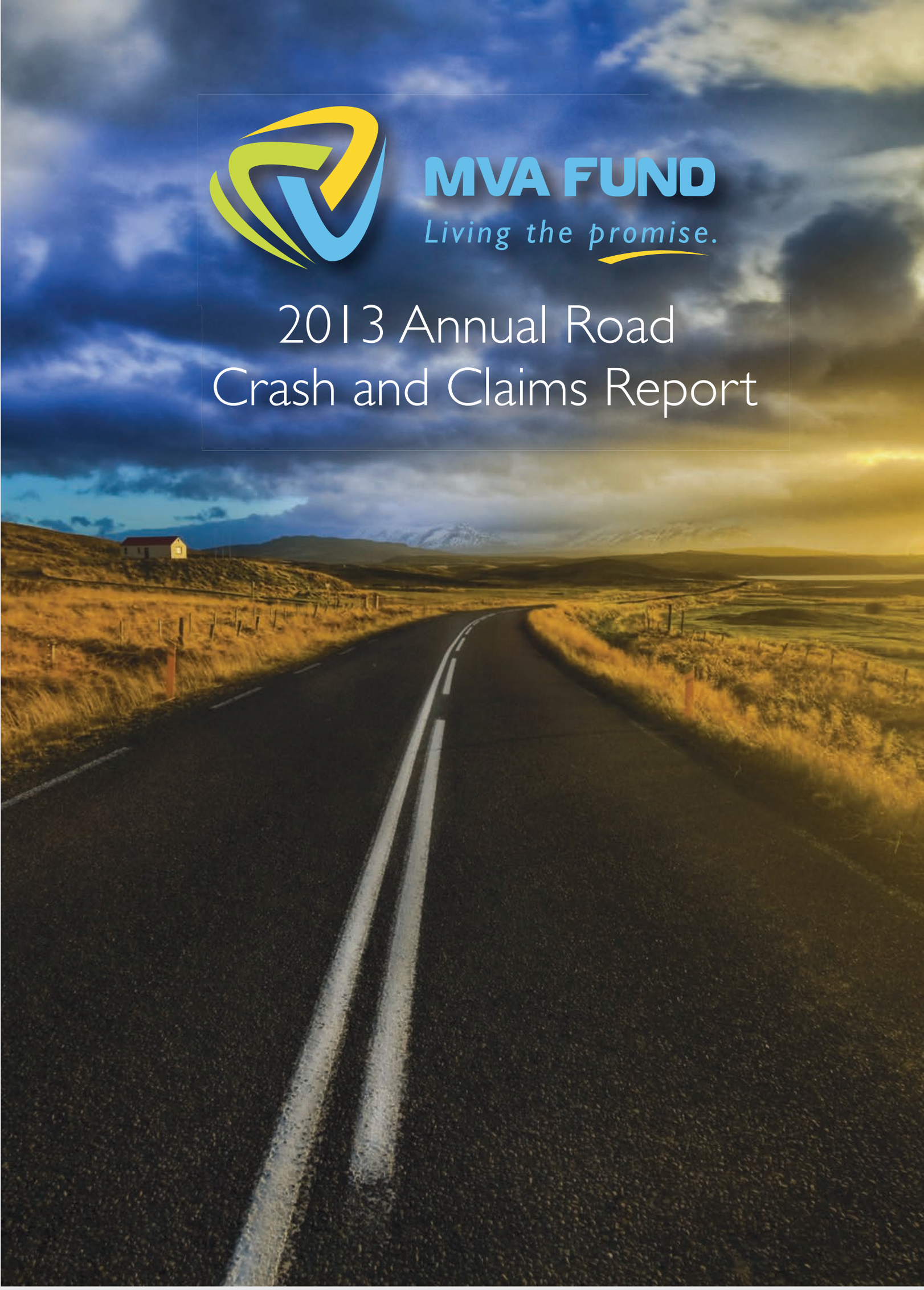
MVA FUND
Living the promise.
2013 Annual Road
Crash and Claims Report

Contents

MVA Fund Strategic Direction

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.

Core 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 way 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.

Acknowledgements

The MVA Fund has been producing Crash and Claims Report on an annual basis since 2009. This production is with the kind support from Botswana Police Service (Traffic Division), Department of Road Transport and Safety and Statistics Botswana. These institutions contribute valuable data on road crash incidents and trends. The MVA Fund is the therefore indebted to them individually and collectively.

Foreword

In 2013, a total of 411 reported road crash fatalities occurred in Botswana. This figure represents 1.7 percent increase from the 404 fatalities recorded in 2012. This growth is despite a fair amount of resource investment on strategies targeted towards reduction of road crashes and resultant consequences.

The MVA Fund publishes road traffic crashes and casualties trends annually to provide a clear indication of the situation on a periodic basis. This report is the fifth since 2009. The report represents MVA Fund's contribution towards the gravity of road crashes in Botswana, with a view to elicit sustainable response, in whatever measure, from all stakeholders.

The Fund recognizes that traffic safety is a prerequisite for mobility, and therefore every citizen has the right to life and health in the context of road transport system. This stance is premised on the fact that road crashes result in a wasteful expenditure of any nation's valuable resources. Their cumulative cost to Botswana, in terms of productive human resources, loss and damage to material resources including vehicles, the personal and national medical, administrative, legal and other costs is huge and it continues to rise. In the past eight years, Botswana lost an average of 449 lives due to road mishaps. Further, the average recorded for serious injuries in the past seven years were 1,442.

Over the years, we observed that an increased number of human and vehicular traffic were also accompanied by expanding road network. Nevertheless, change in the behavior of road users was slower, hence the ongoing Road User Behavior Survey commissioned by the Fund. The Survey is intended to establish behavior patterns of road users in Botswana, so that appropriate remedial actions may be proposed for positive behavior modification.

Over time, road safety promotion initiatives have been skewed towards the prevention of human failures within the traffic system. This has resulted in marked progress on programs targeting drink driving, speeding, and restraint use. However, despite this partial success, there are other forms of human failures which continue to elude our interventions. Such include poor gap selection at intersections or while overtaking, failure to stay within travel lanes, even on high speed high standard roads, and driving while fatigued. It is therefore our considered view that going forward, our programming must give priority to initiatives that are targeted towards addressing these identified challenges. All the pillars for the Decade of Action for Road Safety provide a clear framework for effective road safety promotion programming. We therefore call upon all and sundry, to rally behind the objectives of road safety promotion. If each play their role; be it at individual, family, community and national level, the challenge before us can be defeated. In that regard, MVA Fund reaffirms its commitment to playing its role in preventing road crashes.

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Chief Executive Officer
MVA Fund

Section 1 : Background

1.1 Global and Country Road Safety Profile

Road traffic crashes are among the leading causes of death and injury worldwide, and therefore a global concern. According to the World Health Organization Global Status Report on Road Safety (2013), road traffic crashes are ranked eighth in major causes of human deaths. The Report further warns that if effective actions cannot be taken immediately, road traffic crashes would rise to the fifth spot as a leading cause of death and injury globally by 2020. It is against this background that nations across the globe are pursuing road safety promotion strategies to mitigate this eminent global risk. Most of the Strategies are developed and implemented within the framework of the Decade of Action for Road Safety (2011 – 2020). The Decade of Action for Road Safety aims at reducing road crashes by half between 2011 and 2020. It also acknowledges that this target can only be achieved through guided, coordinated and concerted action towards achieving the set goals and objectives by all stakeholders.

Road traffic crashes deaths and injuries impose huge economic and social burden especially on developing economies. Road Crash levels in most industrialized countries are declining, but in developing countries the situation is inversely worse. It is estimated that road crashes cost developing countries around 1-3% of their Gross Domestic Product (GDP) (WHO 2009).

In Botswana, total recorded fatalities were 411 in 2013 compared to 404 in 2012. The five year average shows that between 2009 and 2013 the average recorded fatalities per annum were 434, with another 1325 being seriously injured. Most of these deaths and injuries can be avoided if appropriate interventions are put in place. Reports from Botswana Police Service (Department of Traffic) show that most of these crashes were human error related.

1.2 Current Road Safety Trends

The current trends on road crashes are analyzed below. Different variables are applied to manipulate data so that a broader picture of the trends may be extrapolated to inform both policy and programming.

Table 1: Car Crash Trends (1981-2013)

Year	Crashes	Casualty	Fatalities	Claims Lodged	Reg. Vehicle	Est. Pop	Crash/ 1000 Veh	Casul/ 1000 Veh	Fat/ 10 000 Veh	Fat/ 100 000 Pop	Claims/ 1000 Veh
1981	1715	940	93		34698	941027	49.4	27.1	26.8	9.9	
1982	2648	1614	130		38451	975625	68.9	42.0	33.8	13.3	
1983	2205	1251	176		42479	1011388	51.9	29.4	41.4	17.4	
1984	3300	1799	168		47192	1048245	69.9	38.1	35.6	16.0	
1985	3521	2369	198		51678	1086139	68.1	45.8	38.3	18.2	
1986	4983	1448	182		55604	1125008	89.6	26.0	32.7	16.2	
1987	4515	1746	191	84	57705	1164893	78.2	30.3	33.1	16.4	1.5
1988	5741	2923	262	132	64301	1205834	89.3	45.5	40.7	21.7	2.1
1989	6299	4136	295	232	70030	1247771	89.9	59.1	42.1	23.6	3.3
1990	7614	4845	314	316	80953	1290642	94.1	59.8	38.8	24.3	3.9
1991	8381	4871	349	324	83048	1326796	100.9	58.7	42.0	26.3	3.9
1992	9017	4909	368	486	90405	1378993	99.7	54.3	40.7	26.7	5.4
1993	9161	5136	379	563	94440	1424502	97.0	54.4	40.1	26.6	6.0
1994	9420	5171	352	822	108048	1458690	87.2	47.9	32.6	24.1	7.6
1995	9536	5247	410	888	117733	1493699	81.0	44.6	34.8	27.4	7.5
1996	10338	5457	338	962	128292	1529548	80.6	42.5	26.3	22.1	7.5
1997	11882	5956	411	1490	133691	1546725	88.9	44.6	30.7	26.6	11.1
1998	14279	6887	453	1760	139839	1598610	102.1	49.2	32.4	28.3	12.6
1999	16922	8049	494	2144	149639	1603847	113.1	53.8	33.0	30.8	14.3

Year	Crashes	Casualty	Fatalities	Claims Lodged	Reg. Vehicle	Est. Pop	Crash/ 1000 Veh	Casul/ 1000 Veh	Fat/ 10 000 Veh	Fat/ 100 000 Pop	Claims/ 1000 Veh
2000	16313	7790	529	2303	154000	1642339	105.9	50.6	34.4	32.2	15.0
2001	17125	7945	526	2510	166405	1622129	102.9	47.7	31.6	32.4	15.1
2002	18610	8014	520	2524	186865	1649659	99.6	42.9	27.8	31.5	13.5
2003	18329	7969	557	2649	204228	1973184	89.7	39.0	27.3	28.2	13.0
2004	18136	7840	532	2691	225182	1692731	80.5	34.8	23.6	31.4	12.0
2005	17522	7069	450	2611	246681	1708327	71.0	28.7	18.2	26.3	10.6
2006	17035	6952	429	2574	267117	1719996	63.8	26.0	16.1	24.9	9.6
2007	19487	7639	497	3082	293755	1736396	66.3	26.0	16.9	28.6	10.5
2008	20415	8160	455	2945	329270	1755246	62.0	24.8	13.8	25.9	8.9
2009	20000	7970	475	3217	359223	1776494	55.7	22.2	13.2	26.7	9.0
2010	18978	6430	397	2025	394401	1800098	48.1	16.3	10.1	22.1	5.1
2011	18001	6436	483	2356	430594	1826022	41.8	14.9	11.2	26.5	5.5
2012	17527	6035	404	2132	473530	2024904	37.0	12.7	8.5	20.0	4.5
2013	17062	6157	411	2078	515270	2062972	33.1	11.9	8.0	19.9	4.0

Source : Botswana Police Service, DRTS and Statistics Botswana Population Projections

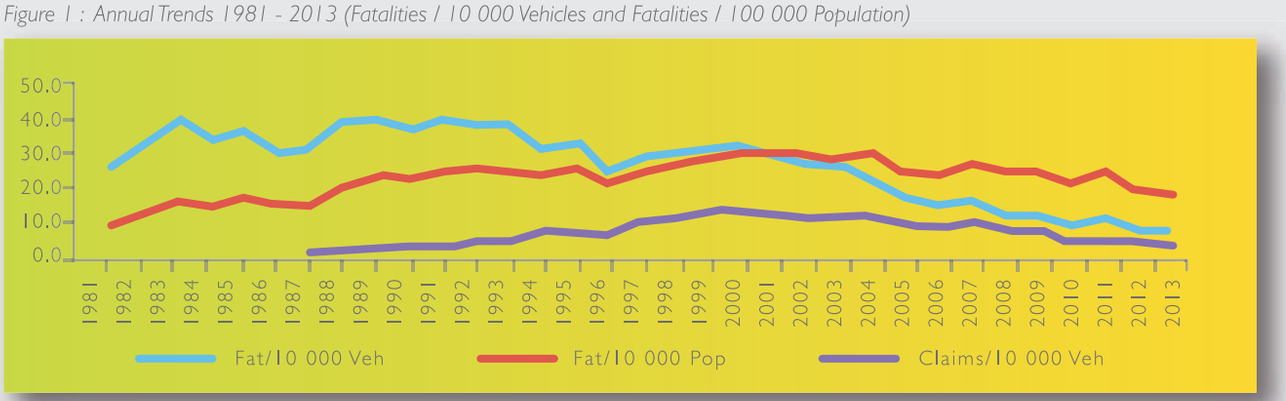
Table 1 above illustrates traffic safety performance for the past 32 years. Fatalities per 10 000 vehicles is an indication of traffic safety performance in relation to vehicles and fatalities per 100 000 populations is purely a health indicator in relation to road safety. The indicator of Claims per 1000 vehicles measures the number of claims reported to MVA Fund per 1000 vehicles, this is a measure of MVA Fund Sustainability.

Figure 1 below shows that both fatalities per 10 000 vehicles and fatalities per 100 000 population moved in two directions between 1981 and 2013, between 1981 and 2000 both indicators moved upwards and both experienced downward movements between 2001 and 2013 an indication of improvement in traffic safety performance compared to the previous years.

Fatalities per 100 000 population increased from 9.9 in 1981 to 32.2 in 2000 while fatalities per 10 000 vehicles increased from 26.8 to 34.4 during the same period. After 2000 the performance of the two indicators showed an improvement compared to the previous years. The trend illustrate that fatalities per 100 000 population dropped from 32.2 in 1981 to 19.9 in 2013 while fatalities per 10 000 vehicles dropped from 34.4 to 8.0 during the same period.

Claims per 1000 vehicles shows a decreasing trend between 2001 and 2013, in 2001 claims lodged per 1000 vehicles was 15.1 and the number dropped to 4.0 in 2013. Overall all the three indicators show an improvement in road crash performance.

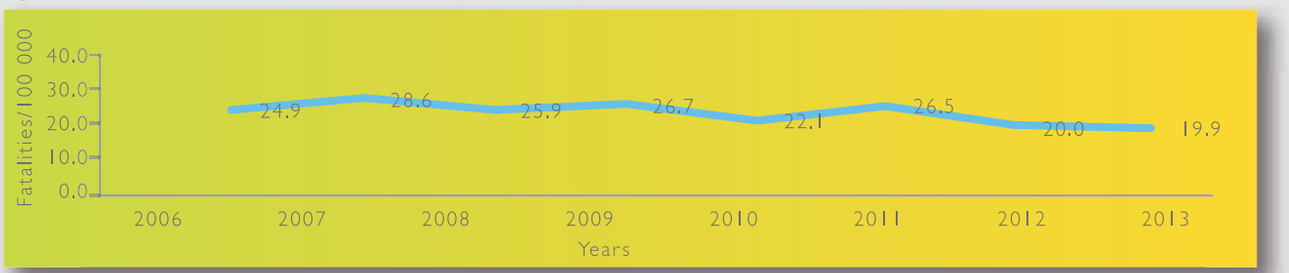
Figure 1 : Annual Trends 1981 - 2013 (Fatalities / 10 000 Vehicles and Fatalities / 100 000 Population)



Source:Botswana Police Service, DRTS, Statistics Botswana and MVA Fund Botswana

During the past eight years, 2006-2013, fatalities per 100 000 populations was almost constant with minimal fluctuations in both directions. Generally the trend was constant with an average of 24.3. Though the trend was not changing significantly, the overall movement was down wards with a significant drop between 2011 and 2012 and almost the same between 2012 and 2013.

Figure 2 : National Fatalities / 100 000 Population (2006 - 2013)



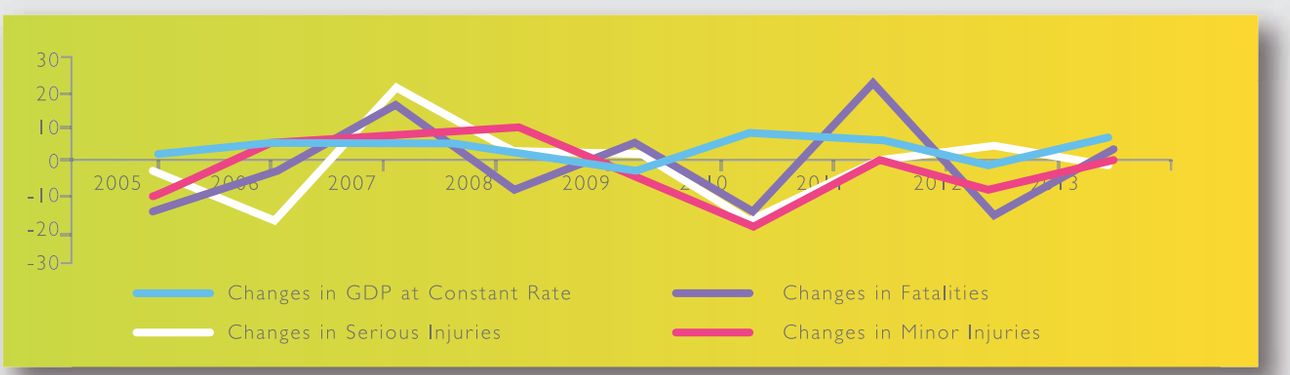
Source: Botswana Police Service

1.3 Percentage changes in GDP and Changes in Casualties.

Figure 3 below shows percentage changes in GDP at constant prices and changes in casualties for the past 8 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 and dropped between 2011 and 2012. Between 2012 and 2013 GDP at constant prices went up.

Movements in Fatalities, Serious Injuries and Minor Injuries fluctuated more compared to movements in GDP. Changes in all casualties were significantly high between 2006 and 2007 then dropped steadily between 2007 and 2010. In 2011, changes in casualties all went up but changes in fatalities went up more significantly than other casualties. Between 2011 and 2012, changes in all casualties went down. The figure illustrates that changes in GDP maintained a slightly constant change while changes in casualties fluctuated up and down.

Figure 3 : Annual percentage changes in GDP at constant prices and Casualties 2005 to 2012



Sources : Statistics Botswana (GDP First Quarter 2014)

1.4 Motor Vehicle Accident Fund Business Approach

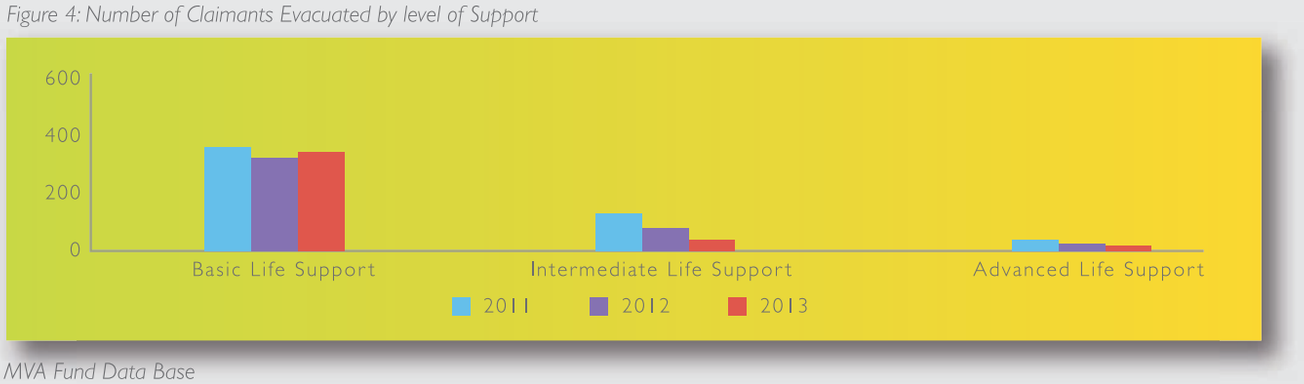
Over time, the Fund has evolved from just a crash compensation scheme to a more comprehensive scheme ranging from road crash prevention, compensation and rehabilitation of those affected by road crashes. This mandate is contained in the MVA Fund Act No. 15 of 2007. The Act has compelled the Fund to shape its business model in such a way that it places more emphasis on crash prevention and claimants' rehabilitation, where the latter fails.

As a result, this report will not only capture statistics on road crash trends and resultant claims handled by the Fund. It will also give a synopsis of the various strategic initiatives that the Fund and other stakeholders undertake to reduce crashes.

1.5 Pre-Hospital Trauma Management

Pre-Hospital Trauma Management is one of the Decade of Action pillars. The pillar aims at facilitating for early medical intervention to minimize impact of trauma and associated deaths. For this to be achieved, appropriate processes and structures must be put in place. Fund has since signed a Memorandum of Agreement (MoA) with privately owned Emergency Medical Service (EMS) providers in Botswana. The Agreement mandates EMS providers to clinically manage those affected by crashes during the entire pre-hospital stage. The total number of claimants evacuated by EMS providers in 2013 was 374, being a decrease of 10 cases compared to 384 in 2012. The decrease could have been due to an increase in the fleet of ambulances at the Ministry of Health following donation of some by MVA Fund.

Figure 4: Number of Claimants Evacuated by level of Support

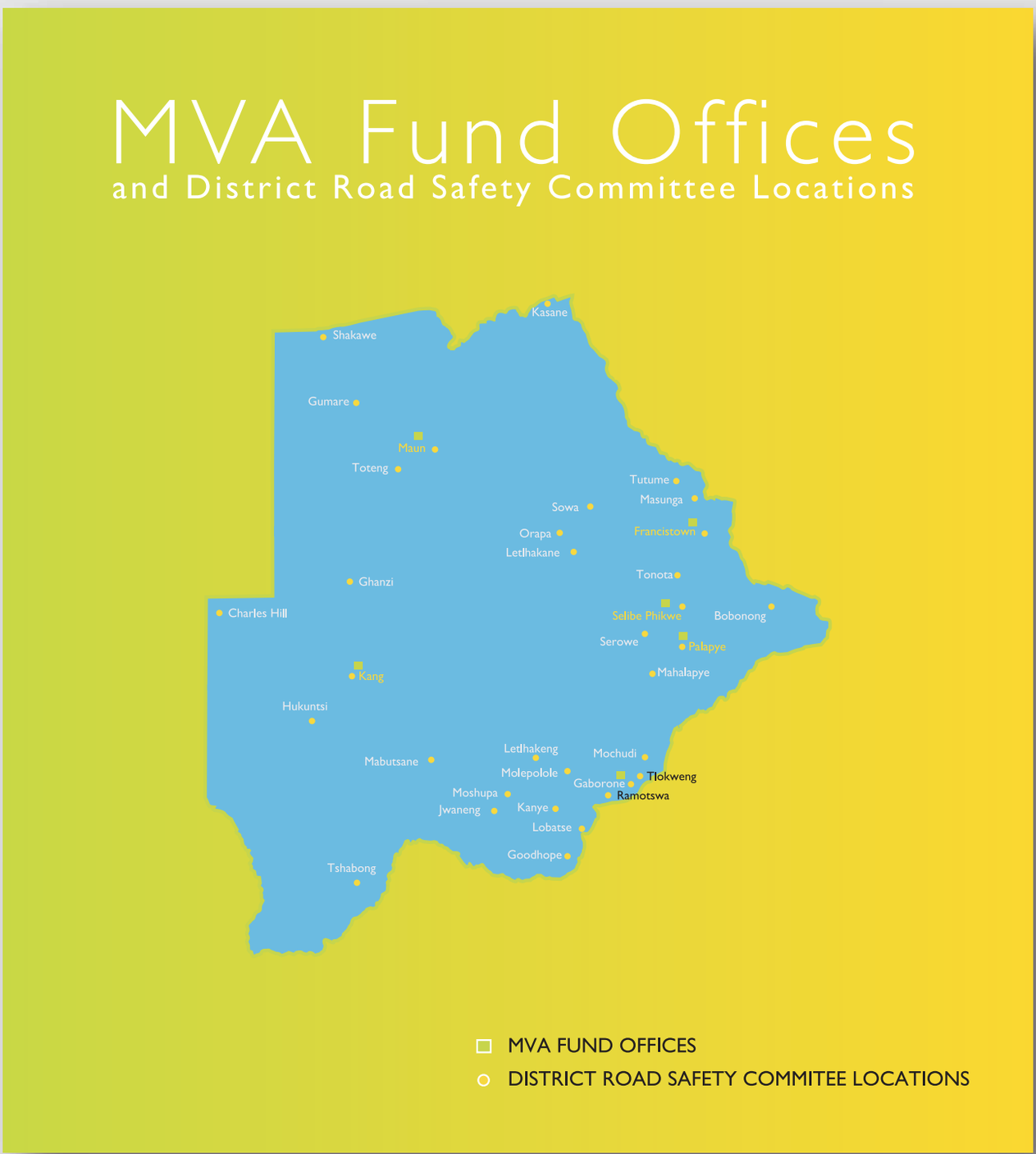


MVA Fund Data Base

1.6 Geographic Foot Print of the Fund

The MVA Fund has a total of seven (7) offices; including one (1) mobile, across the country. These offices are strategically spread to improve accessibility to customers. Below is pictorial geographic of the offices.

Figure 5: MVA Fund Offices and Support Structures



Section 2 : Road Traffic Crashes By Police District

2.1 Road Crashes by Police Districts

The table below shows annual recorded crashes for the past eight years by Police Districts. Furthermore, the table shows the total and average recorded crashes for the period under review. The average annual recorded road crashes for the past eight years was 18455. The highest total crashes of 20 415 were recorded in 2008 while the lowest figure of 17 035 was recorded in 2006. Total recorded accidents have been declining between 2000 and 2013 and a significant decline was between 2000 and 2001 with a drop of around 1000 crashes, between 2012 and 2013 road crashes dropped by 465 from 17527 to 17062.

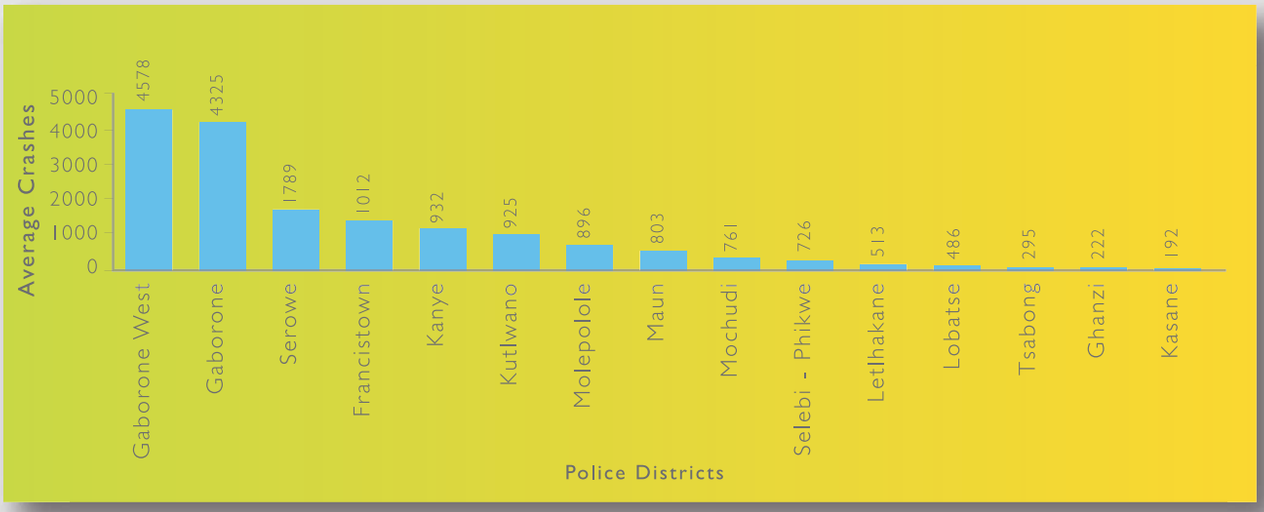
In 2013 Police Districts with high car crash record were Gaborone West, Gaborone, Serowe , Mahalapye, Maun, Kutlwano and Francistown. On the lower side, the bottom four Police Districts in annual recorded crashes were Kasane, Tsabong, Ghanzi and Lobatse.

Table 2: Total Reported Crashes by Police Districts (2006-2013)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	8 year Total	8 year Average
Francistown	1108	1207	1434	1077	995	813	723	736	8093	1012
Gaborone	3752	4079	4579	4477	4418	4509	4394	4395	34603	4325
Gaborone West	3973	4657	4836	4957	4607	4581	4560	4453	36624	4578
Ghanzi	199	189	223	262	273	225	211	195	1777	222
Kanye	842	985	1137	1157	985	779	788	782	7455	932
Kasane	167	227	272	222	180	150	146	172	1536	192
Kutlwano	834	1077	1078	942	928	890	831	820	7400	925
Letlhakane	468	435	532	519	557	524	517	552	4104	513
Lobatse	407	611	594	552	523	390	383	430	3890	486
Maun	791	863	774	832	753	748	834	832	6427	803
Mochudi	717	874	822	757	847	815	749	508	6089	761
Molepolole	884	1005	981	1005	985	834	789	684	7167	896
Selebi-Phikwe	550	705	817	866	827	785	794	462	5806	726
Serowe	2030	2241	1992	1964	1821	1700	1571	993	14312	1789
Tsabong	313	332	344	411	279	258	237	184	2358	295
Mahalapye	-	-	-	-	-	-	-	864		
Total	17035	19487	20415	20000	18978	18001	17527	17062	147641	18455

Source : Botswana Police Service Reports

Figure 6 : Average's for total reported crashes by Police Districts (2006 - 2013)



Source : Botswana Police Service Reports

2.2 Rank of Car Crash by Police Districts (2006-2013)

The distribution of total crashes recorded annually for the past eight years shows that Gaborone West, Gaborone and Serowe Police Districts registered the highest statistics in that order. Notably, this ranking has been constant since 2006.

The analysis further shows that though the Police Districts of Gaborone West, Gaborone, Serowe,Maun, 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 eight years but they were top in fatalities per 1000 recorded crashes over the same period.This indicates that though in terms of total reported crashes these districts are low, a higher proportion of crashes in this Police Districts are fatal.

The rankings in table 3 below were derived by dividing the total number of crashes recorded in the district by the total recorded road crashes nationally. It must be noted that though Mahalapye Police district was newly introduced it experiences high number of crashes as it was ranked fourth in 2013.

Table 3 : Rank of crashes by Police Districts (2006 - 2013)

Police District	2006	2007	2008	2009	2010	2011	2012	2013
Gaborone West	1	1	1	1	1	1	1	1
Gaborone	2	2	2	2	2	2	2	2
Serowe	3	3	3	3	3	3	3	3
Mahalapye	-	-	-	-	-	-	-	4
Francistown	4	4	4	5	4	7	10	8
Molepolole	5	6	5	4	5	9	7	9
Kanye	6	7	6	7	7	4	8	7
Kutlwano	7	5	7	6	6	5	5	6
Maun	8	9	8	10	8	6	4	5
Mochudi	9	8	10	9	10	10	9	11
Selebi - Phikwe	10	10	9	8	9	8	6	12
Letlhakane	11	12	11	11	12	12	11	10
Lobatse	12	11	12	12	11	11	12	13
Tsabong	13	13	13	13	13	13	13	15
Ghanzi	14	15	14	15	15	15	14	14
Kasane	15	14	15	14	14	14	15	16

Source : Botswana Police Service Reports

2.3 Fatalities per 1000 Crashes (2006-2013)

The table below illustrates that the average number of people killed per 1000 recorded crashes in 2013 was 24.1 people an increase of 1.0 person compared to 23.1 recorded in 2012. The annual average number of people killed per 1000 recorded crashes during the past eight years fluctuated between 26.8 and 22.3 with an average of 24.0 for the period. The results show that in Gaborone police district 6.6 people died in 1000 recorded crashes, 12.2 died in Francistown while in Gaborone West 13.7 people died in 1000 recorded crashes. The remaining police districts recorded very high number of people killed in 1000 recorded crashes and the highest were Tsabong 65.2, Serowe 59.4, Ghanzi 56.4, Selebi Phikwe 51.9 and Lobatse at 51.2. This indicator also shows that most police districts in cities and towns experience low number of fatalities per 1000 recorded crashes. This can be attributed to lower average speed, caused by driving in built up areas and absence of highways in these Police Districts when compared to other districts with open roads and major highways connecting villages and towns.

Table 4 : Fatalities per 1000 Crashes by Police Districts

Police District	2006	2007	2008	2009	2010	2011	2012	2013
Francistown	17.1	13.3	16.7	10.2	14.1	18.5	18.0	12.2
Gaborone	8.0	8.3	6.6	8.7	5.2	7.3	6.6	6.6
Gaborone West	16.1	13.3	9.1	11.1	10.6	15.7	11.0	13.7
Ghanzi	60.3	47.6	62.8	72.5	36.6	53.3	61.6	56.4
Kanye	58.2	29.4	36.9	32.0	25.4	44.9	24.1	48.6
Kasane	41.9	70.5	55.1	49.5	100.0	73.3	123.3	34.9
Kutlwano	31.2	31.6	37.1	46.7	21.6	29.2	34.9	24.4
Letlhakane	29.9	87.4	33.8	53.9	46.7	43.9	36.8	45.3
Lobatse	54.1	32.7	48.8	41.7	22.9	51.3	47.0	51.2
Maun	11.4	30.1	28.4	20.4	30.5	32.1	22.8	24.0
Mochudi	44.6	38.9	38.9	47.6	57.9	51.5	33.4	31.5
Molepolole	44.1	42.8	40.8	21.9	33.5	43.2	67.2	45.3
Selebi - Phikwe	56.4	61.0	36.7	32.3	24.2	49.7	37.8	51.9
Serowe	35.0	33.5	32.6	48.4	34.6	47.1	38.2	59.4
Tsabong	12.8	54.2	29.1	24.3	43.0	58.1	38.0	65.2
Mahalapye								32.4
Average	25.2	25.5	22.3	23.8	20.9	26.8	23.1	24.1

Source : Botswana Police Service Reports

2.4 Fatal Crashes by Police Districts (2006-2013)

Table 5 below indicates the total annual recorded fatal crashes ranged between 322 and 372 during the period 2006 to 2013. The trend shows that there is a positive correlation between fatal crashes to fatalities. When fatal crashes go up, fatalities also go up. The highest total recorded fatal crashes were in 2009, 2007 and 2011 resulting in 475, 497 and 483 fatalities respectively. The proportion of fatal crashes to fatalities shows that on average, one fatal crash claims more than one life; this indicates that there is a direct relationship between fatal crashes and fatalities. Police Districts with high fatal crashes were Gaborone West, Serowe, Molepolole, Kanye, Mahalapye and Gaborone. Most fatalities recorded in these districts were along the highways therefore suggesting that in most of them excessive speed might have been a factor. The main causes of crashes were loss of vehicle control of the vehicle and animals on the road.

Table 5 : Fatal Crashes by Police Districts (2006 - 2013)

Police District	2006	2007	2008	2009	2010	2011	2012	2013
Kutlwano	22	30	30	31	18	22	21	15
Serowe	48	50	51	74	49	57	44	39
Gaborone	27	30	26	34	21	32	28	22
Lobatse	16	15	18	16	12	16	18	18
Maun	8	21	19	17	19	17	16	17
Ghanzi	10	9	12	11	8	8	11	11
Kasane	6	9	12	5	14	8	11	6
Letlhakane	14	25	14	22	23	16	14	19
Tsabong	4	11	7	7	9	11	9	10
Selebi - Phikwe	21	30	26	22	18	25	22	15
Molepolole	31	32	31	19	27	31	42	27
Mochudi	23	23	20	25	31	31	18	15
Gaborone West	49	50	38	49	45	59	47	50
Kanye	33	24	32	31	22	25	16	26
Francistwon	10	10	19	9	11	11	11	8
Mahalapye								23
Total	**322**	**369**	**355**	**327**	**327**	**369**	**328**	**321**

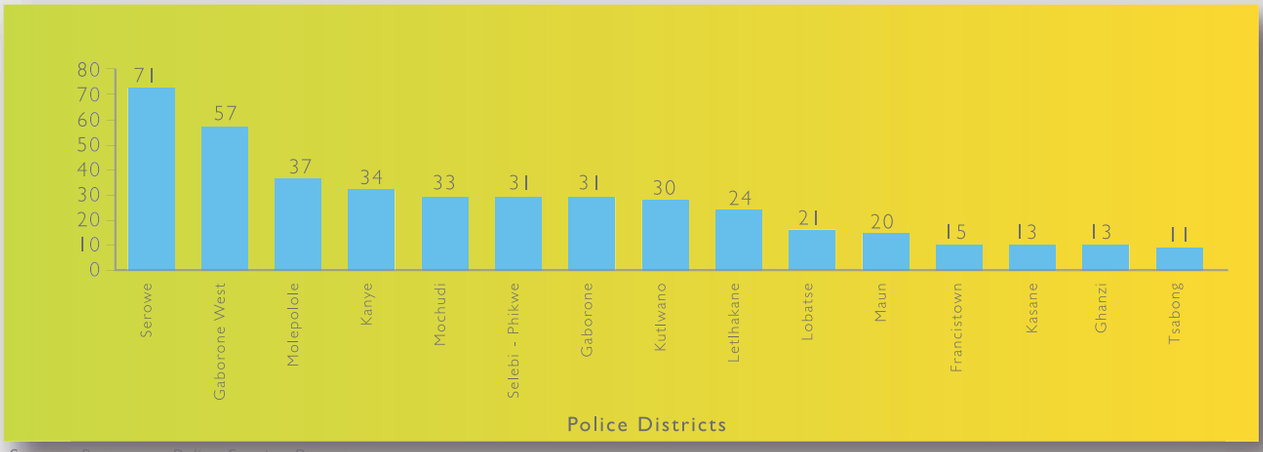
Source : Botswana Police Service Reports

Table 6 : Fatalities by Police Districts (2006 - 2013)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	8 year Total	8 year Average
Serowe	71	75	65	95	63	80	60	59	568	71
Gaborone West	64	62	44	55	49	72	50	61	457	57
Molepolole	39	43	40	22	33	36	43	31	297	37
Mochudi	32	34	32	36	49	42	25	16	266	33
Kanye	49	29	42	37	25	35	19	38	274	34
Selebi - Phikwe	31	43	30	28	20	39	30	24	245	31
Kutlwano	26	34	40	44	20	26	29	20	239	30
Gaborone	30	34	30	39	23	33	29	29	247	31
Letlhakane	14	38	18	28	26	23	19	25	191	24
Lobatse	22	20	29	23	12	20	18	22	166	21
Maun	9	26	22	17	23	24	19	20	160	20
Francistown	19	16	24	11	14	15	13	9	121	15
Kasane	7	16	15	11	18	11	18	6	102	13
Ghanzi	12	9	14	19	10	12	13	11	100	13
Tsabong	4	18	10	10	12	15	9	12	90	11
Mahalapye								28		
Total	**429**	**497**	**455**	**475**	**397**	**483**	**404**	**411**	**3523**	**440**

Source : Botswana Police Service Reports

Figure 7 : 8 year averages for fatalities by Police districts (2006 -2013)



Source : Botswana Police Service Reports

2.5 Fatal Crashes and Fatalities (2006-2013)

Table 7 below illustrates fatal crashes, fatalities and proportions of fatalities to fatal crashes for the past eight years. The distribution shows 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 2013 the proportion of fatalities to fatal crashes was at 1.280 and increase when compared to 2012. The proportion of fatalities to fatal crashes shows that a slight change in fatal crashes results in a significant change in fatalities.

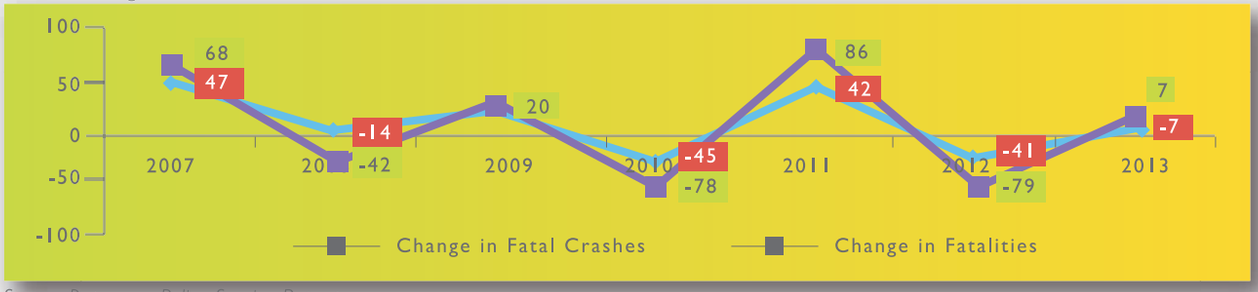
Figure 8 below shows that between 2006 and 2007 fatal crashes increased by 47 resulting in an increase of 68 fatalities. Between 2007 and 2008 fatal crashes went down by 14 and this resulted in a reduction of 42 fatalities between the two years. For the year 2009, fatal crashes went up by 17 and resulted in an increase of 20 in fatalities, while in 2010 fatalities went down by 78 due to reduction in fatal crashes by 45. Between 2010 and 2011 the number of fatalities went up by 86 while fatal crashes went up by 42. Between 2011 and 2012 fatalities went down by 79 due to a reduction of 41 in fatal crashes. Between 2012 and 2013 fatalities increased by 7 from a decrease of 7 fatal crashes.

Table 7 : Fatal Crashes and Fatalities (2006 - 2013)

Year	Fatal Crashes	Fatalities	Fatalities/ Fatal Crash
2006	322	429	1.332
2007	369	497	1.347
2008	355	455	1.282
2009	372	475	1.277
2010	327	397	1.214
2011	369	483	1.309
2012	328	404	1.232
2013	321	411	1.280

Source : Botswana Police Service Reports

Table 8 : Changes in Fatal Crashes & Fatalities between 2006 and 2013



Source: Botswana Police Service Reports

2.6: Serious Injuries by Police Districts

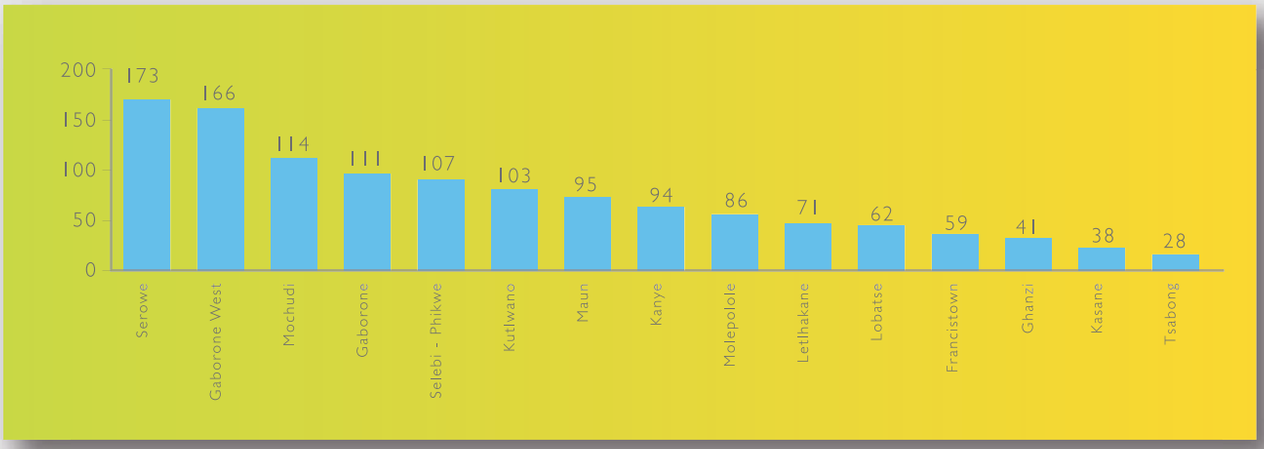
The annual recorded serious injuries table 8 below shows trends for the past eight years. Serowe Police District recorded the highest number of injuries for the period followed by Gaborone West, Mochudi, Gaborone and Selebi Phikwe Police Districts respectively. In 2013 Gaborone West Police District recorded the highest number of serious injuries at 184 followed by Molepolole Police District at 113 and Serowe at 108.

Table 8: Serious Injuries by Police Districts (2006-2013)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	8 year Total	8 year Average
Serowe	152	188	193	229	176	181	160	108	1387	173
Gaborone West	161	173	144	181	165	150	168	184	1326	166
Mochudi	78	116	142	154	122	108	101	92	913	114
Gaborone	133	113	107	111	120	104	103	96	887	111
Selibe-Phikwe	95	152	127	119	85	91	122	65	856	107
Kutlwano	106	119	160	102	74	82	84	97	824	103
Kanye	92	99	85	111	92	108	90	77	754	94
Maun	74	139	89	91	109	70	99	90	761	95
Molepolole	73	70	74	114	71	73	99	113	687	86
Letlhakane	66	73	91	87	59	54	57	80	567	71
Lobatse	63	87	78	56	55	58	45	57	499	62
Francistown	47	68	95	75	41	41	48	57	472	59
Ghanzi	31	35	40	47	38	57	44	32	324	41
Kasane	47	41	55	32	28	35	29	36	303	38
Tsabong	19	21	42	31	17	27	36	30	223	28
Mahalapye							94			
Total	1237	1494	1522	1540	1252	1239	1285	1308	10783	1348

Source : Botswana Police Service Reports

Figure 9: Eight year average reported serious injuries by Police Districts (2006-2013)



Source : Botswana Police Service Reports

2.7: Road Casualties by Police Districts

Table 9 below illustrates casualties for the past five years, (2009-2013), by Police Districts and Police Stations. Police Districts with the highest casualties during the period were Serowe, Gaborone West, Kanye, Mahalapye and Gaborone.

In 2013 Gaborone West Police District registered a higher number of fatalities at 61 which was an increase of 11 deaths from 50 in 2012. Serowe Police District recorded 59 fatalities, an increase of 15 compared to 44 in 2012, it must be noted that this district was split into two last year. Kanye, Molepolole, Gaborone and Malapye Police Districts recorded 38, 31 29 and 28 fatalities respectively. Kanye police district experienced an increase compared to the previous year while Molepolole dropped compared to the previous year and Gaborone was at the same rate compared to the previous year.

Table 9: Road Casualties by Police Districts

Police District		Fatalities					Serious Injuries					Minor Injuries				
Kutlwano	Police Statiaon	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
	Kutlwano	25	5	6	5	10	37	19	25	20	33	117	136	148	168	118
	Tatitown	12	6	15	14	5	36	27	30	34	40	167	122	93	59	79
	Matsiloje	6	0	1	0	1	27	4	10	2	0	136	14	33	6	6
	Tonota	1	9	4	10	4	2	24	17	28	24	25	95	77	84	82
	Sub total	44	20	26	29	20	102	74	82	84	97	445	367	351	317	285
Serowe	Palapye	24	15	21	20	30	45	36	44	26	36	270	166	192	139	144
	Serowe	24	8	19	7	12	46	45	49	34	45	216	185	180	179	177
	Maunatlala	1	2	1	5	2	14	4	10	7	19	40	24	33	26	52
	Serule	11	5	7	12	15	39	20	17	37	8	73	51	43	58	24
	Sub total	60	30	48	44	59	144	105	120	104	108	599	426	448	402	397
Gaborone	Broadhurst	23	13	13	17	18	64	55	49	44	40	276	190	247	233	251
	Central	4	1	6	4	3	14	24	18	19	17	149	137	135	161	125
	Borakanelo	3	5	3	1	2	13	21	16	21	21	97	118	110	102	149
	Tlokweng	9	4	11	7	6	20	20	21	19	18	124	85	120	99	105
	Sub total	39	23	33	29	29	111	120	104	103	96	646	530	612	595	630
Lobatse	Lobatse	7	6	12	7	8	14	17	33	14	26	85	70	71	50	76
	Ramatlabama	6	0	1	2	5	13	8	3	3	8	21	7	11	14	26
	Woodhall	4	4	6	5	6	17	23	15	15	17	71	58	63	39	63
	Goodhope	6	2	1	4	3	12	7	7	13	6	27	35	14	19	31
	Sub total	23	12	20	18	22	56	55	58	45	57	204	170	159	122	196
Maun	Maun	6	12	17	7	7	39	59	43	54	43	181	125	131	157	170
	Sehithwa	4	5	2	5	9	12	4	10	16	31	52	26	31	27	36
	Seronga	1	0	0	0	1	5	1	0	0	0	22	6	4	4	6
	Shakawe	3	1	1	2	1	7	17	8	8	7	23	33	12	20	12
	Gumare	1	0	1	0	2	8	19	4	14	9	42	28	15	16	16
	Sub total	15	18	21	14	20	71	100	65	92	90	320	218	193	224	240

Police District		Fatalities					Serious Injuries					Minor Injuries				
	Police Statiaon	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Ghanzi	Ghanzi	15	9	7	11	7	29	27	26	34	22	63	110	49	60	88
	Kalkfontein	2	0	0	0	0	3	2	9	7	2	14	14	20	16	5
	Charlsehill	1	1	3	2	3	9	3	7	1	7	11	8	18	15	13
	Nojane	1	0	2	0	1	6	6	15	2	1	36	20	18	16	7
	Sub total	19	10	12	13	11	47	38	57	44	32	124	152	105	107	113
Kasane	Kasane	1	7	2	8	0	3	7	10	13	9	17	16	22	22	60
	Kachikau	1	3	0	0	1	2	5	1	1	4	3	15	1	12	5
	Pandamatenga	9	8	9	10	5	27	16	24	15	23	33	28	11	13	32
	Sub total	11	18	11	18	6	32	28	35	29	36	53	59	34	47	97
Letlhakane	Dukwi	5	4	9	4	2	18	8	15	7	8	23	37	41	19	18
	Letlhakane	9	8	5	3	9	28	13	13	25	23	53	53	59	47	42
	Nata	3	4	9	4	1	8	6	4	13	11	46	25	27	20	29
	Orapa	7	9	0	1	5	14	20	7	6	14	51	23	26	31	34
	Rakops	4	0	0	7	3	15	6	10	5	14	20	33	78	38	78
	Sua Pan	0	1	0	0	0	4	6	5	1	1	9	2	12	10	5
	Gweta	2	5	3	5	5	20	9	5	7	9	32	28	17	31	23
	Sub total	30	31	26	24	25	107	68	59	64	80	234	201	260	196	229
Tsabong	Bokspits	0	0	0	0	1	1	0	0	0	0	8	9	6	4	3
	Kang	3	7	6	2	1	11	7	7	11	12	28	36	46	36	41
	Tsabong	3	2	2	2	2	4	6	9	9	2	26	11	28	9	8
	Tshane	0	0	2	3	1	5	3	7	11	3	27	23	17	40	8
	Werda	1	1	1	2	4	4	0	1	5	4	36	25	15	14	5
	Middlepits	3	2	4	0	3	6	1	3	0	9	13	11	18	2	10
	Sub total	10	12	15	9	12	31	17	27	36	30	138	115	130	105	75
Selibe Phikwe	Bainsdrift	3	1	5	3	0	7	3	4	9	1	33	36	22	3	13
	Bobonong	1	2	1	2	3	9	14	10	7	13	38	53	30	29	35
	Botshabelo	7	4	4	5	9	30	15	26	35	19	56	45	41	29	38
	Selibe Phikwe	6	8	22	7	11	34	31	34	32	29	138	100	108	110	131
	Semolale	0	0	0	1	1	0	2	0	2	3	10	11	2	5	3
	Sub total	17	15	32	18	24	80	65	74	85	65	275	245	203	176	220
Molepolole	Letlhakeng	6	0	1	2	4	26	2	8	15	21	69	40	50	30	68
	Molepolole	9	17	12	30	6	33	46	23	39	40	296	262	185	226	165
	Thamaga	7	14	12	15	15	36	17	33	32	40	150	157	148	130	101
	Takatokwane	0	0	8	2	4	8	2	3	2	6	8	11	19	13	13
	Sojwe	0	2	2	4	2	11	4	6	11	6	25	20	39	16	11
	Sub total	22	33	35	53	31	114	71	73	99	113	548	490	441	415	358

Police District		Fatalities					Serious Injuries					Minor Injuries				
	Police Statiaon	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Mochudi	Mochudi	27	34	18	13	14	91	95	66	69	86	251	177	165	226	171
	Olifants	0	0	0	0	0	2	2	2	0	3	7	5	6	5	1
	Sikwane	2	0	2	2	2	7	2	3	10	3	19	26	19	14	21
	Sub total	29	34	20	15	16	100	99	71	79	92	277	208	190	245	193
Gaborone West	G-West	12	7	14	17	9	45	43	36	44	38	285	217	282	215	175
	Naledi	8	4	10	3	5	21	17	19	19	20	102	87	78	69	90
	Ramotswa	9	13	12	6	11	28	29	26	19	28	89	82	77	69	68
	SSK Airport	3	3	5	3	2	10	9	11	21	31	52	34	46	44	57
	Mogoditshane	23	22	31	21	34	77	67	58	65	67	366	302	296	339	298
	Sub total	55	49	72	50	61	181	165	150	168	184	894	722	779	736	688
Kanye	Sejelo	13	11	8	5	23	56	41	40	43	31	162	124	107	103	103
	Jwaneng	11	7	14	4	7	17	14	28	14	23	76	46	67	69	59
	Moshupa	8	1	3	4	2	21	10	13	13	12	80	46	45	53	65
	P/Molopo	0	0	0	0	0	3	3	8	2	0	23	11	6	4	1
	Mabutsane	5	6	10	6	6	14	17	19	18	11	54	56	28	22	15
	Sub total	37	25	35	19	38	111	85	108	90	77	395	283	253	251	243
Francistown	Francistown	8	3	6	3	1	30	15	20	21	33	213	161	132	119	135
	Tshesebe	0	4	5	6	5	15	3	4	6	13	53	38	21	28	34
	Tutume	2	4	3	3	3	17	13	11	15	5	27	67	38	30	41
	Masunga	1	3	1	1	0	13	10	6	6	6	45	24	16	22	23
	Sub total	11	14	15	13	9	75	41	41	48	57	338	290	207	199	233
Mahalapye	Mahalapye	29	29	32	25	14	88	59	61	71	33	202	165	186	105	124
	Shoshong	2	2	2	0	2	12	9	2	6	5	54	26	24	18	15
	Machaneng	11	4	2	3	1	14	12	12	12	8	28	14	33	19	17
	Martins Drift	4	3	3	0	2	10	11	3	4	6	46	45	15	6	12
	Dibete	7	15	22	10	9	54	23	37	22	42	134	55	91	61	73
	Sub total	53	53	61	38	28	178	114	115	115	94	464	305	349	209	241
	Total	475	397	482	404	411	1540	1245	1239	1285	1308	5954	4781	4714	4346	4438

Source : Botswana Police Service Reports

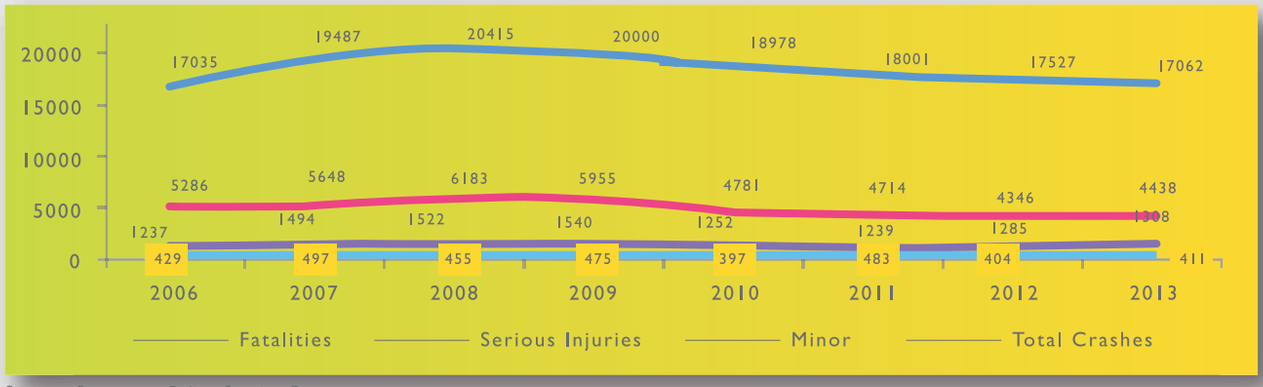
2.8 Crashes, Fatalities and Serious Injuries Trends

Road crash trends below in figure 10 show the traffic performance between 2006 and 2013. The graph indicates that all the traffic safety indicators such as total crashes, fatalities and serious injuries have not changed significantly between 2012 and 2013. In 2013, the total number of recorded crashes were 17 062, a decrease from 17 527 recorded in 2012, but the overall trend indicates that total recorded crashes started decreasing from 2008.

Fatalities and Serious injuries trends followed a similar pattern as total crashes over the period, except for 2011 and 2013 when fatalities went up against a decline in total recorded crashes. There is a positive relationship between total recorded crashes and fatalities and

serious injuries, an increase in total recorded crashes result in an increase in both fatalities and serious injuries. The overall trend for the period shows the relationship between total crashes, fatalities, serious and minor injuries in 2013 total recorded fatalities stood at 411, which is an increase from 404 in 2012.

Figure 10 : Total Crashes, Fatalities and Serious Injuries Trends (2006-2013)



Source : Botswana Police Service Reports

2.9 Casualties by Junction Type (2006-2013)

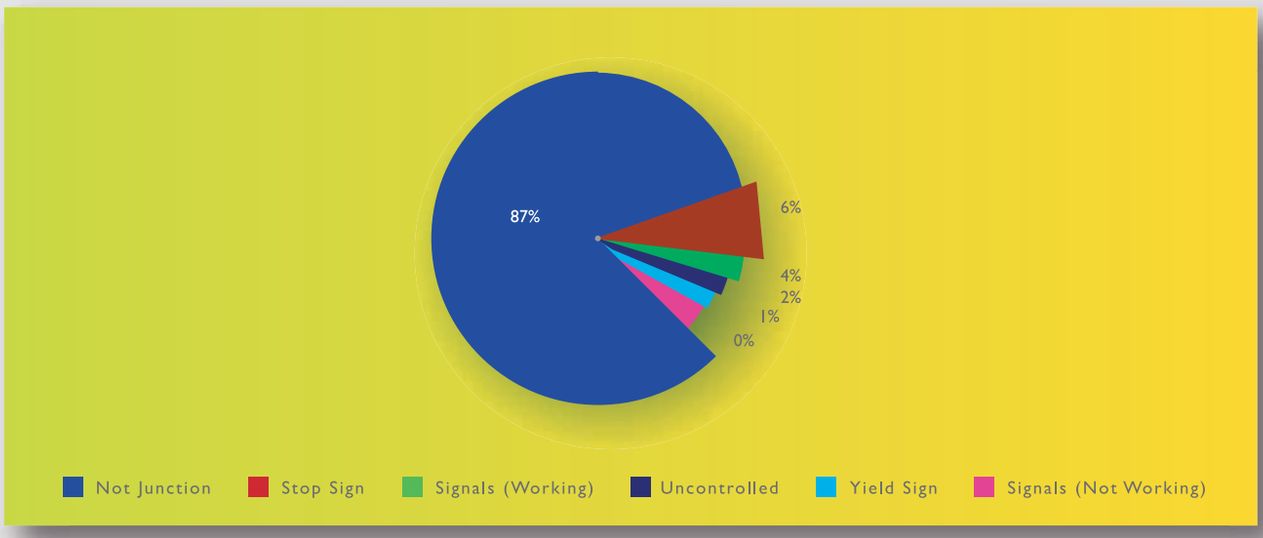
The trend show that sections of the road without junctions accounted for more fatalities during the past eight years, 2006-2013. The average percentage of people killed in none junction portion of the roads was 87.1% for the period 2006 to 2013. In 2013 the proportion was 86.6% a drop of 1.5% compared to 88.1% in 2012. The prevailing trend shows that more fatalities happen in open roads and corridors, suggesting that road without junctions have different factors compared to other road sections in terms of fatal accidents and fatalities.

Table 10 : Fatalities by junction control

Junction Type	2006	2007	2008	2009	2010	2011	2012	2013	Average
Not Junction	366	455	379	415	347	411	356	356	388
Signals (Working)	13	9	20	37	11	13	16	11	17
Signals (Not Working)	0	0	1	6	0	1	2	3	2
Stop Sign	35	24	27	6	28	46	25	31	27
Yield Sign	5	3	5	6	2	7	4	1	4
Police controlled areas	0	0	0	0	0	0	0	1	0
Uncontrolled	10	6	23	5	9	5	1	8	8
Totals	**429**	**497**	**455**	**475**	**397**	**483**	**404**	**411**	**446**

Source : Botswana Police Service Reports

Figure 11 : Average Casualties by Junction Type (2006-2013)



Source : Botswana Police Service Reports

Table 11: Serious Injuries by junction type 2006-2013

Junction Type	2006	2007	2008	2009	2010	2011	2012	2013
Not Junction	984	1294	1310	1327	1069	1044	1114	1128
Signals (Working)	35	56	52	31	34	34	43	53
Signals (Not Working)	9	3	5	8	1	2	10	7
Stop Sign	150	95	102	131	100	105	91	101
Yield Sign	28	11	7	10	16	13	7	6
Police controlled areas	2	0	1	4	0	3	0	0
Uncontrolled	29	35	45	29	32	38	20	13
Totals	**1237**	**1494**	**1522**	**1540**	**1252**	**1239**	**1285**	**1308**

Source : Botswana Police Service Reports

2.10 Road Crashes by Major Highways

Table 12 shows the distribution of crashes along the selected five main highways from 2009 to 2013. During the period the A1 highway accounted for the most crashes when compared to the other major highways. In 2013 the A1 highway accounted for 45.4% of crashes among the selected highways followed by A12, A10 and A3 at 24.7%, 13.6% and 11.3% respectively.

The main causes of crashes along the main highway in 2013 were animal on the road for A1 and A3 at 32.2% and 40.6% respectively, Roll Over for A2 corridor at 20.8% and Side collision for A10 and A12 at 34.1% and 34.9% respectively.

Table 12 : Road Crash Collision type by Major Highways - 2009 -2013

		Collision Type										
Major Highway	Year	Rear End	Side	Head On	Hit Pedes	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	1110
	2010	404	282	31	67	35	337	21	40	140	140	1497
	2011	332	253	29	37	35	356	21	32	134	176	1405
	2012	286	230	25	52	48	314	15	39	131	146	1286
	2013	271	229	30	31	41	441	18	42	118	148	1369
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
	2012	18	33	5	9	14	73	5	5	34	23	219
	2013	23	24	3	6	14	17	3	3	31	25	149
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
	2012	31	30	5	9	24	108	3	7	50	15	282
	2013	34	30	6	8	27	139	5	7	58	28	342
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
	2012	145	112	10	30	6	69	4	16	32	49	473
	2013	140	104	11	25	2	55	2	7	29	36	411
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
	2012	258	286	10	89	7	87	5	17	22	94	875
	2013	259	255	11	52	4	63	5	18	10	66	743

Source : Botswana Police Service Reports

Section 3 : Time and Environment

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

3.1 Road Crash Casualties by Hour of the Day (2006-2013)

The results in table 13 shows that most fatalities and serious injuries recorded occur between 14:01-00:00 hrs. The proportion of fatalities recorded between 1401 – 00:00hrs was 53.8% in 2013 compared to 46.2% in 2012. In 2013 fatalities recorded between 00:01-1400hrs stood at 46.2% compared to 50.5% in 2012. The overall trend for the eight years shows that more fatalities and serious injuries were recorded between 18:01-20:00hrs followed by 16:01-18:00hrs. Time of the day with less recorded fatalities and serious injuries were 02:01-04:00hrs followed by 04:01-06:00hrs.

Table 13 : Fatalities by Hour of the Day (2006 - 2013)

TIME	2006	2007	2008	2009	2010	2011	2012	2013
00:01 – 02:00	30	37	27	37	29	25	25	33
02:01 – 04:00	16	25	21	19	19	20	17	31
04:01 – 06:00	20	21	23	36	34	21	31	29
06:01 – 08:00	28	32	22	32	26	54	34	19
08:01 – 10:00	19	27	27	26	18	27	28	28
10:01 – 12:00	19	58	22	29	18	24	32	29
12:01 – 14:00	35	36	39	34	37	24	37	21
14:01 – 16:00	37	51	51	56	41	58	37	29
16:01 – 18:00	55	62	63	48	46	52	39	50
18:01 – 20:00	95	67	57	75	63	74	63	53
20:01 – 22:00	54	52	58	45	40	52	35	47
22:01 – 00:00	21	29	45	38	26	52	26	42
Total	429	497	455	475	397	483	404	411

Source : Botswana Police Service Reports

Table 14 : Serious Injuries by Hour of the Day (2006 - 2013)

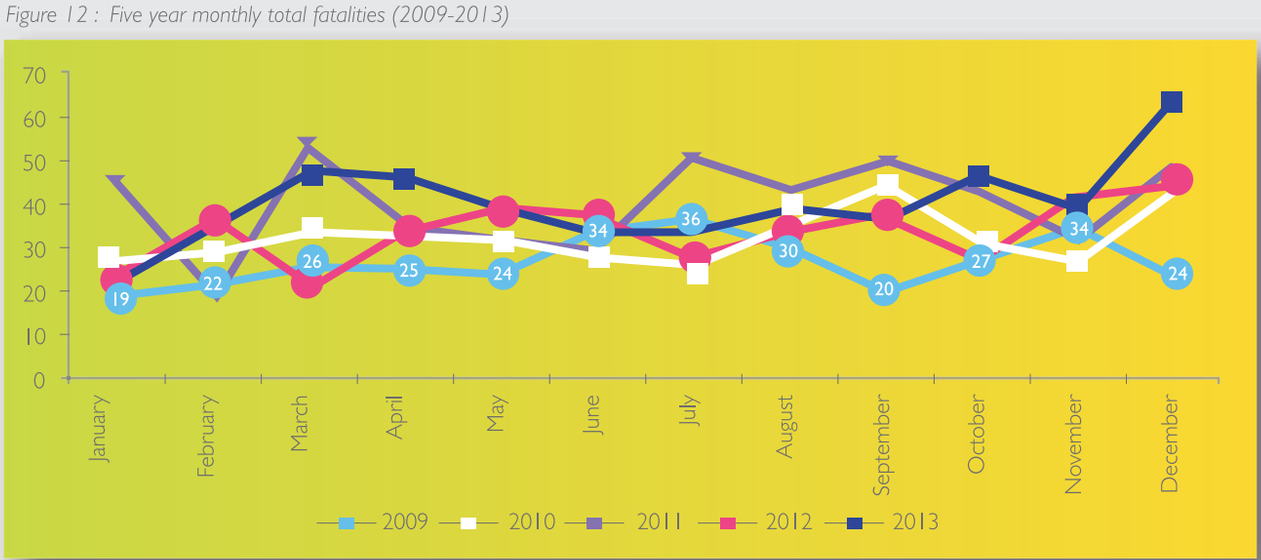
TIME	2006	2007	2008	2009	2010	2011	2012	2013
00:01 – 02:00	65	81	113	91	59	60	81	78
02:01 – 04:00	36	39	52	42	53	38	60	47
04:01 – 06:00	42	71	42	75	48	52	49	55
06:01 – 08:00	81	106	104	132	90	106	104	68
08:01 – 10:00	83	112	82	83	61	75	79	93
10:01 – 12:00	72	129	88	91	94	91	87	90
12:01 – 14:00	111	141	139	120	126	78	144	81
14:01 – 16:00	119	158	169	165	135	151	142	143
16:01 – 18:00	183	202	213	220	133	136	142	173
18:01 – 20:00	242	188	229	238	203	175	195	199
20:01 – 22:00	125	184	179	164	156	157	97	158
22:01 – 00:00	78	83	112	119	94	120	105	123
Total	**1237**	**1494**	**1522**	**1540**	**1252**	**1239**	**1285**	**1308**

Source : Botswana Police Service Reports

3.2 Fatalities by Month

The five year trend of monthly total fatalities shows that fatalities are usually low from the months of January to March, and start going up from April-May and decline slightly in winter from May-July. The last part of the year August to December records the highest number of fatalities annually and usually December records the highest number of fatalities compared to other months. In 2013 the month of December recorded fewer fatalities when compared to the previous years. Overall all the five year trends depict a similar pattern over the years. The trend therefore indicates clearly that traffic crashes follow a certain pattern and they are seasonal. This therefore might suggest that there are underlying factors specific to these trends.

Figure 12 : Five year monthly total fatalities (2009-2013)



3.3 Road Crashes by Day of the Week

Table 15 shows recorded crashes by days of the week for the past eight years. According to the distribution days of the week with high recorded crashes are Saturday, Friday and Thursday. During the year 2013 Saturday recorded the highest number of recorded crashes at 3084, followed by Friday at 2856. Days with slightly lower number of recorded crashes in 2013 were Tuesday at 2074 and Wednesday at 2189. Though there was no significant variation on crashes by days of the week, Thursday, Friday and Saturday were 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: Road crashes by day of the week (2006 - 2013)

	Year								
Day	2006	2007	2008	2009	2010	2011	2012	2013	Total
Sunday	2322	2730	2844	2722	2494	2365	2360	2400	20237
Monday	2249	2535	2632	2666	2501	2386	2371	2145	19485
Tuesday	2247	2405	2642	2497	2379	2298	2252	2074	18794
Wednesday	2143	2539	2603	2567	2506	2343	2200	2189	19090
Thursday	2170	2468	2599	2818	2608	2343	2329	2314	19649
Friday	2797	3324	3502	3344	3210	3138	2909	2856	25080
Saturday	3107	3486	3593	3386	3280	3128	3106	3084	26170
Total	17035	19487	20415	20000	18978	18001	17527	17062	148505
Average Crashes Per Day	2434	2784	2916	2857	2711	2572	2504	2437	18773

Source : Botswana Police Service Reports

Road casualties mainly occur during weekends. Table 16 below shows that the majority of fatalities, serious and minor injuries happen from Thursday, Friday and Sunday accounting for 71.1% of fatalities, 69.9% of serious injuries and 67.2% of minor injuries during the five year period between 2009 and 2013. In 2013 a similar pattern continued with Saturday accounting for 25.1% recorded fatalities, 25.2% of serious injuries and 21.5% minor injuries.

Table 16: Casualties by Day of the Week (2009 to 2013)

	Fatalities					Serious					Minor				
Day	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Sunday	103	76	91	104	98	297	238	245	286	276	1046	909	810	730	813
Monday	52	53	40	35	23	158	131	126	141	117	690	517	513	522	447
Tuesday	36	37	53	39	44	130	120	118	129	141	490	549	472	509	508
Wednesday	46	40	42	39	45	155	131	129	123	142	715	508	533	468	489
Thursday	62	48	54	24	48	167	146	128	143	129	815	542	563	479	531
Friday	91	55	85	60	50	252	200	204	170	173	998	752	746	694	694
Saturday	85	88	118	103	103	381	286	289	293	330	1201	1004	1077	944	956
Total	475	397	483	404	411	1540	1252	1239	1285	1308	5955	4781	4714	4346	4438
Average	68	57	69	58	59	220	179	177	184	187	851	683	673	621	634

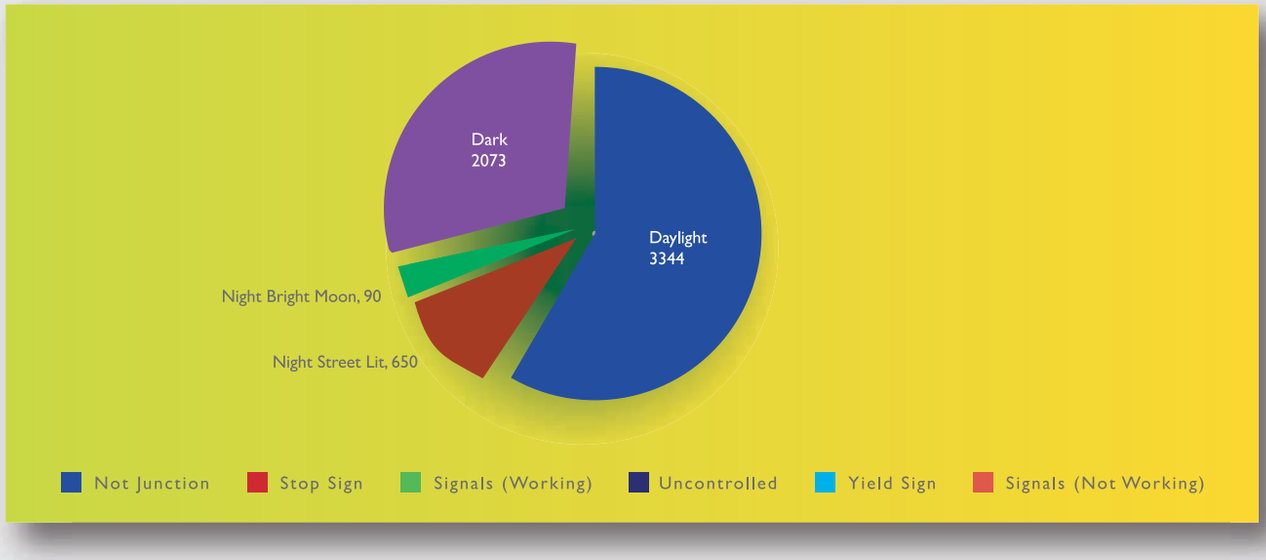
Source : Botswana Police Service Reports

Table 17: Injuries by Different Times of the Day (2009 - 2013)

		Time of the Day					
	Year	Daylight	Dusk	Night Street lit	Night bright moon	Dark	Total
Fatalities	2009	236	14	34	8	183	**475**
	2010	196	11	19	18	153	**397**
	2011	259	0	38	8	178	**483**
	2012	227	0	43	10	124	**404**
	2013	183	0	35	3	190	**411**
Serious Injuries	2009	765	29	144	51	551	**1540**
	2010	658	25	97	36	436	**1252**
	2011	700	0	92	18	429	**1239**
	2012	754	0	115	18	398	**1285**
	2013	693	0	129	23	463	**1308**
Minor Injuries	2009	4026	115	493	90	1231	**5955**
	2010	2833	62	422	61	1403	**4781**
	2011	2745	0	518	74	1377	**4714**
	2012	2631	0	471	56	1188	**4346**
	2013	2468	0	486	64	1420	**4438**

Source : Botswana Police Service Reports

Figure 13: Injuries by Different Times of the Day (2013)



Section 4 : People Involved in Traffic Crashes

Demographics are important components in road safety management. This section presents fatalities by demographics of people mostly involved in road crashes. Fatalities are presented by age groups, gender and road user category. These demographics are critical given the existing disparities in terms of risk behavior among age groups, gender and road user category.

4.1 Fatalities by Age Group

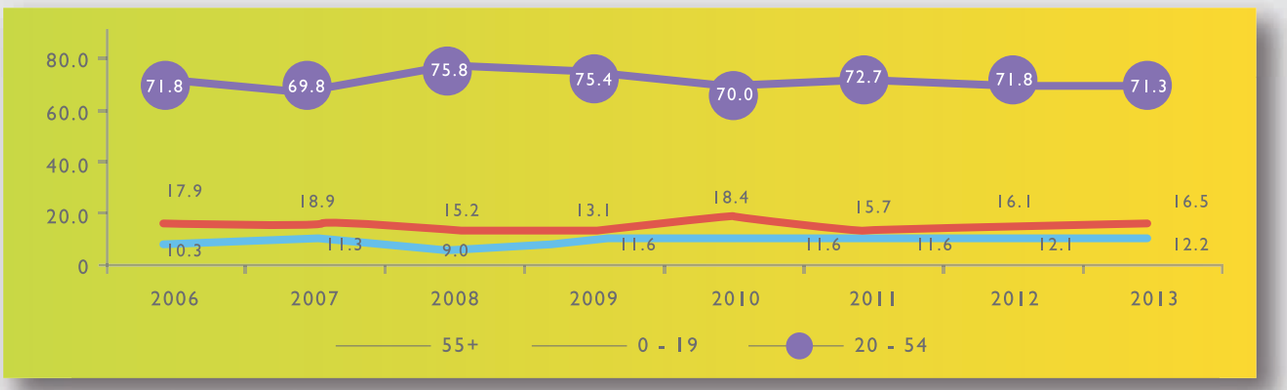
Table 18 and Figure 14 below show fatalities by age groups for the past eight years and the trend indicates that young people are the most affected in road crashes. The overall trend indicates that young people aged 20-54 years accounts for around 70.0% of people killed in road crashes between 2006 and 2013. In 2013 71.8% people killed were in the age group 20-54, 16.1% were on age group 0-19 years and 12.1% were on age group 55+ years.

Table 18 : Fatalities for the past five years by Age Groups

Age Group	2006		2007		2008		2009		2010		2011		2012		2013	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
0-4	20	4.7	21	4.2	24	5.3	18	3.8	25	6.3	25	5.2	24	5.9	26	6.3
5-9	20	4.7	27	5.4	15	3.3	13	2.7	18	4.5	18	3.7	20	5.0	13	3.2
10-14	10	2.3	16	3.2	11	2.4	6	1.3	9	2.3	9	1.9	4	1.0	8	1.9
15-19	27	6.3	30	6	19	4.2	25	5.3	21	5.3	24	5.0	17	4.2	21	5.1
20-24	56	13.1	53	10.7	70	15.4	63	13.3	43	10.8	72	14.9	60	14.9	40	9.7
25-29	75	17.4	97	19.5	81	17.8	90	18.9	55	13.9	74	15.3	66	16.3	83	20.2
30-34	61	14.2	72	14.5	71	15.6	67	14.1	53	13.4	63	13.0	58	14.4	61	14.8
35-39	49	11.4	54	10.9	54	11.9	45	9.5	43	10.8	55	11.4	38	9.4	41	10
40-44	27	6.3	27	5.4	30	6.4	36	7.6	37	9.3	38	7.9	27	6.7	24	5.8
45-49	24	5.6	25	5.2	24	5.3	26	5.5	24	6.0	27	5.6	17	4.2	27	6.8
50-54	16	3.7	19	3.8	15	3.3	31	6.5	23	5.8	22	4.4	24	5.8	17	4.1
55-59	15	3.5	18	3.6	8	1.8	17	3.6	17	4.3	16	3.3	18	4.5	20	4.9
60-64	6	1.4	7	1.4	8	1.8	14	2.8	12	3.0	8	1.7	8	2.0	5	1.2
65-69	8	1.9	13	2.6	7	1.5	6	1.3	4	1.0	13	2.7	10	2.5	8	1.9
70-74	6	1.4	7	1.4	8	1.8	5	1.1	2	0.5	8	1.7	7	1.7	10	2.4
>75	8	1.9	11	2.2	10	2.2	13	2.7	11	2.8	11	2.3	6	1.5	7	1.7
Unknown	1	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0	0	0.0
Total	429	100	497	100	455	100	475	100	397	100	483	100	404	100	411	100

Source : Botswana Police Service Reports

Figure 14: Trend of Fatalities by Age Ranges



Source : Botswana Police Service Reports

4.2 Fatalities by Road user Classes and Age Groups

Road User Classes are different categories of people using the road at anytime. It ranges from drivers passengers, pedestrians, cyclists and motorcyclists. For the period under review only drivers, passengers and pedestrians will be analyzed because they the only categories which recorded fatalities.

Table 19: Fatalities by Road user classes and Age groups (2010- 2013)

Fatalities															
Drivers				Passengers				Pedestrians				Totals			
2010	2011	2012	2013	2010	2011	2012	2013	2010	2011	2012	2013	2010	2011	2012	2013
0	0	0	0	7	14	15	12	18	11	9	14	25	25	24	26
0	0	0	0	5	4	9	3	13	14	11	10	18	18	20	13
1	0	0	0	4	3	3	5	4	6	1	3	9	9	4	8
1	3	2	0	13	17	10	14	7	4	5	7	21	24	17	21
6	14	9	9	29	42	36	25	8	16	15	6	43	72	60	40
18	20	24	28	26	50	31	40	11	4	11	15	55	74	66	83
21	23	22	17	25	30	23	31	7	10	13	13	53	63	58	61
17	23	19	12	21	25	11	17	5	7	8	12	43	55	38	41
13	17	15	7	15	13	9	12	9	8	3	5	37	38	27	24
11	7	4	8	7	12	11	11	6	8	2	8	24	27	17	27
8	7	11	6	5	10	7	6	10	5	6	5	23	22	24	17
4	1	6	5	8	8	5	10	5	7	7	5	17	16	18	20
4	1	0	2	5	5	4	2	3	2	4	1	12	8	8	5
0	3	1	1	0	5	1	6	4	5	8	1	4	13	10	8
0	3	2	2	1	3	5	5	1	2	0	3	2	8	7	10
0	1	0	1	2	4	2	0	4	1	1	2	6	6	3	3
1	1	0	0	0	1	1	0	1	1	0	1	2	3	1	1
0	0	0	0	0	0	1	0	1	1	1	0	1	1	2	0
0	0	0	0	1	1	0	2	0	0	0	1	1	1	0	3
0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
105	124	115	98	174	247	184	201	118	112	105	112	397	483	404	411

Source : Botswana Police Service Reports

4.3 Serious injuries by road user classes and age group

Table 20 : Serious Injuries by Road user classes and Age Groups (2010 - 2013)

	Drivers				Passengers				Pedestrians			
Casualty Age	2010	2011	2012	2013	2010	2011	2012	2013	2010	2011	2012	2013
0-5	1	0	0	0	22	20	21	23	29	22	39	21
5-9	0	0	0	0	14	15	13	23	49	52	58	27
10-15	7	2	1	0	22	26	24	26	20	26	18	21
16-20	8	8	7	11	46	49	41	61	35	26	23	17
21-25	35	31	30	42	115	112	114	132	44	29	41	43
26-30	84	75	70	72	136	141	121	131	36	33	42	35
31-35	74	72	55	57	82	105	109	78	28	18	31	20
36-40	44	44	52	66	44	58	52	78	23	25	25	16
41-45	30	25	36	41	32	41	36	56	13	11	17	19
46-50	23	19	28	18	28	38	31	25	12	10	16	12
51-55	12	15	12	13	18	20	23	22	13	10	13	8
56-60	8	11	17	16	18	9	20	15	5	3	6	10
61-65	1	3	3	5	6	9	11	14	5	7	7	9
66-70	2	2	1	2	5	2	2	7	3	1	5	2
71-75	0	0	2	0	7	2	1	2	2	5	0	5
76-80	1	0	1	0	2	1	4	3	2	2	3	1
81-85	0	0	1	1	1	1	0	1	2	2	1	0
86-90	0	0	0	0	1	0	0	0	1	0	1	0
91-95	0	0	0	0	0	0	0	1	1	1	0	0
96-100	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**330**	**307**	**316**	**344**	**599**	**649**	**623**	**698**	**323**	**283**	**346**	**266**

Source : Botswana Police Service Reports

4.3 Casualties by Road User Class

Passengers are still the most affected road users in road crashes followed by drivers and then pedestrains.

Table 21 : Casualities by Road User (2009 - 2013)

	Fatalities					Serious					Minor				
Casualty Class	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Driver	150	105	124	115	98	388	330	307	316	344	2026	1546	1483	1448	1454
Passenger	211	174	247	184	201	809	599	650	623	698	2777	2202	2239	1964	2011
Pedestrian	114	118	112	105	112	343	323	282	346	266	1152	1033	992	934	973
Total	475	397	483	404	411	1540	1252	1239	1285	1308	5955	4781	4714	4346	4438

Source : Botswana Police Service Reports

The distribution of road causalities by gender show that males are the most affected in road crashes compared to females. In 2013 the proportion of male killed in road crashes was 74.0% compared to 26.0% females. The proportion of males who sustained serious injuries was 63.5% compared to 36.5% females in 2013. The trend of casualties between males and females is almost the same for the past five years, males account for almost 70.0% of all road casualties.

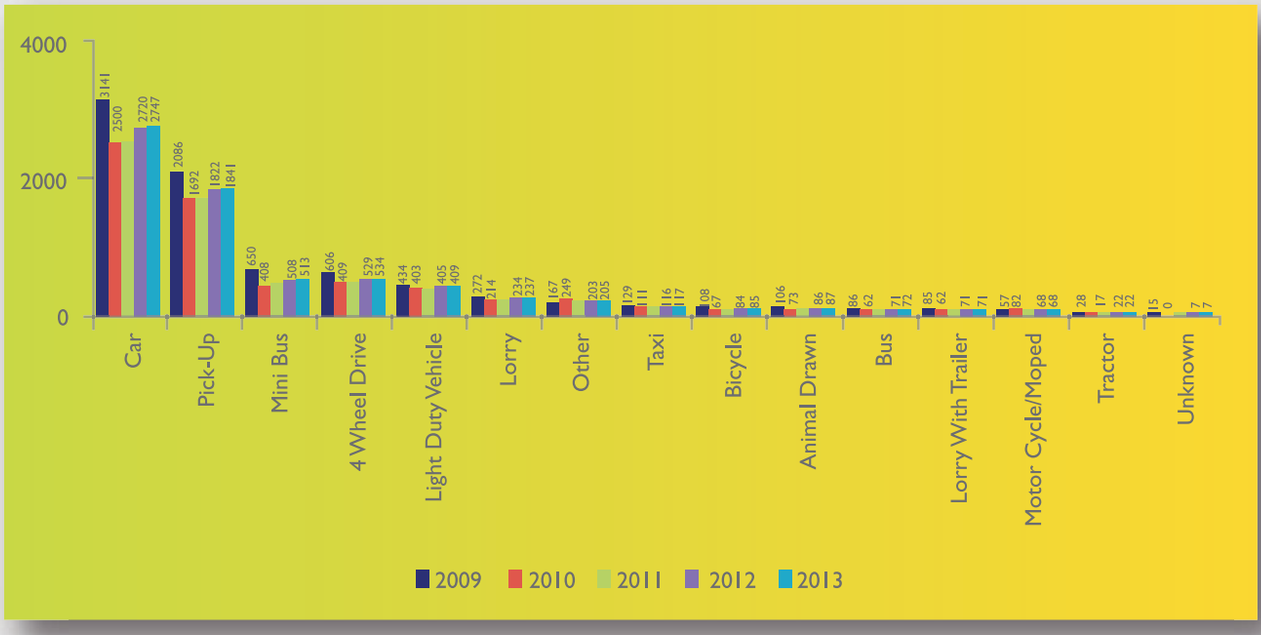
Table 22: Casualties by Gender of Road User

Year	Casualty	Fatalities	Serious	Minor
2009	Male	354 (74.5%)	1016 (66.0%)	3932 (66.0%)
	Female	121 (25.5%)	524 (34.0%)	2023 (34.0%)
	Total	475 (100%)	1270 (100%)	5955 (100%)
2010	Male	287 (72.3%)	845 (67.5%)	3065 (64.1%)
	Female	110 (27.7%)	407 (32.5%)	1716 (35.9%)
	Total	397 (100%)	1252 (100%)	4781 (100%)
2011	Male	344 (71.2%)	821 (66.3%)	3031 (64.3%)
	Female	139 (28.8%)	418 (33.7%)	1683 (35.7%)
	Total	483 (100%)	1239 (100%)	4714 (100%)
2012	Male	272 (67.3%)	846 (65.8%)	2788 (64.2%)
	Female	132 (32.7%)	439 (34.2%)	1558 (35.8%)
	Total	404 (100%)	1285 (100%)	4346 (100%)
2013	Male	304 (74.0%)	830 (63.5%)	2886 (65.0%)
	Female	107 (26.0%)	478 (36.5%)	1552 (35.0%)
	Total	411 (100%)	1308 (100%)	4438 (100%)

Section 5 : Vehicles Involved In Traffic Crashes

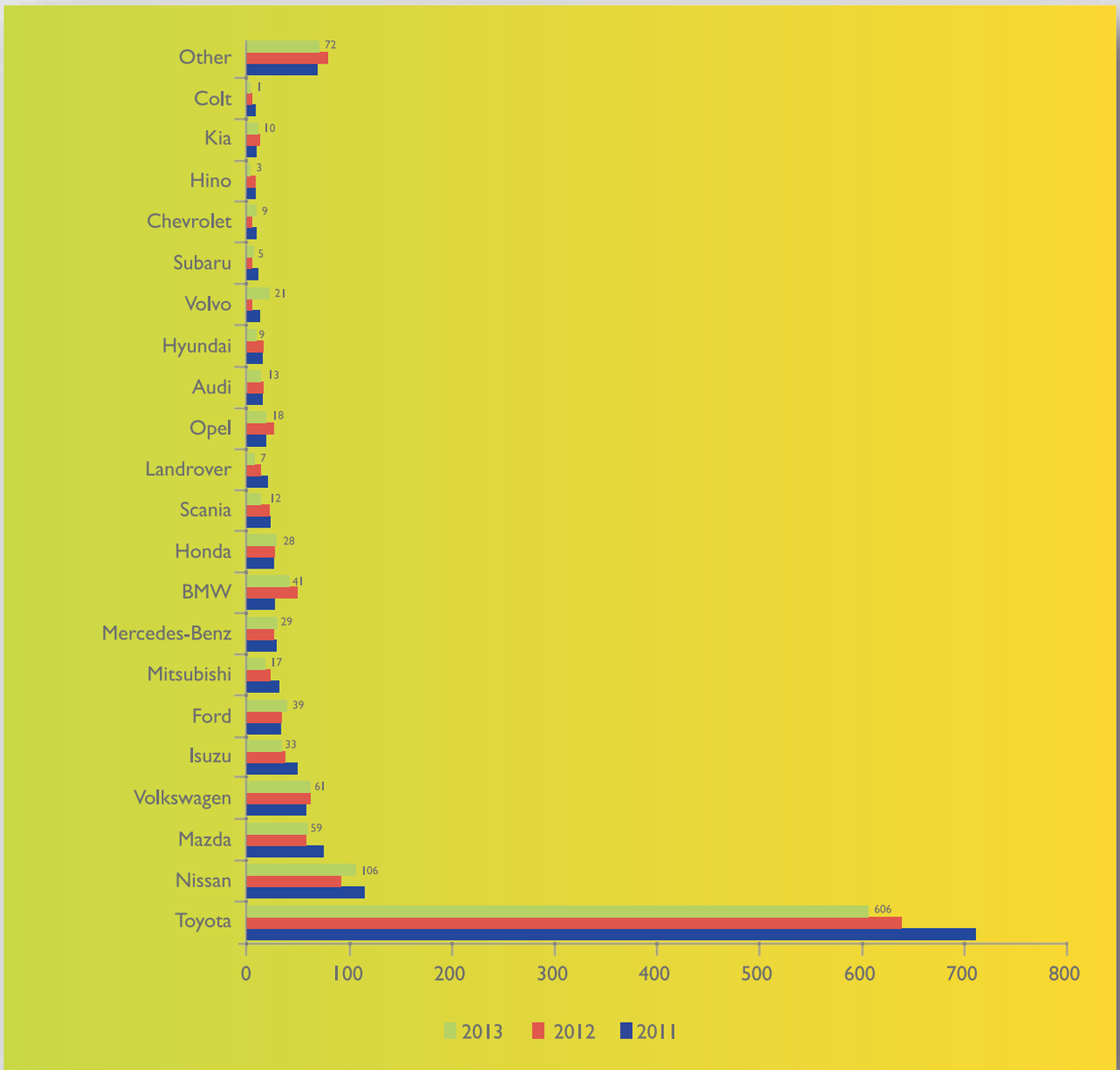
The figure below presents statistics of vehicles involved in crashes from the MVA Fund claims database for the years 2009 and 2013. The trend shows that most vehicles involved in traffic crashes were cars followed by pick-ups and mini-buses. These distributions are similar to national registered cars by make or model, therefore the proportion of vehicles involved in crashes is proportional to the population of vehicle types.

Figure 15: Vehicle Types involved in crashes from MVA Fund claims database (2009-2013)



Source : MVA Fund Database

Figure 16: Vehicle Makes Involved in Car Crashes in 2011 - 2013 (MVA Fund Database)



Source : MVA Fund Database

5.2 Vehicle Maneuver

The majority of vehicles involved in crashes were going straight. They represented 67.7%, 66.5%, 66.0% and 65.8% of all vehicles involved in road crashes in 2009, 2010, 2011 and 2012 respectively. Turning to right was the second hazardous vehicle maneuver between 2009, 2010, 2011 and 2012.

Table 23: Total Vehicle's and Vehicle Maneuver (2009-2013)

	Year				
Vehicle maneuvers	**2009**	**2010**	**2011**	**2012**	**2013**
Going straight	21 459	19 955	19 003	18 484	17 686
Turning right	2 193	2 143	2 072	2 128	2 023
Turning left	984	1 045	962	977	960
Crossing Stream	139	104	132	122	87
Overtaking	461	487	514	438	397
U-Turning	155	158	144	136	111
Merging	83	72	116	67	88
Diverging	151	107	77	63	64
Reversing	1 675	1 721	1 567	1 563	1 578
Sudden Start	77	65	44	45	52
Sudden Stop	132	99	87	93	76
Parked off road	1 435	1 459	1 393	1 304	1 340
Parked on road	207	201	161	109	122
Other	2 549	2 414	2 533	2 575	2 614
Totals	**31 700**	**30 030**	**28 805**	**28 104**	**27 198**

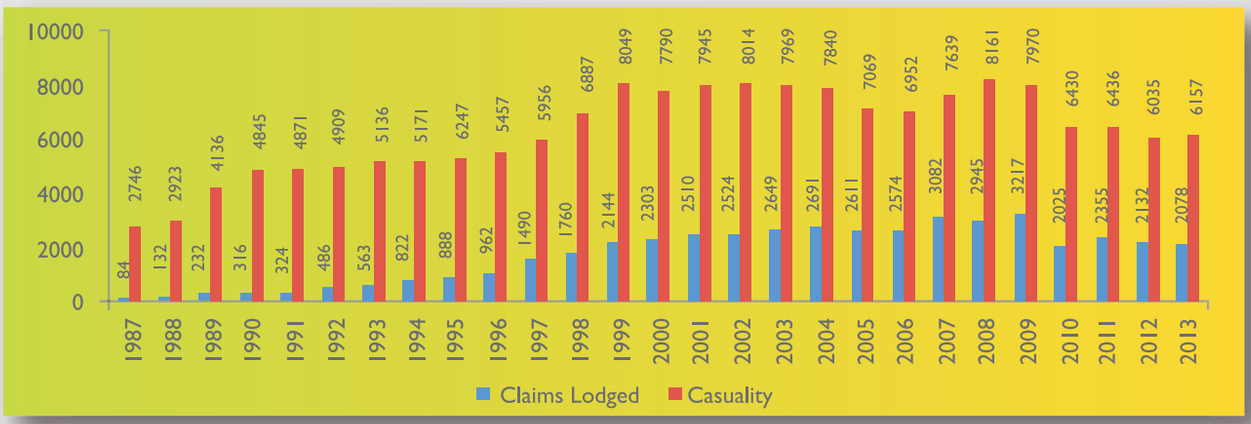
Source : Botswana Police Service Reports

Section 6 : MVA Fund Claims Analysis

6.1 Claims Lodged with MVA Fund (1987-2013)

All road users who are involved in road crashes are eligible to lodge claims for assistance from the MVA Fund in terms of the MVA Fund Act no. 15 of 2007. The total number of claims lodged with MVA Fund since 1987 to the end of 2013 was 45 900. These claims were from a total of 168 740 casualties within the same period. This translates to 27.2% of claims lodged against total casualties for the period. In 2013 the proportion of claims lodged with the Fund stood at 33.8% against 6157 reported casualties compared to 35.36% out of 6 035 casualties in 2012, a decrease of 1.6% compared to 2012. The highest proportion of claims lodged was 40.4% in 2009 while the lowest was 3.1% in 1987.

Figure 17: Claims Lodged with MVA Fund and total casualties (1987-2013)



Source: MVA Fund Data base

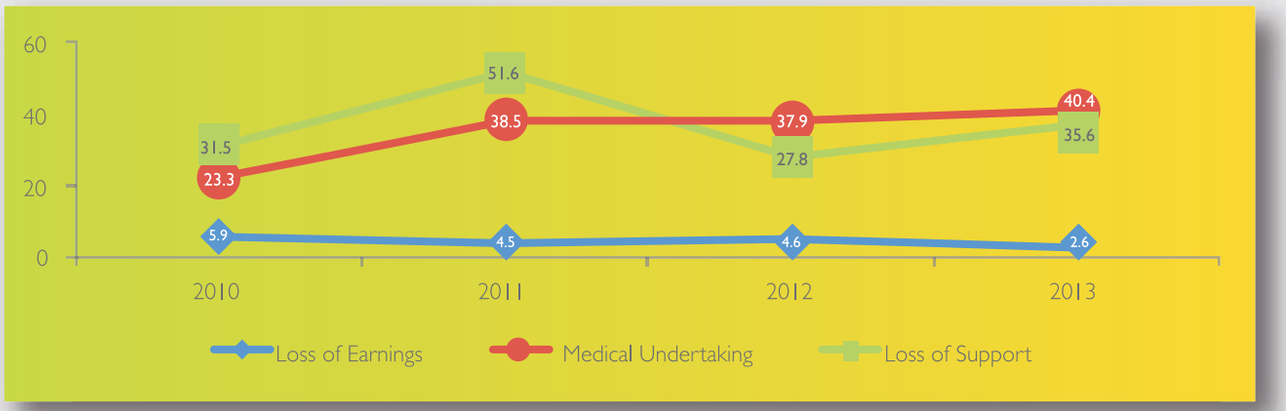
Figure 18: Claims Lodged and Casualties – (2004-2013)

Source: MVA Fund Data base

6.2 Total Reserves and Payments 2010 – 2013

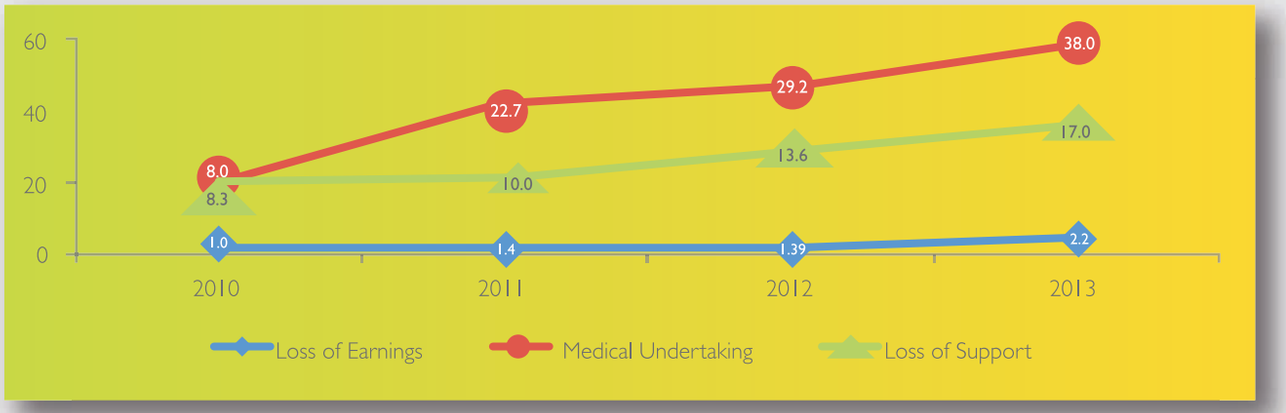
The Fund makes provision of monies for use in future, to settle various benefit claims. During the year under review, there was a slight increase in the reserves for medical undertaking from P37.9 million for 1 519 beneficiaries in 2012 to P40.4 million for 1 161 in 2013. The Fund paid 38.0 million in medical costs during 2013. This was a P8.8 million increase from the P29.2 million paid out in 2012. The Fund experienced an increase in reserves for loss of support from 27.8 million in 2012 to 35.6 million in 2013. Loss of earnings reserves decreased from 4.6 million in 2012 to 2.6 million in 2013, while payouts for loss of earnings increased to 2.2 million from 1.4 million in 2012.

Figure 19: Reserves by Benefit Type (P millions)



Source: MVA Fund Data base

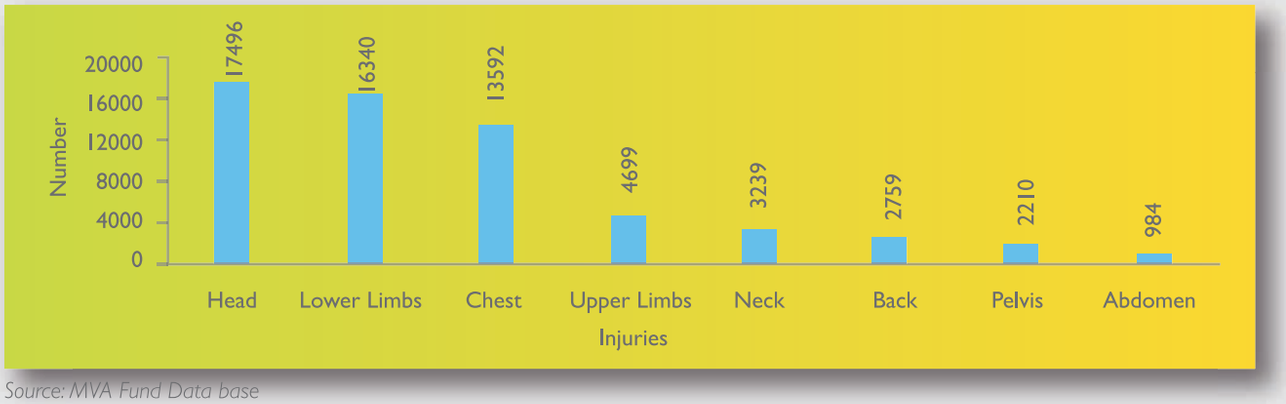
Figure 20: Payments by Benefits Type (P Millions)



Source: MVA Fund Data base

Figure 21 below shows types of injuries reported to MVA Fund 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 were head injuries followed by injuries to the lower limbs and chest.

Figure 21: Types of Injuries Reported to the Fund (1987-2013)

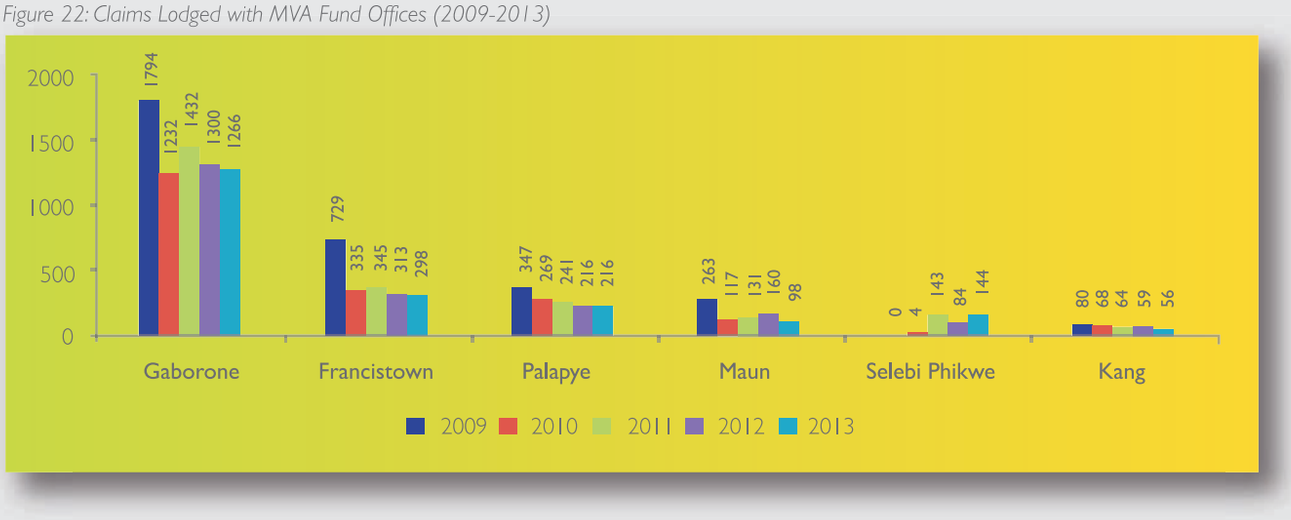


Source: MVA Fund Data base

6.2 Total Claims lodged per MVA Fund Office

The analysis below shows the number of claims lodged at MVA Fund offices for the past five years, 2009 to 2013. Gaborone office received the highest number of claims during the period than other offices. This is consistent with the incidents of road Crash concentration in the Gaborone office catchment areas. Francistown was second in the number of claims lodged but it registered a significant drop in the number of claims lodged between 2009 and 2010. Between 2010 and 2013, the Francistown Branch office experienced almost a constant number of claims received yearly. Almost all MVA Fund offices experienced decreases in the number of claims lodged during the year 2013 when compared to 2012, except for Selebi Phikwe and Palapye office. The Selebi Phikwe office experienced an increase of 60 claims from 84 to 144 between 2012 and 2013. The increase was mainly a result of claims lodged during 2013, which were from the previous year. Palapye office received the same number of claims between the two years.

Figure 22: Claims Lodged with MVA Fund Offices (2009-2013)



6.3 Claimants by Region

Table 24 below shows the distribution of claims lodged with the Fund in 2009 to 2013. The number of claims received from the Gaborone region was the highest for all the years during the five year period. The other regions with high number of claims received were Francistown, Molepolole and Kanye. The 2013 claims data shows that Letlhakane, Ramotswa and Serowe experienced significant increases in the number of claims received between 2012 and 2013. Areas with significant drops on claims received in 2013 were Maun, Mahalapye, Kasane, Tsabong, and claims lodged by individuals residing outside Botswana.

The table further shows that the total number of claims lodged with MVA Fund decreased by 4.2% between 2012 and 2013. The distribution also shows that most regions experienced decreases in the number of claims lodged. Regions with significant decreases in the number of claims were Letlhakane (89.3%), Ramotswa (57.8%) and Ghanzi (42.0%).

Table 24 : Claimants by Regions (2009 - 2013)

	Year					% Changes			
Regions	2009	2010	2011	2012	2013	(2009/2010)	(2010/2011)	(2011/2012)	(2012/2013)
Gaborone	883	615	731	754	716	-30.4	18.9	3.1	-5
Francistown	434	190	274	239	212	-56.2	44.2	-12.8	-11.3
Molepolole	188	140	124	105	99	-25.5	-11.4	-15.3	-5.7
Kanye	187	138	126	132	112	-26.2	-8.7	4.8	-15.2
Maun	182	104	107	152	97	-42.9	2.9	42.1	-36.2
Selebi Phikwe	157	81	158	103	127	-48.4	95.1	-34.8	23.3
Lobatse	149	83	79	95	91	-44.3	-4.8	20.3	-4.2
Mochudi	129	91	128	79	84	-29.5	40.7	-38.3	6.3
Serowe	127	82	92	67	93	-35.4	12.2	-27.2	38.8
Palapye	184	124	89	86	95	-32.6	-28.2	-3.4	10.5
Mahalapye	154	95	101	90	57	-38.3	6.3	-10.9	-36.7
Tutume	99	42	44	27	33	-57.6	4.8	-38.6	22.2
Ramotswa	58	37	64	27	46	-36.2	73	-57.8	70.4
Tsabong	74	63	82	65	48	-14.9	30.2	-20.7	-26.2
Letlhakane	94	57	56	6	61	-39.4	-1.8	-89.3	916.7
Ghanzi	46	34	50	29	37	-26.1	47.1	-42	27.6
Kasane	27	7	17	19	12	-74.1	142.9	11.8	-36.8
Foreign	45	44	34	57	22	-2.2	-22.7	67.6	-61.4
Total	3217	2025	2356	2132	2042	-37.1	16.3	-9.5	-4.2

6.4 Monthly Claims Lodged with MVA Fund by Office

As indicated earlier, Gaborone office received more claims lodged than other offices followed by Francistown and Palapye. Monthly claims lodged did not vary significantly between months, safe for the month of August which reached 200 claims lodged. In August claims lodged went up mainly because car crashes went up between July and August and the general trend also indicate that usually car crashes start picking up after winter.

Table 25: Monthly Claims Lodged with MVA Fund by Offices 2009– 2013

Office	Month	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Gaborone	2009	257	259	289	166	163	120	155	157	130	158	116	131	**2101**
	2010	83	114	130	93	133	106	88	86	75	105	124	95	**1232**
	2011	123	83	124	91	146	151	88	134	132	127	111	122	**1432**
	2012	98	112	123	83	117	113	100	137	110	100	113	93	**1299**
	2013	102	115	105	105	121	83	106	134	106	98	108	83	**1266**
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	22	40	27	27	24	26	**345**
	2012	30	23	31	20	26	31	27	26	26	28	27	19	**314**
	2013	17	26	28	23	23	38	20	18	19	34	15	37	**298**
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**
	2012	14	15	17	16	26	30	13	23	19	10	20	15	**218**
	2013	34	13	17	21	14	18	23	19	16	13	18	10	**216**
Maun	2009	11	51	14	8	16	31	21	35	15	4	37	27	**270**
	2010	20	1	8	16	14	7	11	10	5	7	5	13	**117**
	2011	7	16	5	0	10	6	5	15	25	21	9	12	**131**
	2012	11	13	11	7	17	9	15	13	17	19	11	17	**160**
	2013	4	8	6	12	7	6	10	12	9	6	9	9	**98**
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**
	2012	10	4	11	3	10	4	7	7	12	9	3	3	**83**
	2013	5	2	7	7	11	31	12	13	10	31	12	3	**144**
Kang	2009	0	0	0	0	0	0	8	4	5	5	10	8	**40**
	2010	2	6	9	9	10	2	5	9	1	7	3	5	**68**
	2011	7	0	4	0	0	5	6	7	5	16	10	4	**64**
	2012	4	4	15	3	8	8	10	1	0	1	1	3	**58**
	2013	2	1	11	1	5	6	12	4	3	8	0	3	**56**

6.5 Right of Recovery

The legislation empowers the Fund to recover the monies paid to any claimant as benefits, from the driver or vehicle owner who caused such accident under the following circumstances:

- Driving under the influence of intoxicating liquor or drugs to such an extent as to be incapable of having proper control of a vehicle;
- Reckless driving;
- Driving without being a holder of a valid driving license;
- Driving a defective vehicle whose defect caused or contributed to the cause of the accident;
- Driving a stolen vehicle knowingly where one reasonably ought to have known that it was stolen;
- Being the owner, custodian or lawful possessor of the vehicle, permitted the vehicle to be driven in the circumstances set out in the points above.
- Where a driver of a foreign registered vehicle fails to pay for and obtain third party insurance and such driver negligently causes an accident.

The right of recovery is a statutory initiative aimed at promoting road safety through deterrence of drivers from irresponsible use of the road. It is premised on what traditionally is called subrogation. This is an insurance principle that refers to claimant ceding or assigning his/her right to recover from the party who was at fault to the insurer. The Fund applies this principle to have a right to recover from perpetrators in sternly intolerable circumstances that contribute to road crashes. It also instils a degree of accountability on the perpetrators.

During the year 2013 the Fund recovered 412 645.47 as illustrated in table 26. The table also show recoveries from 2006 to date.

Table 26 : Right of Recovery Collections by Year

Month	2006	2007	2008	2009	2010	2011	2012	2013
January	38789.00	25253.00	13020.00	8109.00	17303.00	26194.00	20905.00	40000.00
February	23320.00	22056.00	18654.00	12848.00	39244.00	50674.00	38161.00	29591.14
March	20404.00	38675.00	25995.00	13613.00	30179.00	25725.00	39249.00	26931.00
April	56272.00	25288.00	42330.00	8680.00	14849.00	38775.00	36899.00	37683.28
May	23562.00	23229.00	28661.00	21189.00	17049.00	29136.00	43495.00	41374.14
June	15987.00	23076.00	30990.00	30940.00	19085.00	705.45	56535.00	36000.00
July	51137.00	15547.00	42461.00	10843.00	36159.00	105320.15	44308.28	40898.28
August	27022.00	20063.00	15806.00	5026.00	63989.00	49306.01	49966.14	43517.89
September	39075.00	26534.00	16641.00	8530.00	25896.00	31976.00	54583.60	23855.00
October	46444.00	20399.00	16354.00	39795.00	27132.00	24513.80	47844.28	38475.00
November	29498.00	21783.00	29236.00	17901.00	62144.00	51996.53	44500.14	26690.00
December	40144.00	12449.00	25613.00	18792.00	21418.00	52371.80	35904.14	27629.74
Total	**411654.00**	**274352.00**	**305761.00**	**196266.00**	**374447.00**	**422741.74**	**512350.58**	**412645.47**

Section 7 : MVA Fund Road Safety Initiatives For 2013

To mitigate the effects of road crashes across the country, MVA Fund, together with other stakeholders implement some strategic initiatives. The total expenditure for road safety during the year was P10.4 Million accounting for 70.7% of the road safety budget provided for the year. The budget financed various initiatives as follows:

7.1: Community Road Safety Grant Scheme

The Fund recognizes that the community and community organizations are influential and have innovative ways that could be employed to mitigate against road crashes within their localities, especially as affected parties. The Fund introduced the Community Road Safety Grant Scheme (CRSGS) in 2010. The primary purpose of the CRSGS was to cultivate community participation in the prevention of road crashes within their localities. Different parts of the country often experience different road safety issues which can best be dealt with at local level because communities there are well placed to identify specific problems common to their areas. This results in appropriate preventive measures being undertaken to mitigate road trauma. Projects funded through the scheme include but are not limited to;

- Programs with evidential proof that they will reduce the risk of crash involvement within targeted area.
- Initiatives targeting drink driving, speeding and fatigue which factors are perceived to be the main causes of road crashes in Botswana.
- Projects intended to improve safety of special groups such as children, disabled and the elderly road users.
- Youth and School Road Safety Clubs

Since inception of the Scheme in 2010, twenty-seven (27) community groups have benefited. In 2013, ten (10) groups namely Namane Ya Moroba, Botswana Young Women Christian Association, Tse Dikgolo Theatre Group, Diphalana Counselling Centre, Phitshane Molopo Youth Development Centre, Sedibelo Choir, Voice Of Women, Reetsanag Community of Drama Groups, and Marphijac Charity Association executed their projects spending approximately BWP 411 370.43.

7.2: Road Safety Research

Research is an important aspect of road safety management, it provide the main source for effective road Crash countermeasures. It is against this background that the Fund conducts research on an annual basis.

During the year 2013 the MVA Fund released the 2012 Crash and Claims report. The report compiled road crash statistics for the country; it provided insight into the magnitude of the road safety problem in the country and also assists in planning strategies that can change the attitudes and behavior. The Fund also conducted the internal customer satisfaction survey, the results of which revealed a positive movement when compared to the previous study. The customer satisfaction indices are critical essentials in the MVA Fund strategy. The Fund in collaboration with University of Botswana Trauma Group and CDC Botswana conducted a study on "Road User Behavior" with a view to establish factors which contributes highly to road crashes in Botswana. The results of the study will assist the Fund and other road safety stakeholders in designing data-driven interventions in a bid to tackle behavioral issues.

7.3: Youth Road Safety Clubs

Youth as the age category mostly affected by road crashes, are considered to be an important stakeholder in road safety promotion. The Fund has therefore resolved to collaborate with youth in this regard. This collaboration involves facilitation of Youth Road Safety Clubs. To

date, the Fund has assisted with the formation of 44 clubs across the country. The clubs are a strategy to engender ownership by the youth to promote road safety. Also, the clubs are a forum for peer education on matters relating to road safety promotions.

In 2013, MVA Fund worked closely with Botho University Road Safety Club and Society for Road Safety Ambassadors (SORSA) in the road safety campaigns. This involvement in the pedestrian campaign provided a platform for empowerment of the clubs and helped bridge the knowledge gap of the club members. In addition to the road safety club activities, the Fund provided funding to school road safety clubs in Maun, Francistown and Bobonong undertook a scholar patrol programme. These clubs are important in averting crash related incidents that involved school children.

7.4: Occupational Road Risk Seminars

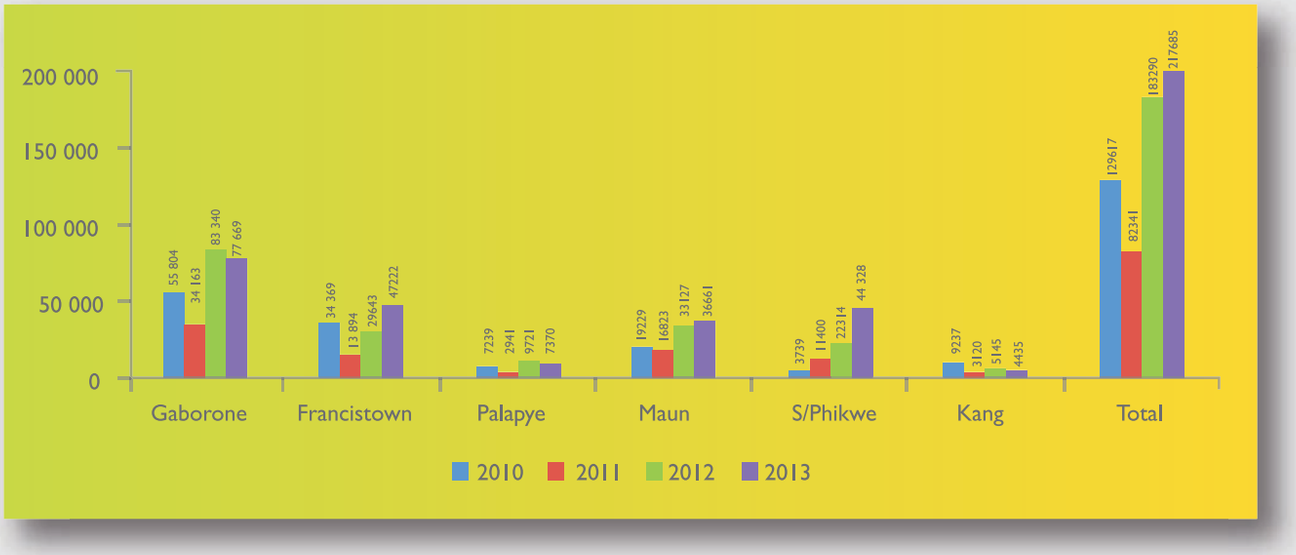
The Fund hosted Occupational Road Risk workshops for Driving Schools nationwide. The objective of the workshops was to sensitize Driving Schools on the importance of teaching road safety to learner drivers. The workshops were well received by the Driving School Administrators and they promised to go incorporate road safety in their Learner Education.

7.5: Public Education and Road Safety Campaigns

Public education is an important tool in road safety management; it can be used to raise awareness or to inform road users on new laws or road safety situations. Public education can be used to change attitudes of road users, e.g. to improve public acceptance of road safety measures. It can also be used to change behavior through road engineering and/or enforcement related to speeding. During the year the Fund used the following public education mediums to address road safety problems, media advertising, face to face public education through roadside campaigns, corporate presentations, kgotla meetings and agricultural shows among others. The number of people the Fund interacted with increased between 2011 and 2012. Gaborone office interacted with more people followed by Maun, Francistown, Selebi Phikwe, Kang and Palapye.

The figure below shows that the total number of people the Fund interacted with in 2013. The figure shows that there has been some improvement compared to the previous years. This is an indication that the Fund is reaching out to our respective communities.

Figure 23: People interacted with by MVA Fund offices (2010 and 2013)



7.6: Bus Shelter Advertising

The Fund continues to spread its footprint at district level through the bus shelter project. As at the end of December 2013 the Fund had constructed shelters in Bobonong, Kanye, Letlhakane, Tsabong, Mahalapye, Kasane, Maun, Jwaneng, Gaborone, Ghanzi, Manyana, Sekoma, and Shakawe. These shelters serve as productive platforms for disseminating information on road safety and the Fund's products and services. Moreover, the graphics also improve the aesthetics of bus ranks and bus stops and the shelters protect the public against the elements of weather. The shelters additionally enhance the visual appearance of the bus rank and bus stops and the visibility of MVA Fund. Through this project, MVA Fund advances the aspirations of Vision 2016, that of "A Safe and Secure Nation."

7.7: Mobile Children Traffic School Programme

The Mobile Children Traffic School continues to impact positively in communities nationwide. This is contained in the fact that in 2013, the Mobile Children Traffic School reached out to about thirty (30) communities and engaged 12 406 children to purposeful traffic safety education. The said facility is equipped with mini-quad-bikes, traffic lights, road signs, cones, television sets to aid in presentations, computers for interactive games and bicycles.

7.8: Pedestrian Safety Mall Campaigns

The need to reduce pedestrian fatalities and injuries arising from road collisions is a key aim of a dedicated MVA Fund Pedestrian Safety Mall Campaign. In 2013, the Fund conducted traffic safety education to pedestrians who sought services from such malls as RiverWalk, Game City West Gate Sebele Centre in Gaborone, Galo Centre in Francistown and Selibe Pikwe. The said exercise was conducted on monthly basis under the theme Safer Roads and Mobility by 2020.

7.9: First Aid Documentary

First Aid Training prepares members of the public to respond to emergency situations appropriately so that they minimize injuries and save lives. To achieve this noble end, the Fund in collaboration with Botswana Red Cross Society aired a First Aid documentary on Botswana Television named First Aid 101 in a bid to educate member's .The Fund has commissioned a First Aid Programme in collaboration with the Botswana Red Cross Society. The documentary has been developed to educate road users on Basic First Aid so that they will be in a position to assist those involved in road crashes without aggravating injuries sustained during the road crash. All in all, the documentary sets to equip road users with lifesaving skills and to promote First Aid awareness and encourage the public to enroll in First Aid training.

7.10: Weekly Newspaper Strips

In pursuance of its data driven campaigns, the Fund publicized on weekly basis News Paper strips labeled Death Watch and Walk Wise. The two strips conveyed to the public statistical information on the plight of drivers, passengers and pedestrians. The Fund's position is that the information provided will aid road users in making informed decisions regarding their safety while plying the national network.

7.11: Outreach to Special Groups

The Fund classifies the special groups as those living with disability, children and the elderly. The special groups are equally vulnerable to road crashes hence the calculated decision to give them inimitable consideration. The Fund utilized such forums as the Botswana Society for the Deaf Exhibitions and school orientations in order to reach out to special groups. Moreover, the Fund incorporated Sign Language in its programmes including the First Aid 101.

Section 8 : MVA Fund Milestones' Towards The Decade Of Actions For Road Safety (2011-2020)

8.1 Progress update on the Decade of Action for Road Safety (2011 – 2020)

The Fund participates in the activities aimed at promoting the Decade of Action for Road Safety which cut across the five pillars of road safety management, infrastructure, safe vehicles, Road user behavior and improved post- crash care. The Fund's performance on each pillar of the Decade of Action for Road Safety is outlined below.

8.1.1. Pillar 1: Build road safety management capacity

The Fund continues to cultivate and nourish productive synergies. In light of the foregoing, the Fund is working on its internal road safety strategy which will be aligned to the Botswana National Road Safety strategy with the view to improve on its contribution towards improving Botswana's traffic safety landscape. Moreover, the Fund continues to invest heavily in road safety in a bid to achieve tolerable traffic safety levels.

8.1.2 Pillar 2: Influence safety road design and network management

The Fund together with stakeholders continues to conduct road safety audit reviews in an effort to ensure that the national network does not become a hazard to road users. This will indeed go a long way in improving Botswana's traffic safety landscape.

8.1.3. Pillar 3: Influence vehicle safety design

Through its Occupational Road Risk seminars and Corporate presentations, the Fund continues to focus on the importance of procuring vehicles with active and passive safety features such as Anti-Locking Braking System (ABS), Electronic Stability Control, Side Curtain Airbags and Air bags.

8.1.4. Pillar 4: Influence road user behavior

The Fund in collaboration with Botswana Police Service engaged in the enforcement of road traffic laws and standards. This was combined with public awareness/education that raised compliance with regulations to reduce the impact of the key risk factors (speeding, drink driving, non-use of seat-belts and child restraints).

8.1.5. Pillar 5: Improving post-crash care

In its efforts to improve post-crash care, the Fund produced a First Aid documentary which airs in Botswana television. Further more, copies were made and given to bus operators to play in their respective buses to educate passengers on handling road crash victims. The documentary covered such areas as emergency scene management, patient assessment, asphyxia, mouth to mouth artificial respiration, wounds and bleeding, fractures, spinal and head injuries, shock, internal bleeding and transportation of the patient.

Section 9 : Investment In Road Safety Improvement and Trauma Prevention

Figure 24: Activities undertaken by the Fund to improve road safety, Crash Management and Post-Crash Care.

Pre Crash Initiative	Crash Initiative	Post Crash Initiative
• Booze Buses donation to Botswana Police Service. • Donation of IT equipment to DRTS. • Donation of Speed enforcement equipment to Botswana Police Service.	• Contract with EMS providers. • Ambulances donated to the Ministry of Health. • Training of personnel in major Referal Hospitals on Basic, Intermediate and Advanced life support.	• Capacity building to Rehabilitation Centers. • Loan equipment to Rehabilitation centers.

The MVA Fund secured fully equipped Booze Buses, ambulances and IT equipment for the Botswana Police Service. After realizing the impact brought about by the Booze Buses, the MVA Fund made a strategic decision to also support the Traffic Division with eight (8) Highway Patrol vehicles fitted with hi-technology surveillance equipment. This initiative will further augment the Police efforts in the fight against over speeding which has proved to be one of the leading causes of death on our roads. These vehicles will patrol our major highways, specifically targeting accident prone areas as informed by the crash statistics. The Traffic Officers will carry out enforcement in an effort to enhance the visibility of law enforcement officers especially along major roads like A1 where a lot of lives are lost. The Fund, views this support as a long term investment in saving lives and making Botswana roads safer.

9.1: Surveillance Vehicles

The Board of Directors of Motor Vehicle Accident Fund approved the Botswana Police Service Traffic Surveillance Equipment request for the procurement of Botswana Police Service Traffic Surveillance Equipment. The Botswana Police Service Traffic Surveillance Equipment comprises eight (8) Honda Accord vehicles and eight (8) cameras.

The premise of the procurement of Traffic Surveillance Equipment is that excessive speed is still a daunting task as enshrined in the number of lives lost through speed. Yearly, Botswana loses on average 450 people while 1800 sustain serious. Each of these road deaths and serious injuries lead to human suffering and comes at a sizeable economic cost. Amongst the contributory factors, speed ranks high. Excessive speed has been identified as a long outstanding and significant contributing factor to death and injury in Botswana. Statistics reveal that speed is a direct cause to 4.5% of the roadway crashes and a secondary cause to about 39% of the roadway crashes. Speeding contributes to road trauma in a number of ways, namely increased crash risk due to reduced reaction time, increased risk of the severity of crash, greater difficulty with vehicle control, increased distance after application of brakes, greater impact forces in the event of

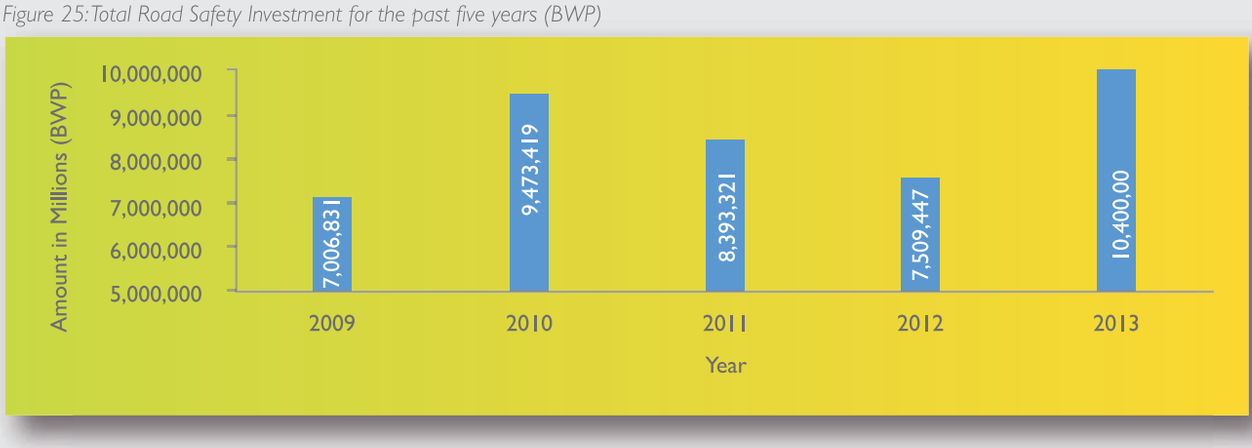
a crash and decreased reaction times for other road users. Speeding in this context refers to driving at speeds which are greater than the posted speed limit or at speeds which are greater than the road conditions can justify.

9.2: IT Equipment donated to DRTS by MVA Fund

The below figures indicate that in 2013, 134 767 opted for computerized tests. Of that number, 25 643 (19%) passed while 82 392 (61%) failed the theory tests. Still under computerized tests, 13 606 (10%) registered for the tests but failed to attend. Furthermore, 13 126 deferred the tests. Premised on the fact that there are only four (4) computerized stations nation-wide namely Maruapula Vehicle Testing Station in Gaborone, Francistown, Palapye and Lobatse, the number that registered for computerized tests is quite heartening. On the other hand, 246 085 sat for manual theory tests.

The below presents total amounts spent by MVA Fund in road safety prevention on annual basis. The total amount spent in 2013 was 10 400 00.00, compared to 7 509 447.00 in 2012

Figure 25: Total Road Safety Investment for the past five years (BWP)



Section 10: Highlights Of The Planned Road Safety Initiatives

10.1: Outdoor Mobile Solar Led Speed Alert System

The Motor Vehicle Accident Fund continues to improve its delivery in road traffic safety sphere. In its endeavors to achieve this noble cause, the Fund is planning to procure Outdoor Mobile Solar Led Speed Alert System. The premise of the procurement of Outdoor Mobile Solar Led Speed Alert System is that excessive speed has been identified as a long outstanding and significant contributing factor to death and injury in Botswana. This is enshrined in the fact that speed is a direct cause to 4.5% of the roadway crashes and a secondary cause to about 39% of the roadway crashes. The Outdoor Mobile Solar Led Speed Alert System comes as an innovative method of waging an effective campaign on speed management. The fact that the equipment is endowed with flexibility will enable the Fund to disseminate education on speed management effectively at strategic locations.

10.2: Miniature Children Traffic Safety Park Mat

In yet another endeavor aiming at the promotion of Child Traffic Safety Education in Botswana, the Fund is planning to procure a Miniature Children Safety Park Mat. It should be noted that in 2012, the Fund procured and launched its first Mobile Children Traffic School which has made inroads into communities to date. The said school comprises traffic lights, cones, road signs and quad bikes.

In a bid to improve the current setup, the Fund is planning to procure a Miniature Traffic Safety Park Mat to enhance child safety education deliberation. The Miniature Traffic Safety Park Mat will comprise a heavy duty industrial mat which will be used as the road, the said mat will have two carriageways, road markings, roundabouts, foam kerbstones, laybyes, pedestrian crossings, cycle routes, intersections as well as the road furniture. In a nutshell, the Miniature Children traffic Safety Park will simulate the real road environment system thus enabling the Fund to provide a purposeful traffic safety education to the rising generation.

10.3: Interactive Animated Road Safety Games

Still in Child Traffic Safety Education, the Fund is producing an Interactive Animated Child Safety Education programme. The said programme will fully complement such initiatives as the Miniature Children Traffic Safety Park Mat as it will also expose the children to good road use. The said programme will comprise forty (40) situations on the use of the road environment system. Twenty (20) situations will be in Setswana and the other 20 will be in English bringing the total number of situations produced to 40. The programme will be made up of pictorials and sound effects to make the games more appealing to the children. Moreover, the road environment system will depict the local context so that children will be in a position to interact smoothly with other road users in a real traffic environment. The Interactive Animated Child Safety Programme will be user friendly and educational and will be viewed on desktop and mastered on CD or DVD.

10.4: Roadside Memorial Site

In an effort to educate road users on matters pertaining to road safety, the Fund is embarking on constructing a roadside memorial site. The memorials usually consist of a number of separate elements including a cross, flowers, and a plaque with names, dates and sometimes messages of grief. Variations are found – a bunch of flowers tied to a guide-post. In all cases the memorials are expressions of grief at the loss of life from road trauma.

The Fund's Road Side Memorial Site is planned to be constructed along the A1 Corridor which on yearly basis claims about 50% of road deaths recorded nationwide. The said site will comprise a memorial cross, a plaque with an inscription decorated with flowers and wreaths as well as electronic board showing the number of people who have perished in the A1 Corridor and will carry traffic safety messages as well. Moreover, the site will have an Information Center, an Emergency Medical Services Kiosk, paved parking, and rest areas. The site will serve the dual purpose of being an education center as well as a strategic intervention for breaking fatigue as there will be a kiosk for refreshments and restrooms. This setup will immensely contribute to road safety information dissemination and it is hoped that ultimately road user behavior will improve in the A1 Corridor.

Section 11 : Conclusion

The report shows that both fatalities per 10 000 vehicles and fatalities per 100 000 populations experienced downward movement between 2001 and 2013 an indication of improved road safety performance when compared to the previous years. Total annual recorded crashes have been declining between 2000 and 2013 and a significant decline was between 2000 and 2001 with a drop of around 1000 crashes, this is also an improvement in road safety taking into account the increase in the vehicle population over the period.

The report shows that high concentrations of fatal crashes are along the major corridors of A1, A12, A10, A2 and A3 and mainly in and around major cities and towns (Gaborone, Francistown and Serowe/Palapye areas). Statistics also show that road crashes affect mainly the youth with age range of 20-54 years, they account for 71.0% of people killed in road crashes between 2006 and 2013. Total Claims lodged with MVA Fund decreased between 2012 and 2013 and total investment in road safety by MVA Fund increased between the two years, total expenditure increased from around 7.5 million pula in 2012 to around 10.4 million in 2013 an indication of MVA Fund's commitment to the road crash improvement in the country.

In an effort to reduce death and injury on the road, MVA Fund will continue to work closely with other stakeholders to address the problem. It is important that all traffic safety players in the country, regardless of their level of road safety performance, move to the safe system approach. The safe system 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 innovative interventions and new partnerships that are necessary to achieve ambitious but attainable long-term targets.

Annexure

Figure 1: Vehicle registered by Stations– 2010- 2013

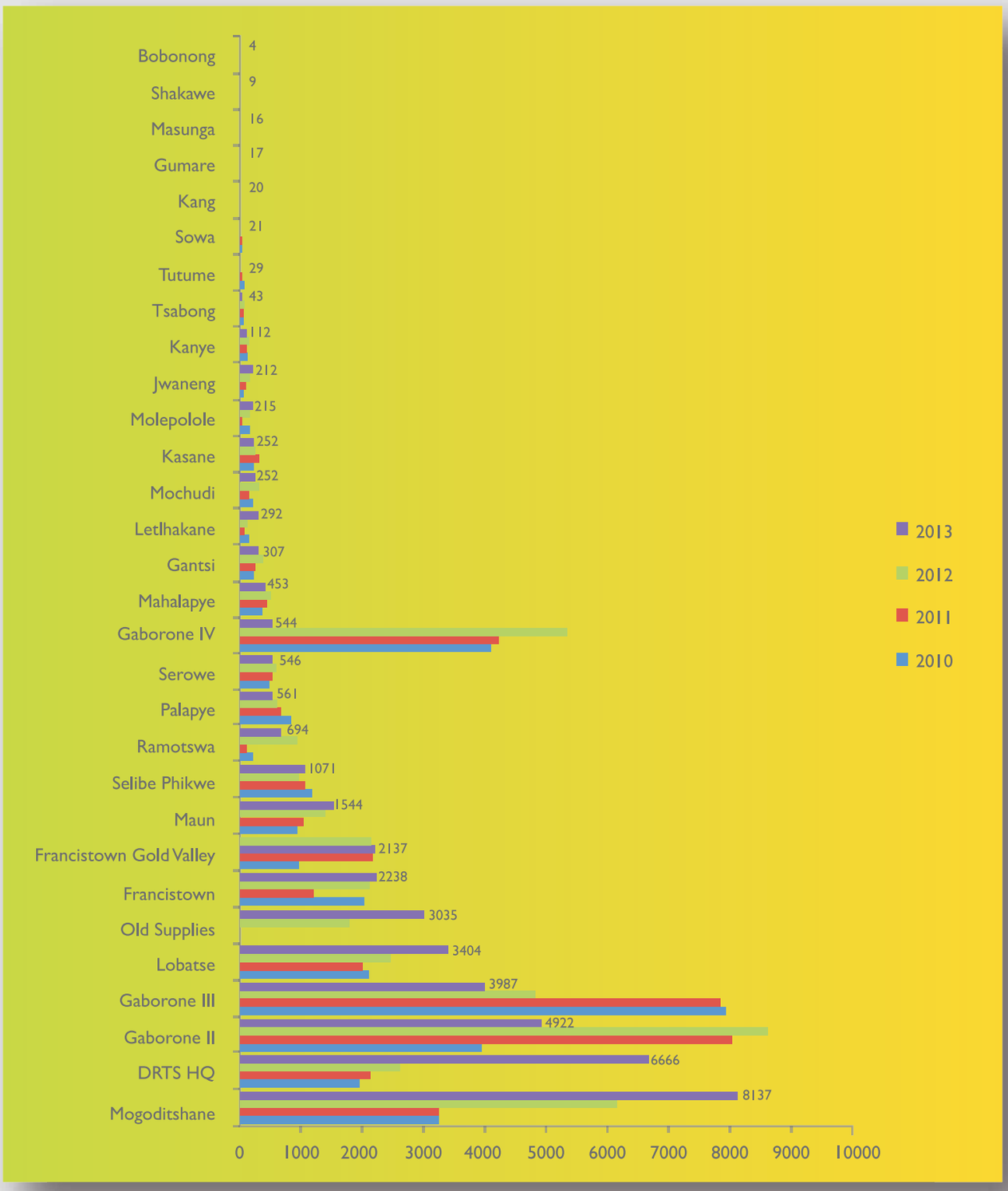


Table 1 : Total number of registered vehicles by DRTS offices

Station	1995-2008	2009	2010	2011	2012	2013	Total
DRTS HQ	67347	3522	1962	2144	2628	6666	84269
Kanye	6880	178	148	125	168	112	7611
Palapye	6550	924	857	670	617	561	10179
Maun	11711	959	938	1058	1393	1544	17603
Lobatse	17201	2765	2111	2001	2489	3404	29971
Mahalapye	8058	506	384	441	513	453	10355
Tsabong	1409	63	63	63	74	43	1715
Kasane	1921	273	246	317	247	252	3256
Molepolole	2015	200	172	46	174	215	2822
Selebi Phikwe	16914	1228	1185	1060	977	1071	22435
Letlhakane	19389	156	163	86	132	292	20218
Serowe	6949	389	484	541	597	546	9506
Ramotswa	3181	774	228	127	928	694	5932
Mochudi	4868	334	218	155	330	252	6157
Francistown	37028	2913	2033	1220	2108	2238	47540
Ghanzi	2422	205	248	257	376	307	3815
Gaborone II	76962	6613	3958	8052	8606	4922	109113
Tutume	1543	216	85	33	29	29	1935
Kang	55	7	9	7	9	20	107
Bobonong	632	28	30	6	2	4	702
Sowa	77	90	48	31	18	21	285
Jwaneng	522	85	88	98	152	212	1157
Gumare	43	19	11	11	10	17	111
Gaborone III	30812	5128	7930	7838	4815	3987	60510
Mogoditshane	18306	5845	3254	3217	6163	8137	44922
Masunga	-	-	14	9	9	16	48
Shakawe	-	-	-	-	2	9	11
Gaborone IV	-	-	4119	4243	5351	544	14257
Francistown Gold Valley	-	-	963	2188	2218	2137	7506
Old Supplies	-	-	-	-	1803	3035	4838
Total	**342795**	**33420**	**31949**	**36044**	**42938**	**41740**	**528886**

Source : DRTS

Figure 2 : Claimants by Regions (1987-2013).

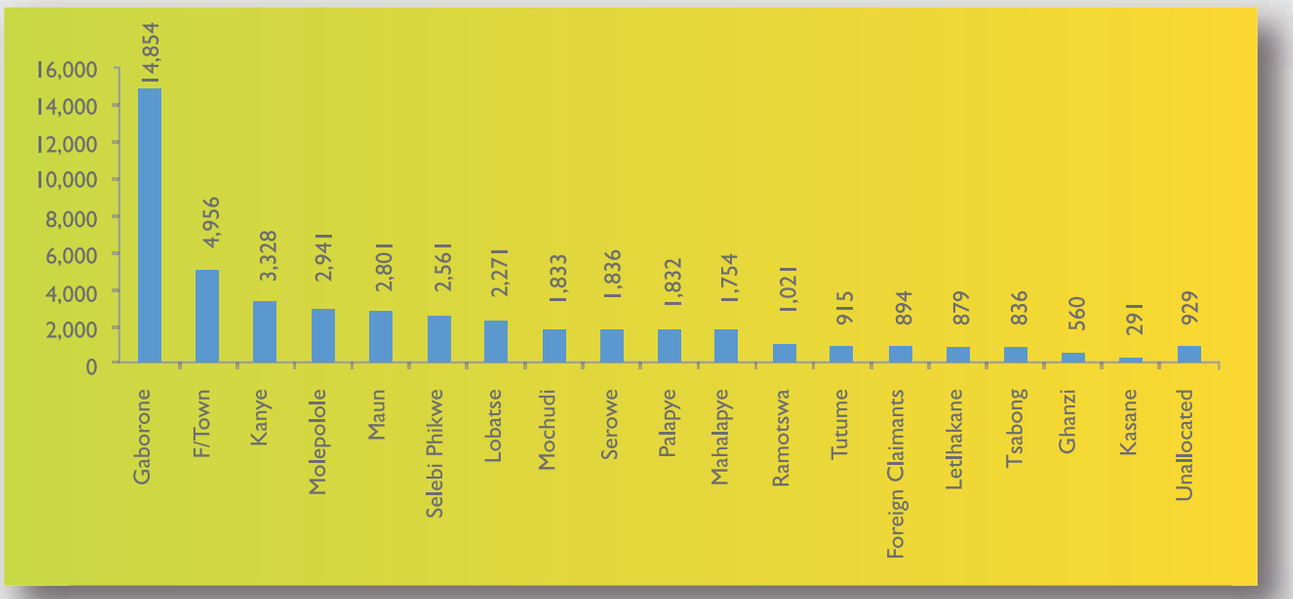
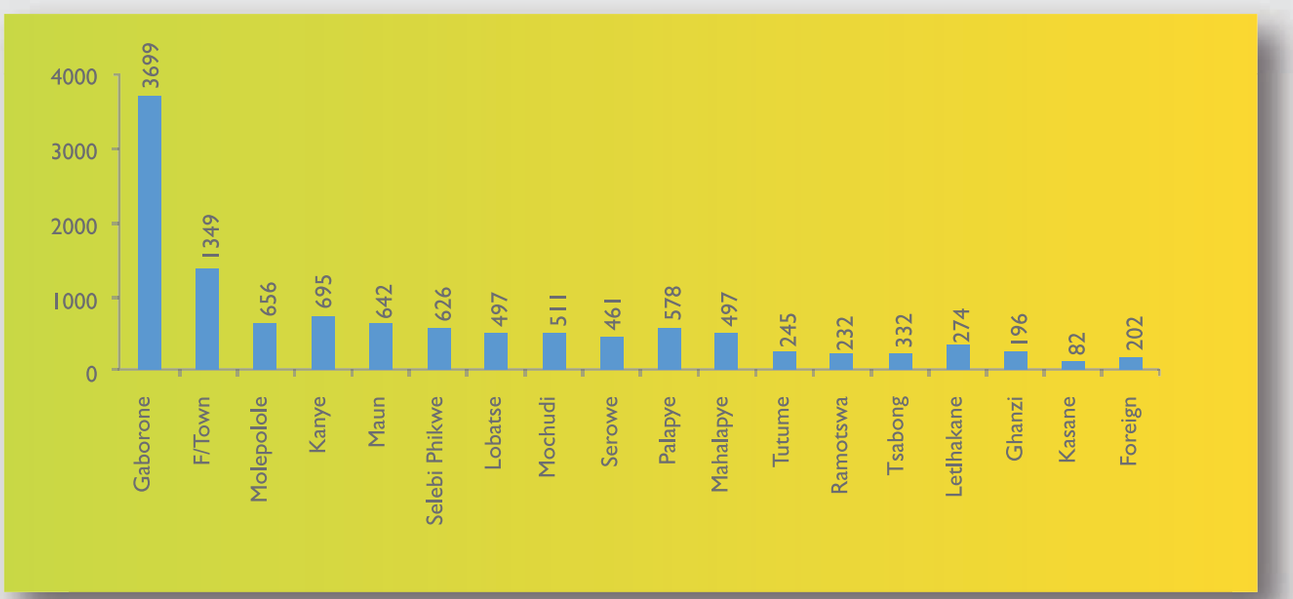


Figure 3 : Claimants by Regions (2009-2013)



Claimants by Villages

Figure 4: Gaborone Region Claimants by Villages (1987-2013)

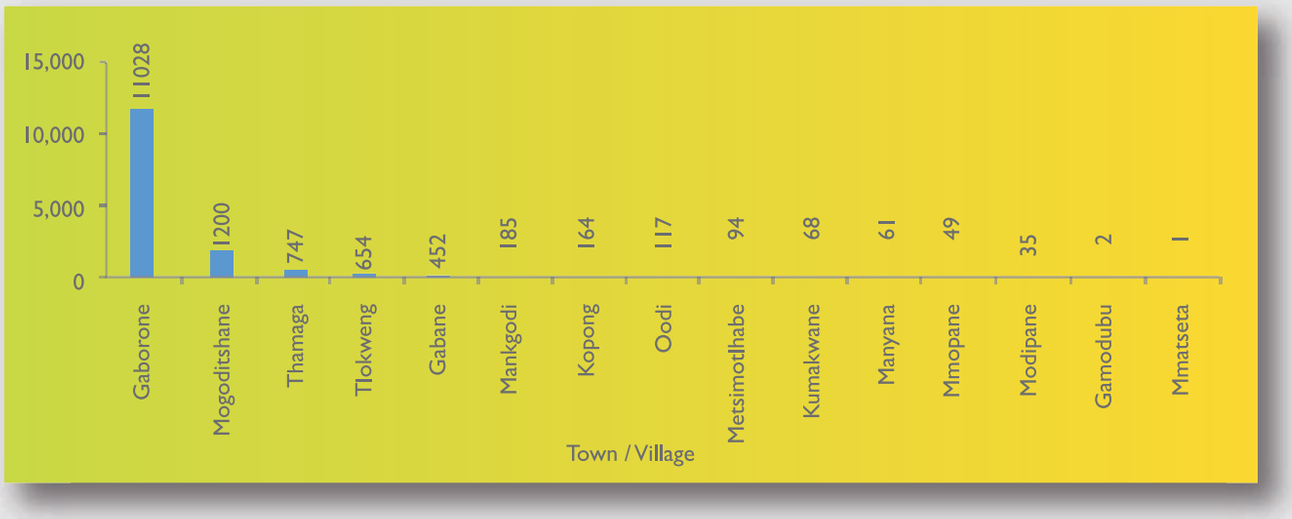


Figure 5: Francistown Region Claimants by Villages (1987-2013)

Figure 6: Molepolole Region Claimants by Villages (1987-2013)

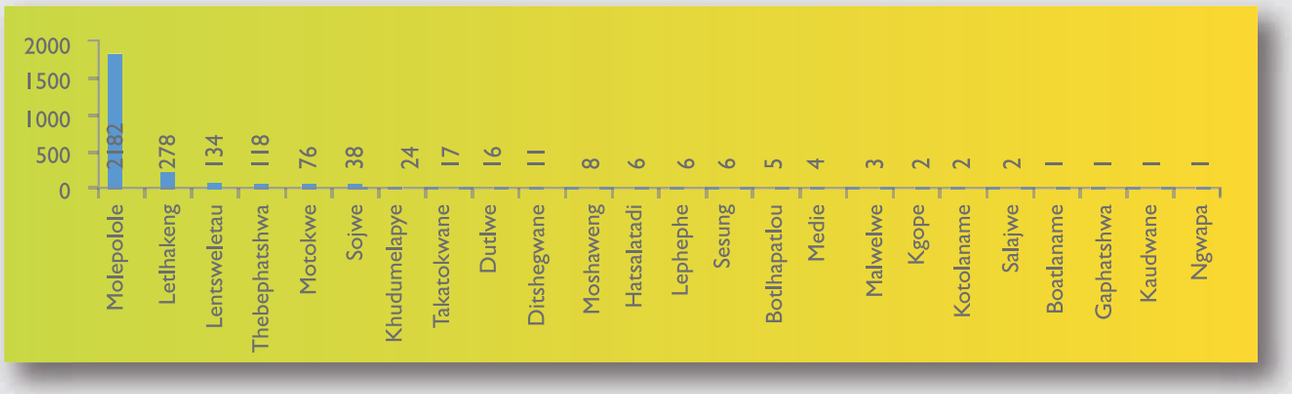


Figure 7: Kanye Region Claimants by Villages (1987-2013)

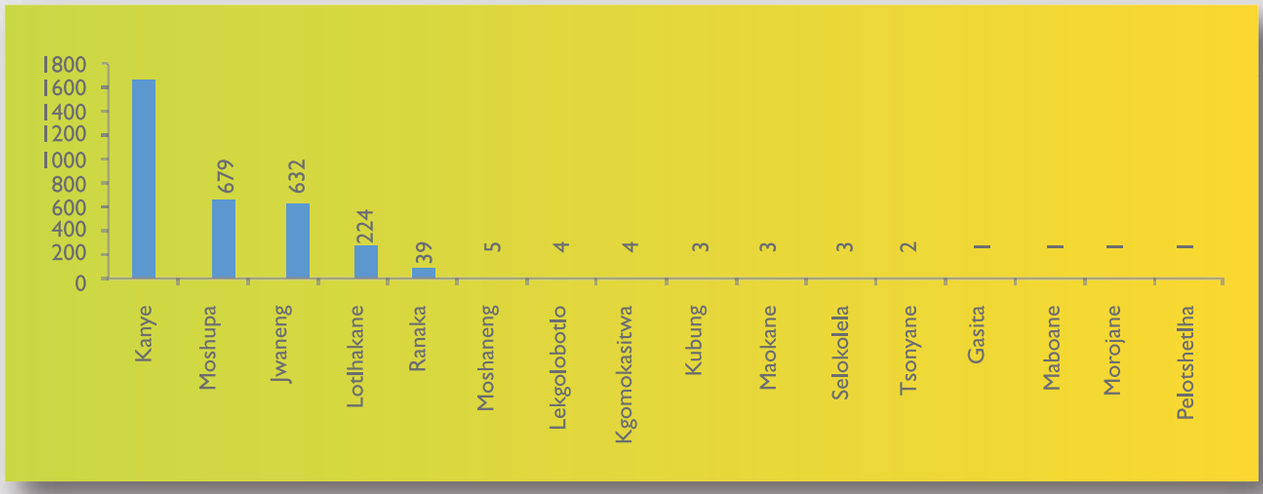


Figure 8: Maun Region Claimants by Villages (1987-2013)

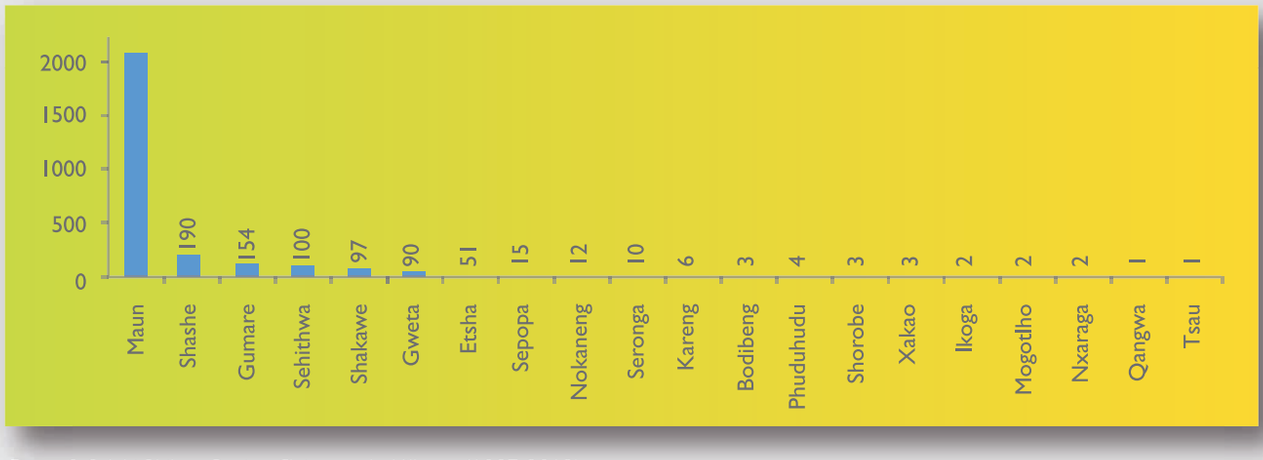


Figure 9: Selebi Phikwe Region Claimants by Villages (1987-2013)

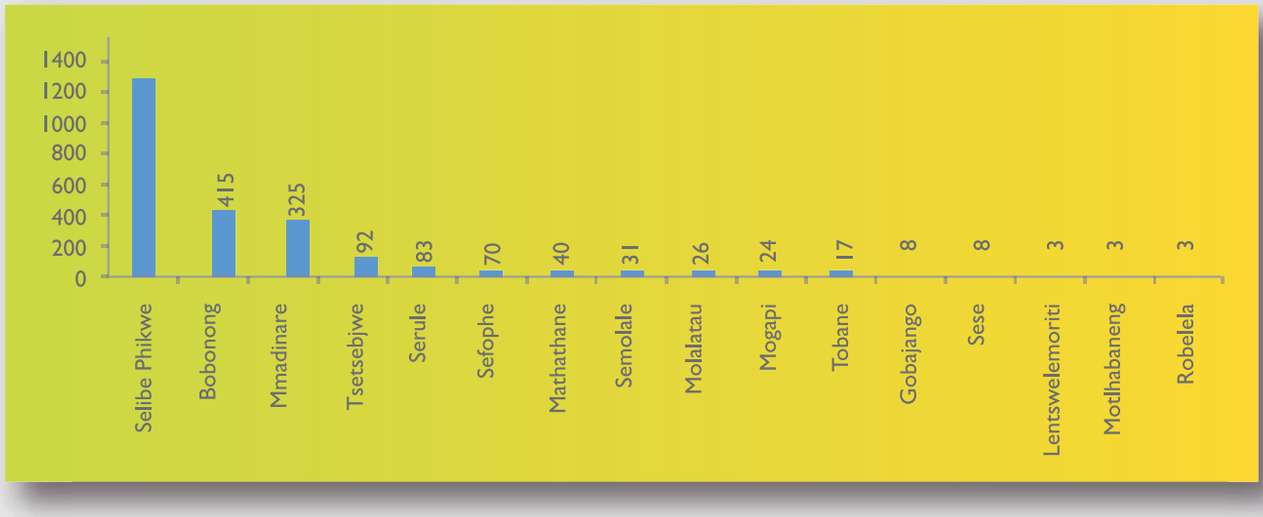


Figure 10: Lobatse Region Claimants by Villages (1987-2013)

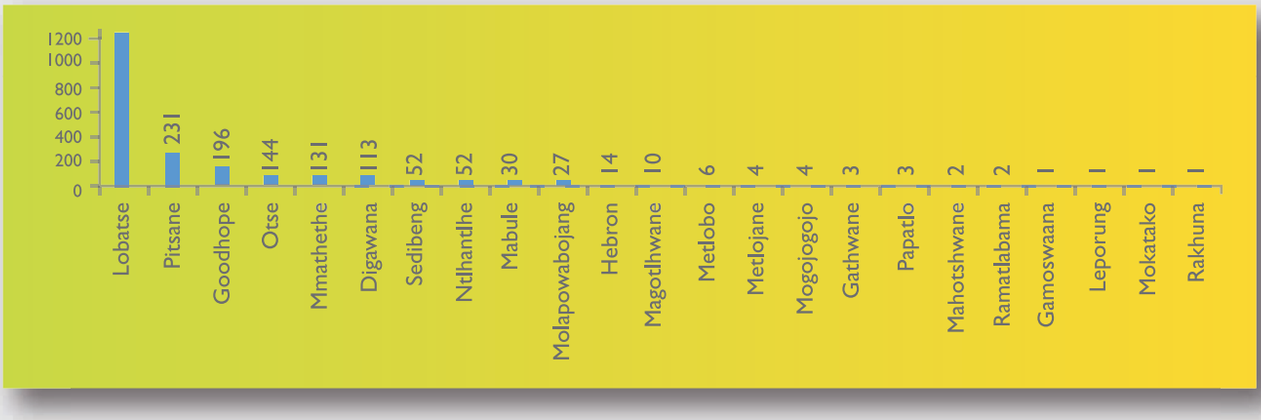


Figure 11: Mochudi Region Claimants by Villages (1987-2013)

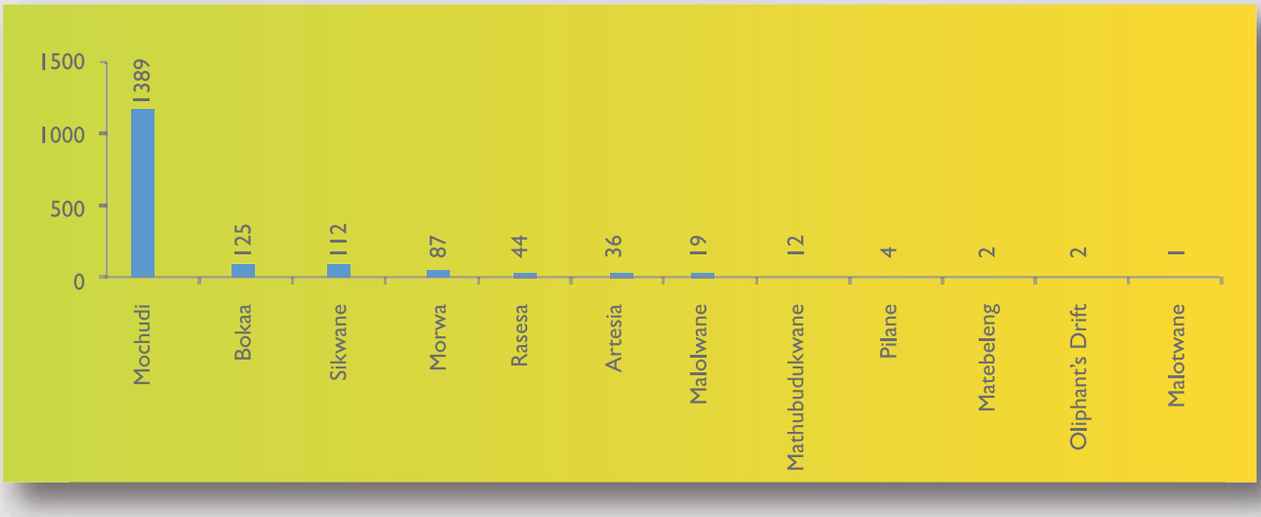


Figure 12: Serowe Region Claimants by Villages (1987-2013)

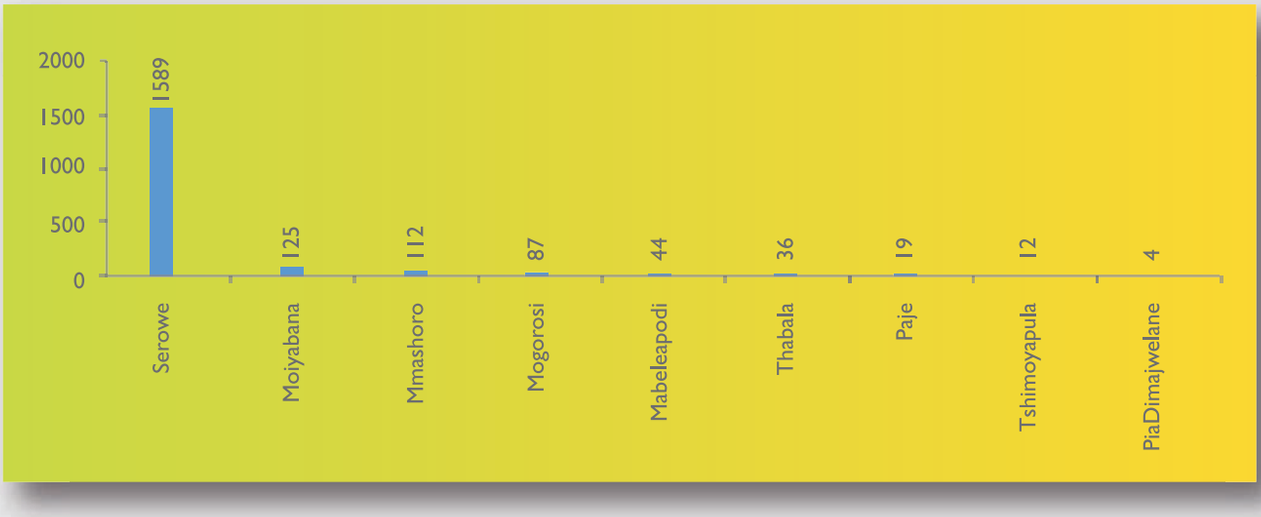


Figure 13: Palapye Region Claimants by Villages (1987-2013)

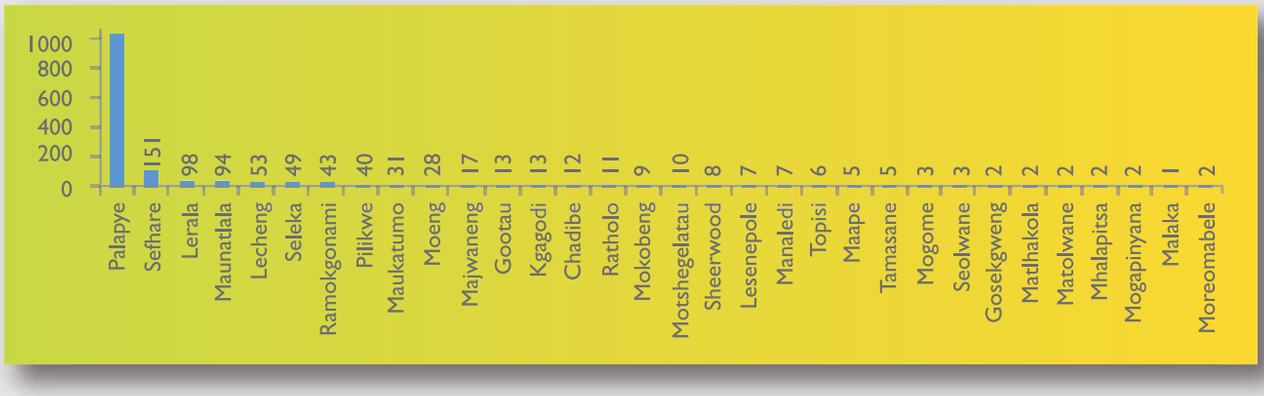


Figure 14: Mahalapye Region Claimants by Villages (1987-2013)

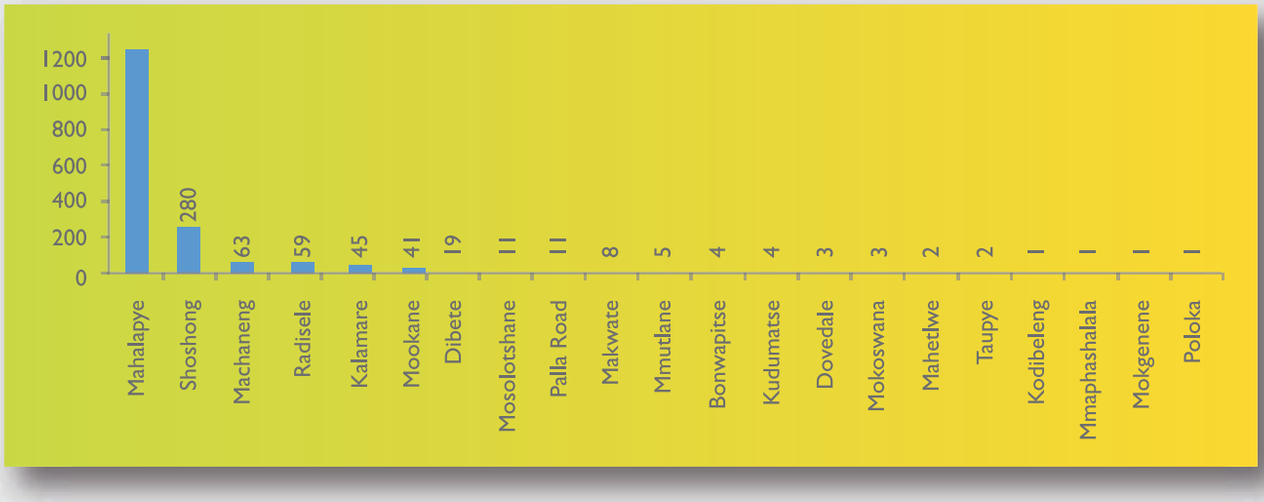


Figure 15: Tutume Region Claimants by Villages (1987-2013)

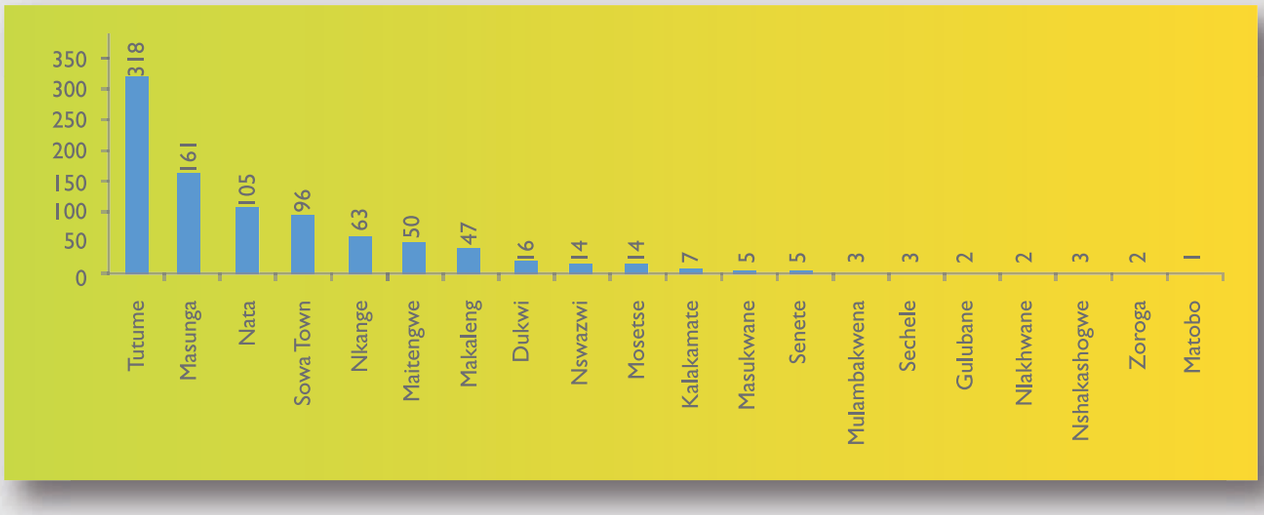


Figure 16: Ramotswa Region Claimants by Villages (1987-2013)

Figure 17: Tsabong Region Claimants by Villages (1987-2013)

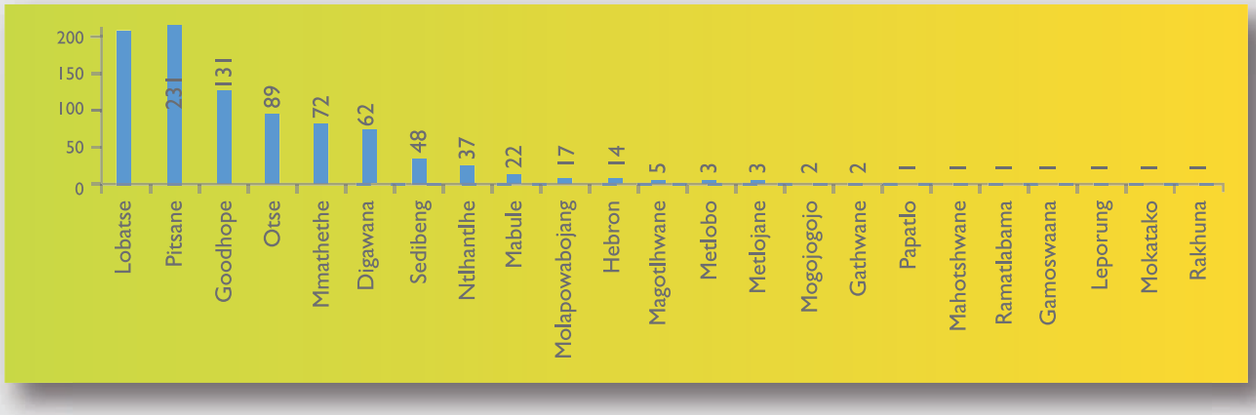


Figure 18: Letlhakane Region Claimants by Villages (2009-2013)

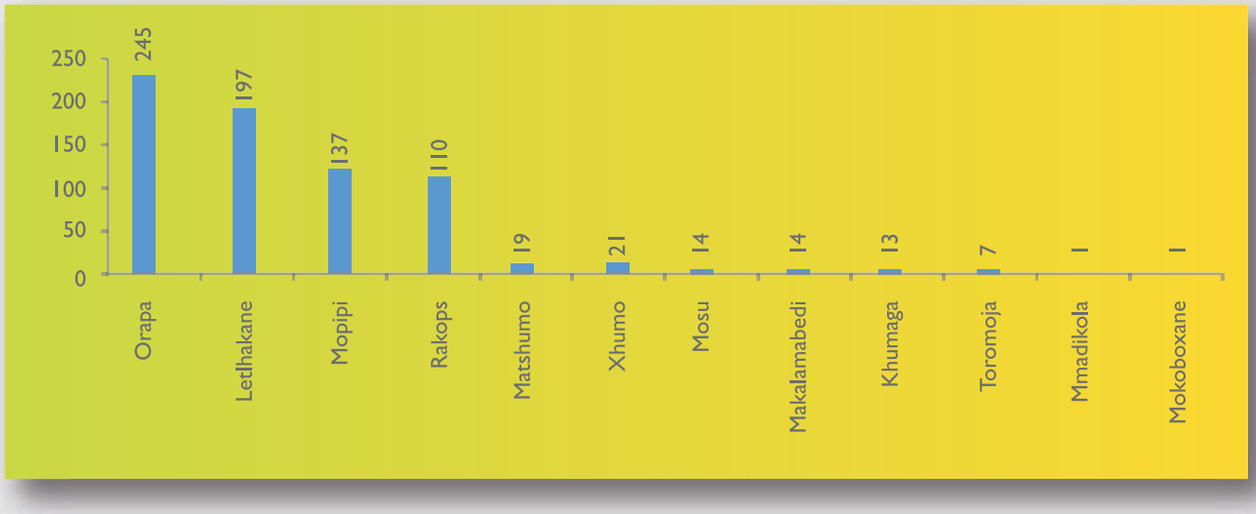


Figure 19: Ghanzi Region Claimants by Villages (1987-2013)

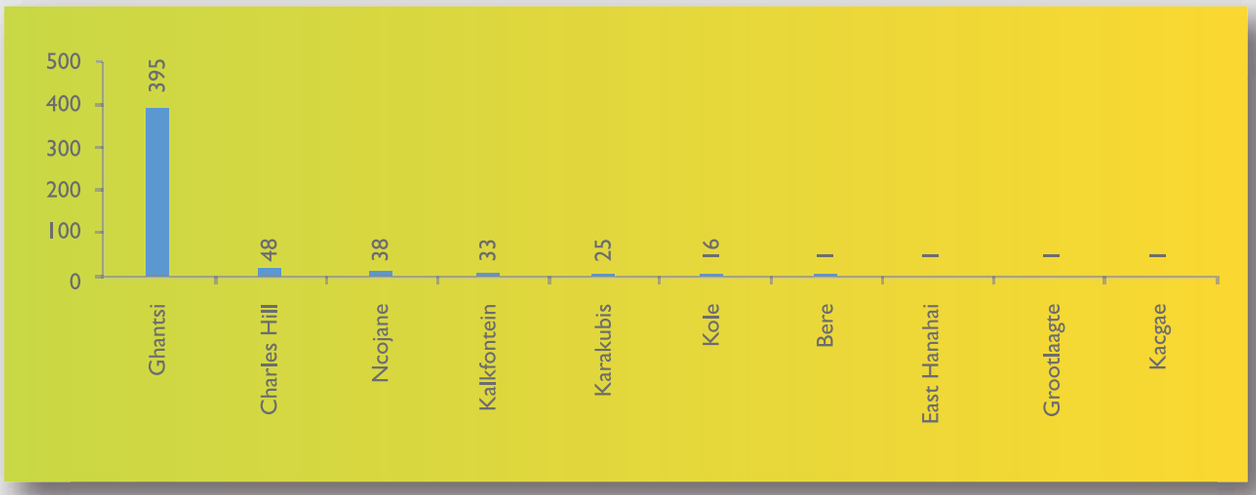


Figure 20: Kasane Region Claimants by Villages (1987-2013)

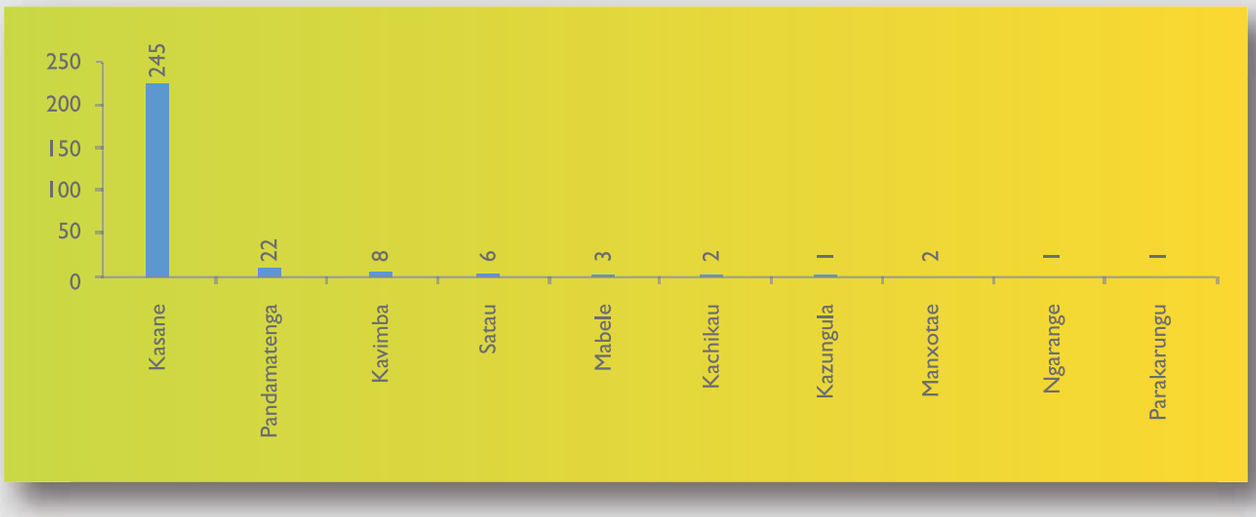


Figure 21: Mahalapye Region Claimants by Villages (1987-2013)

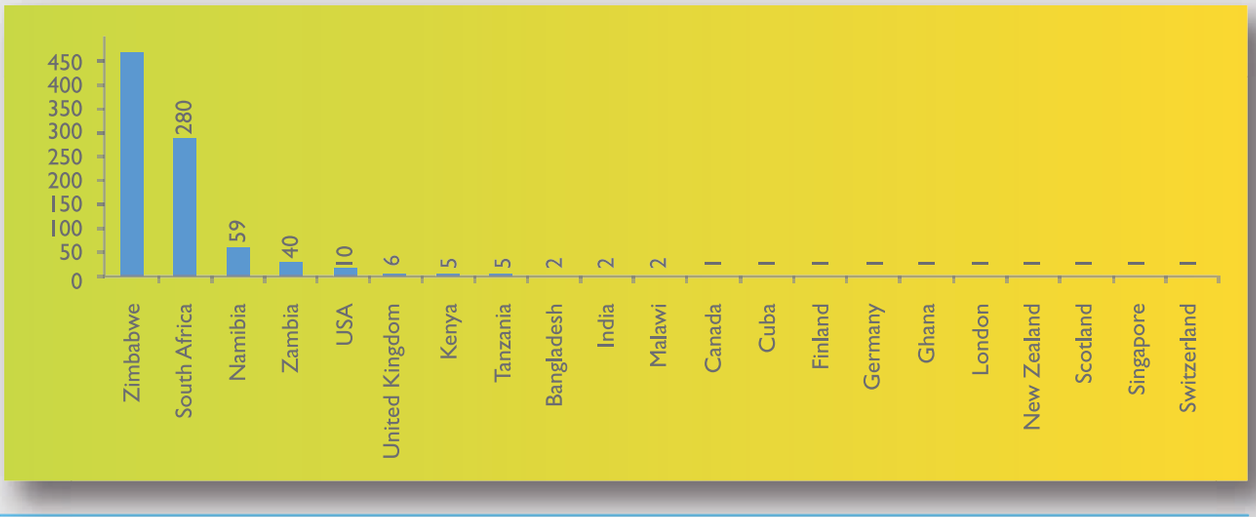
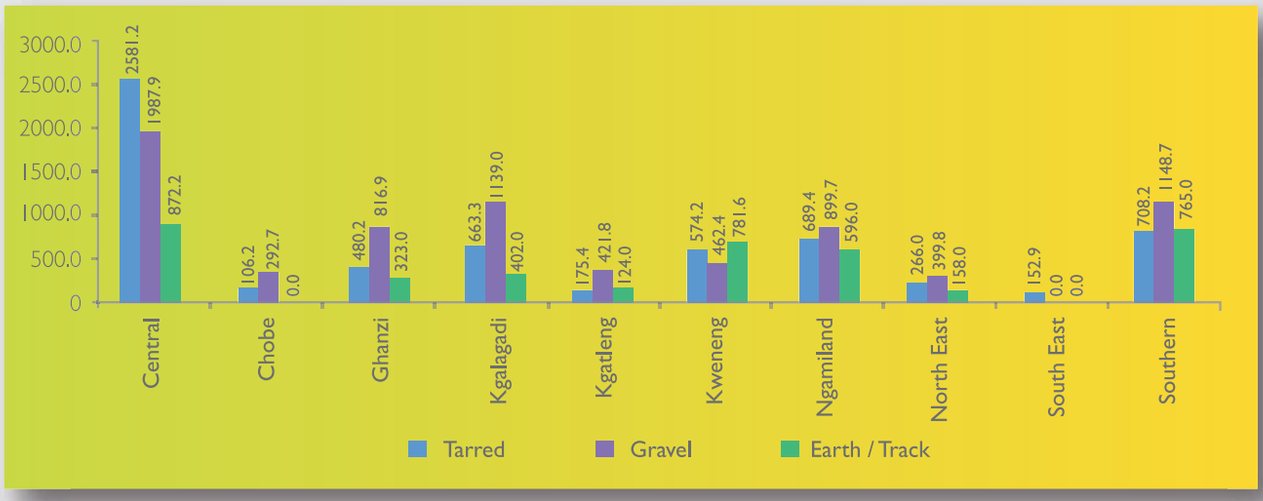


Table 2 : Possible Causes of Road Crashes

Cause of Crash	Causes of Car Crashes	2010	2011	2012	2013
Drivers	Following to close from behind	1862	2281	2532	2591
	Reversing negligently	1563	1363	1373	1398
	Losing Control	1204	1382	1422	1457
	Failing to comply with traffic sign or signal	710	631	703	658
	Unlicensed driver	590	569	553	524
	Influence of drinks or drugs	492	429	518	643
	Overtaking improperly	423	427	401	374
	Over speeding	384	269	268	208
	Turning without care	297	264	156	197
	U - turning	135	116	108	80
	Fatigued or asleep	83	59	67	58
	Swerving to the left/right carelessly	32	30	27	19
	Cyclist error	32	38	32	36
	Dazzled by oncoming traffic lights	21	8	13	11
	Overloading	19	8	10	13
	Physical defective	0	8	13	12
	Stopping suddenly	7	6	2	2
	Negligence of PSV driver	7	5	9	5
	Pulling off the road without care	6	2	2	1
	Negligently opening vehicle door	3	1	0	4
	Hampered by passenger, animal or luggage in the vehicle	2	2	1	0
	Other driver negligence	7056	6569	6053	5558
Pedestrian	Crossing without care	327	291	209	202
	Under influence of drinks or drugs	49	53	60	65
	Walking or standing on the road	19	18	7	4
	Playing on the road	17	16	16	14
	Slipping or falling when crossing the road	3	1	1	4

	Sudden illness	2	4	0	0
	Holding on to a vehicle	1	2	1	0
	Sleeping on the road	0	1	1	2
	Other pedestrian negligence	104	98	88	59
	PassengerFalling from a vehicle	25	29	33	47
	Boarding or alighting without care	11	8	6	18
	Under influence of drinks or drugs	3	2	0	3
	Stealing a ride	2	2	4	2
	Other passenger negligence	52	36	40	38
Animals	Cattle on the road	1883	1694	1600	1537
	Dog on the road	167	143	143	165
	Animal in the Vehicle	6	1	2	1
	Other animal on the road	539	449	442	486
Obstructions	Stationary vehicle dangerously placed	3	0	2	9
	Collision with vehicle already involved in an accident	4	1	3	0
	Other obstructions	167	157	169	160
Defects	Tyre burst	222	181	163	136
	Defect unattended vehicle running away	11	19	7	0
	Physical defective	8	0	2	0
	Other defects	249	171	162	174
Weather	Road surface type	81	95	60	50
	Roads pot holes	58	33	23	27
	Heavy rain	13	8	4	1
	Strong wind	6	3	4	4
	Other weather factors	11	15	11	3
	Use of Cell phone while driving	7	3	1	2
Total		18978	18001	17527	17062

Figure 22: Possible Causes of Road Crashes



Source : Department Of Roads

Police Districts and their Police Stations

Police District	Police Offices
Francistown	Francistown, Tshesebe, Tutume andMasunga
Kutlwano	Kutlwano, Tatitown, Matsiloje and Tonota
Serowe	Palapye, Serowe, Maunatlala and Serule
Gaborone	Broadhurst, Tlokweng, Central and Borakanelo
Mahalapye	Mahalapye, Shoshong, Machaneng, Martins Drift and Dibete
Mochudi	Mochudi, Sikwane, Oliphants
Gaborone West	Mogoditshane, Gaborone West, Ramaotswa, Naledi, Sir Seretse Khama Airport
Letlhakane	Dukwi, Letlhakane, Nata, Orapa, Rakops, Sua Pan and Gweta
Tsabong	Bokspits, Kang, Tsabong, Tshane, Werda, Middlepits
Selebi - Phikwe	Bainesdrift, Bobonong, Botshabelo, Selebi Phikwe, Semolale, Mmadinare
Lobatse	Goodhope, Lobatse, Ramotswa and Woodhall
Molepolole	Letlhakeng, Molepolole, Thamaga, Takatokwane, Sojwe
Maun	Maun, Sehithwa, Seronga, Shakawe, Gumare
Ghantzi	Gantsi, Kalkfontein, Charlsehill, Mamuno, Ncojane
Kasane	Kasane, Kavimba, Kazungula, Pandamatenga and Kasane
Kanye	Kanye, Sejelo, Jwaneng, Moshupa, Phitshane Molopo, Mabutsane

Notes

Notes

MVA FUND

Living the promise.

Gaborone
MVA Fund House, Plot 50367, Fairgrounds Office Park
Tel : 318 8533 Fax: 318 8124

Francistown
Nglichi House, Plot 306/7, Meriting Complex
Tel: 241 0670 Fax: 241 0700

Maun
Plot 1196, Shop D2, Engen Centre
Tel: 686 1788 686 2021

Kang
Plot 659, Gamonyemana Ward
Tel/Fax: 651 7124/1

Palapye
House No. PA8MQI/G, BHC Offices
Tel: 492 1022 Fax: 492 1024

Selebi - Phikwe
CBH Building, Plot 2574, Town Centre
Tel: 260 0275 Fax: 260 0239

Toll Free : 0800 600 739 Email: mvafund@mvafund.bw Website: www.mvafund.bw

Botswana is a signatory to the United Nations proclamation on the Decade of Action for Road Safety 2011 - 2020

SAFER ROADS AND MOBILITY BY 2020