BOTSWANA 50
UNITED AND PROUD

2015
Road Crash and Claims
Annual Report

Produced by

MVA FUND
Living the promise.

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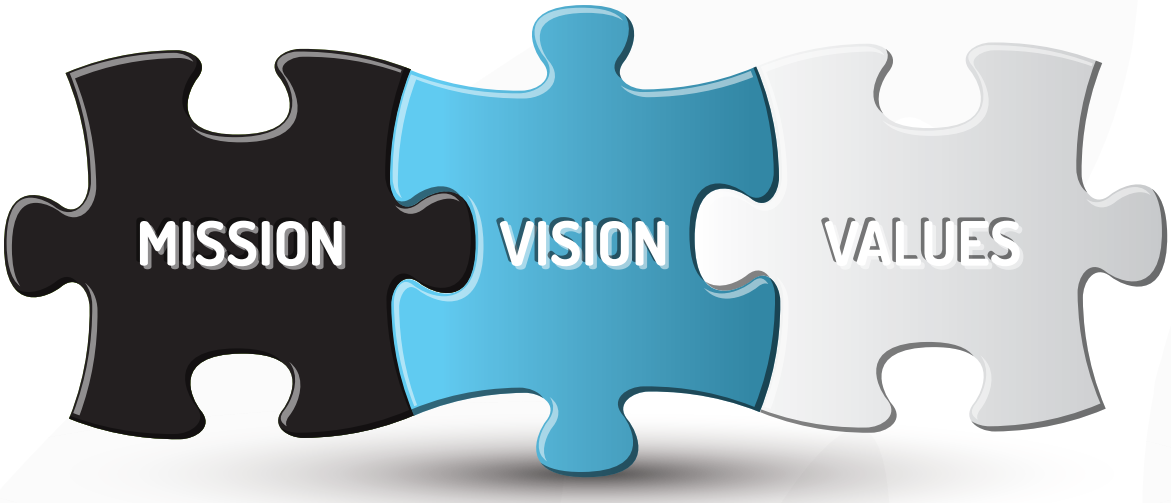
MVA Fund Strategic Direction



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.

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 continuously improve what we do and how we do it.

Acknowledgements

The Motor Vehicle Accident Fund would like acknowledge the contribution of the following organizations in the compilation of this report; Botswana Police Service (Traffic Division), Statistics Botswana and the Department of Road Transport and Safety . Since the inaugural issue of the MVA Fund Crash and Claims Report in 2009 these organizations have been instrumental in providing vital data for the production of this Report. Further, we would like to acknowledge with much appreciation the crucial role of the staff of Botswana Police Service (Traffic Division) who always provide us with additional reports we require from them from time to time.

Foreword

The MVA Fund produce the Crash and Claims report on an annual basis. The report presents very important information on road crash and claims trends and is a decision making tool to the Fund and various stakeholders ranging from government departments, private insurance companies and civic organizations. The MVA Fund is therefore pleased to release the 2015 issue of the Report. Road Crashes presents huge but avoidable expenditure to the national economy and these resources could be channeled to other national development projects. The traffic safety performance for the year 2015 indicate that most performance indicators went up compared to the previous year. Total recorded fatalities increased from 377 in 2014 to 411 in 2015 an increase of 9.0% while serious injuries increased by 10.5% from 1234 in 2014 to 1364 in 2015. These increases in both fatalities and serious injuries were in line with the increase in total recorded crashes which increased by 6% from 16641 in 2014 to 17654 in 2015. The other traffic safety indicators also moved in the negative direction; fatalities per 100 000 population, fatalities per 10 000 vehicles and claims per 1000 vehicles. Fatalities per 100 000 populations increased from 17.6 in 2014 to 18.8 in 2015 , fatalities per 10 000 vehicles was at 6.8 for both 2014 and 2015 while claims per 1000 vehicles increased from 3.8 in 2014 to 4.3 in 2015. These trends present a growing public health concern for the country but the majority of these crashes can be avoidable if we play our part as road users. The country has experienced significant growth in human and vehicle population over the past two (2) years; the vehicle population grew by 6.3% between 2014 and 2015 while the human population grew by around 1.8%. The growth in both human and vehicle population were faster than the growth of roads infrastructure and this puts pressure on our current road environment. It is therefore important that all road users understand their obligations by obeying the rules of the road and giving consideration to other road users.

The existing multi-disciplinary approach to road safety management is acknowledged, and must be sustained if the country is to achieve the objective of safer roads by 2020 as stated in the Decade of Action. We also recognize the increasingly emerging need for research and development initiatives around road safety management. All stakeholders are therefore challenged to reflect on the most effective approaches of mobilising the necessary human and financial capacity on road safety research. The current movements in traffic safety performance indicators suggest that the year 2015 was worse off in traffic performance when compared to the previous years, therefore all stakeholders must review their road safety programs so that they can concentrate more on programs with high impact on road safety performance.

Mpule Ditirwa
Acting CEO
MVA Fund

Section 1: Background

1.1 Global and Country Road Safety Profile

Road Crashes are among the leading causes of death and injury worldwide. According to World Health Organization (WHO) Global Status Report, they are ranked 9 out of 10 leading causes of death and if appropriate actions are not taken they will rise to the 5th position by 2020. The 2015 WHO Global Status Report indicates that worldwide, the total number of traffic deaths remains high at 1.25 million per year which is an increase from the previous estimate of 1.24 million in 2014. According to the report, most of these traffic fatalities are in low income countries. The report indicates that although road traffic injuries have been a leading cause of mortality for many years, most traffic crashes are both predictable and preventable. There is considerable evidence on interventions that are effective and making roads safer. The report further indicates that few countries (7%) have a comprehensive road safety laws on key risk factors of drinking and driving, speeding, and failing to use motorcycle helmets, seat-belts, and child restraints. Changing road user behavior is a critical component of the holistic safe systems approach advocated in the decade of action for road safety plan. Adopting and enforcing good road safety laws will be effective in changing of road user behavior on key risk factors for road safety. The current trends therefore compel all nations across the globe to develop and implement road safety promotion strategies to mitigate this eminent global risk. The United Nations encourages all nations to develop and Implement road safety initiatives that would support the Decade of Action for Road Safety (2011 – 2020). The main goal of the Decade of Action for Road Safety is to stabilise and to reduce road crashes by half between 2011 and 2020. The plan acknowledges that this target can only be achieved through guided, coordinated and concerted action towards achieving the set goals and objectives by all stakeholders. The current trends of road traffic crashes, deaths and injuries impose huge economic and social burden on national economies as well as households. Road crashes mainly affect economically active age group or those who contribute to family , society and the workforce. In developing countries, families are driven deeper into poverty by the loss of breadwinners, or by the expenses of prolonged medical care, or the added burden of caring for a family member. The global picture indicates that road crash levels in most industrialised countries are declining, but in developing countries the situation is inversely worse. It is estimated that road crashes cost developing countries up to 5% of their Gross Domestic Product (GDP) (WHO 2015).

1.2 Current Road Safety Trends

The table below presents road crash performance for the previous periods. The performance is measured by Crashes per 1000 vehicles, Casualties per 1000 vehicles, fatalities per 10 000 vehicles, fatalities per 100 000 populations and Claims lodged with MVA Fund per 1000 vehicles as key performance indicators. These different performance indicators are applied to demonstrate overall traffic safety performance at all levels. The disaggregation of these indicators gives a broader picture of the trends and may be extrapolated to inform both policy and programming.

Table 1: Car Crash Trends (1981-2015)

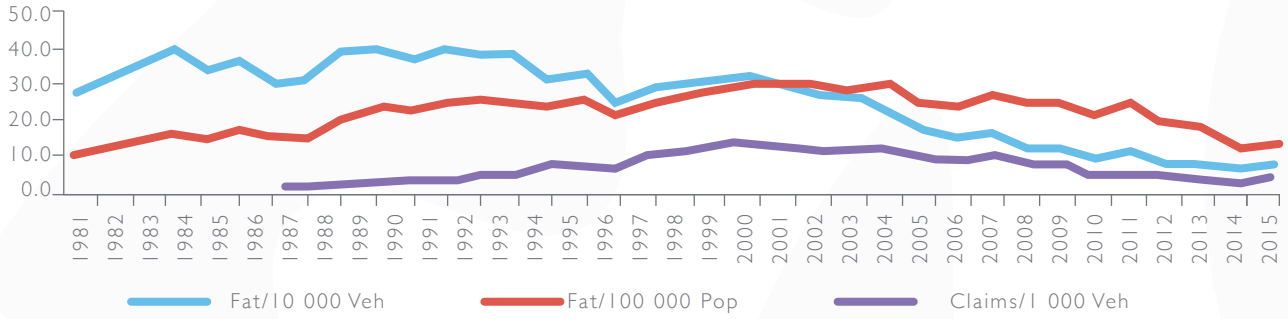
Year	Crashes	Casualty	Fatalities	Claims Lodged	Reg. Vehicle	Est. Pop	Crash/ 1000 Veh	Casul/ 1000 Veh	Fat/ 10 000 Veh	Fat/ 100 000 Pop	Claims/ 1000 Veh
1981	1715	940	93		34698	941027	49.4	27.1	26.8	9.9	
1982	2648	1614	130		38451	975625	68.9	42.0	33.8	13.3	
1983	2205	1251	176		42479	1011388	51.9	29.4	41.4	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
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	2024904	41.8	14.9	11.2	23.9	5.5
2012	17527	6035	404	2132	473530	2066406	37.0	12.7	8.5	19.6	4.5
2013	17062	6157	411	2078	515270	2107484	33.1	11.9	8.0	19.5	4.0
2014	16641	6065	377	2109	556737	2147906	29.9	10.9	6.8	17.6	3.8
2015	17654	6303	411	2583	602822	2187477	29.3	10.5	6.8	18.8	4.3

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

Table 1 illustrates traffic safety performance for the past 34 years. The table above illustrates that total recorded crashes increased by 6.1% from 16641 to 17654 between 2014 and 2015 and this was the first increase since 2009. Fatality per 100 000 vehicles is purely a health indicator in relation to road safety while Fatalities per 10 000 vehicles is a road safety performance indicator in relation to vehicles population. The indicator of Claims Lodged with MVA Fund per 1000 vehicles measures the number of claims reported to the MVA Fund per 1000 vehicles, this is a measure of the MVA Fund's sustainability. The general trends in Figure 1 below show that overall road safety performance has been improving in the last decade with some minimal fluctuations except fatalities per 100 000 and Claims/1000 vehicles which increased between 2014 and 2015. The performance shows that fatalities per 100 000 population increased by 1.2 from 17.6 in 2014 to 18.8 in 2015 while Claims/1000 vehicles increased by 0.5 from 3.8 in 2014 to 4.3 in 2015. The other performance indicators remained constant between the two years, Crashes/1000 Vehicles dropped from 29.9 in 2014 to 29.3 in 2015, and Casualties/1000 vehicles dropped from 10.9 to 10.5 between the two years while Fatalities/10 000 Vehicles remained the same at 6.8 between 2014 and 2015.

The results also show that Claims lodged with Motor Vehicle Accident Fund per 1000 vehicles (Claims/1000 vehicles) increased between 2014 and 2015. In 2015 injury claims per 1000 vehicles was 4.3, an increase of 0.5 from 3.8 in 2014. The overall trend of this performance indicator shows that there was improvement in performance of this indicator except between 2014 and 2015. It must be noted that the indicator increased for the first time in five years, the last time it went up was in 2009.

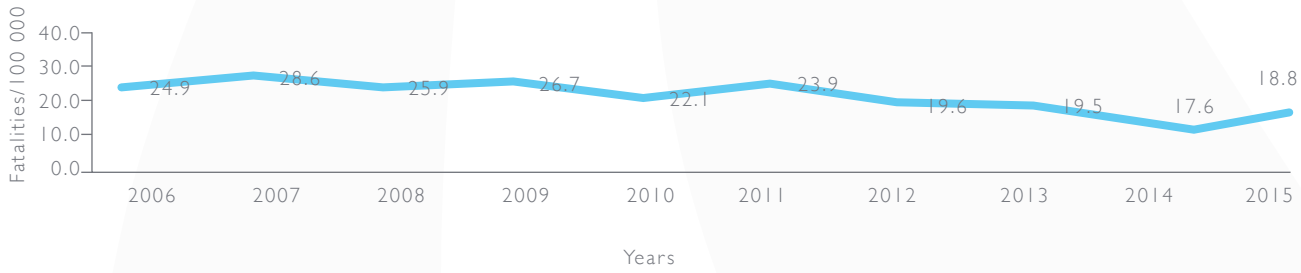
Figure 1: Annual Trends 1981-2015 (Fatalities/10 000 Vehicle and Fatalities/100 000 Population)



The performance of fatalities per 100 000 populations was moving in the positive direction in the last ten years 2006-2014, fatalities per 100 000 populations moved upwards between 1981 and 2002 then moved downwards between 2002 and 2015. It must be noted that the indicator increased between 2014 and 2015. Claims per 1000 vehicles followed a similar trend as fatalities per 100 000; between 1987 and 2001 claims per 1000 vehicles went up and decreased between 2001 and 2015. The increase in fatalities per 100 000 populations was mainly due to the increase in the number of annual recorded fatalities from 377 to 411 between 2014 and 2015.

Figure 2 below demonstrates that fatalities per 100 000 populations dropped significantly between 2013 and 2014 from 19.5 to 17.6 and increased to 18.8 in 2015. The overall trend between 2006 and 2015 indicates that average fatalities per 100 000 population was 22.8, a decrease of 0.4 compared to 23.2 the previous period. Though the trend was not changing significantly between the periods, the overall movement was downwards with a significant drop between 2013 and 2014; however the trend went up between 2014 and 2015.

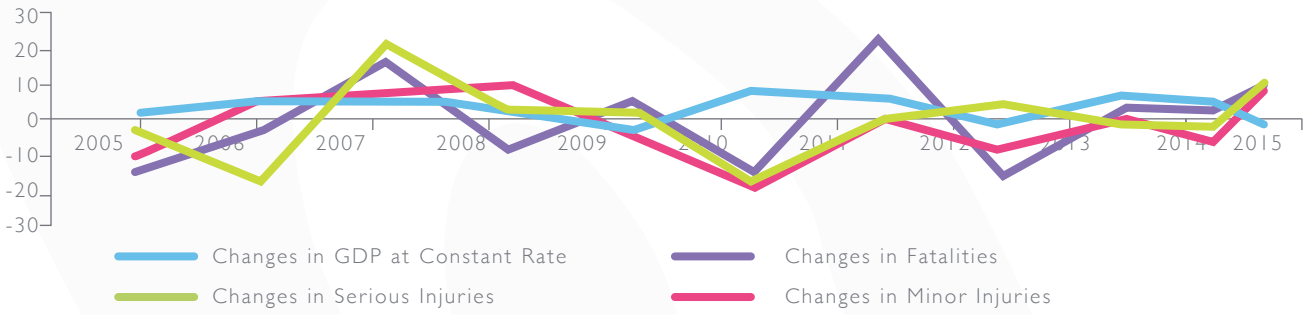
Figure 2: National Fatalities/100 000 Population (2006-2015)



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 eleven years. Among the four indicators, changes in GDP at Constant prices showed a more stable movement over the period except between 2008 and 2009 where it dropped due to global economic recession. In 2013 and 2014, changes in GDP at constant prices remained constant at 4.4 compared to 2013. The overall movements in Fatalities, Serious Injuries and Minor Injuries fluctuated more compared to movements in GDP at constant prices. Changes in serious injuries and Fatalities changed significantly when compared to the other indicators. 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. In 2014 almost all casualties remained at the same level as in 2013 except changes in fatalities which dropped compared to 2013, the change was mainly due to a significant drop of fatality head count between 2013 and 2014.

Figure 3: Annual percentage changes in GDP at constant prices and Casualties 2005 to 2015



Source: Statistics Botswana (GDP Fourth quarter 2014)

Section 2: Road Traffic Crashes By Police District

2.1 Road Crashes by Police Districts

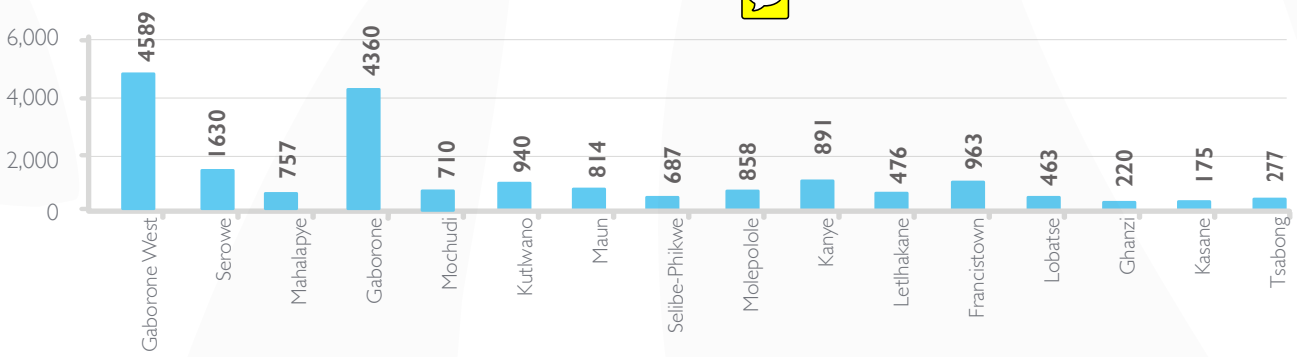
Table 2 below shows annual recorded crashes for the past ten years by Police Districts. The table further shows the total and average recorded crashes for the period under review. The average annual recorded road crashes for the past ten years was 18810 an increase compared to last year's average of 18 455. The highest total crashes for the period was 20 415 which was recorded in 2008 while the lowest figure was 16 641 which was recorded in 2014. For almost the whole period total, recorded accidents have been declining except between 2007 and 2011 where they increased by 1013 from 16641 to 17654. In 2015, Police Districts with high car crash record were Gaborone West, Gaborone, Serowe and Kutlwano. On the lower side, the bottom four Police Districts in annual recorded crashes were Kasane, Tsabong, Ghanzi and Letlhakane. It must be noted that these annual reported crashes by police districts are proportional to vehicle populations in the respective police districts.

Table 2: Total Reported Crashes by Police Districts (2006-2015)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	10 year total	10 year Average
Francistown	1108	1207	1434	1077	995	813	723	736	749	792	9634	963
Gaborone	3752	4079	4579	4477	4418	4509	4394	4395	4284	4715	43602	4360
G- West	3973	4657	4836	4957	4607	4581	4560	4453	4516	4746	45886	4589
Ghanzi	199	189	223	262	273	225	211	195	204	217	2198	220
Kanye	842	985	1137	1157	985	779	788	782	740	713	8908	891
Kasane	167	227	272	222	180	150	146	172	93	119	1748	175
Kutlwano	834	1077	1078	942	928	890	831	820	991	1011	9402	940
Letlhakane	468	435	532	519	557	524	517	552	300	359	4763	476
Lobatse	407	611	594	552	523	390	383	430	343	392	4625	463
Maun	791	863	774	832	753	748	834	832	951	761	8139	814
Mochudi	717	874	822	757	847	815	749	508	451	562	7102	710
Molepolole	884	1005	981	1005	985	834	789	684	700	715	8582	858
Selebi-Phikwe	550	705	817	866	827	785	794	462	491	574	6871	687
Serowe	2030	2241	1992	1964	1821	1700	1571	993	935	1054	16301	1630
Tsabong	313	332	344	411	279	258	237	184	190	220	2768	277
Mahalapye	-	-	-	-	-	-	-	864	703	704	2271	757
TOTAL	**17035**	**19487**	**20415**	**20000**	**18978**	**18001**	**17527**	**17062**	**16641**	**17654**	**182800**	**18810**

Source: Botswana Police Service

Figure 4: Average's for total reported crashes by Police Districts (2006-2015)



Source: Botswana Police Service

2.2 Rank of Car Crash by Police Districts (2006-2015)

The distribution of total crashes recorded annually for 2015 shows that Gaborone West, Gaborone, Serowe and Kutlwano Police Districts registered the highest statistics in that order. 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. The results show that Serowe is back in the top three police districts with high recorded crashes after falling to fifth place in 2014 due to the split of the district into two. The general trend of total recorded crashes per police district has not changed from the previous years. The analysis of police districts by position show that most police districts did not change in ranking between 2014 and 2015. Police Districts which changed in position moved one or two positions upwards or downwards. Police districts which improved in position from the previous year were Kutlwano from position 3 to 4, Maun from position 4 to 6, Kanye from position 7 to 8, Mahalapye from position 8 to 9 and Ghanzi from 14 to 15. Police Districts which moved in the negative direction were Serowe from position 5 to 3, Francistown from position 6 to 5, Molepolole from 9 to 7 and Tsabong from position 15 to 14.

Table 3: Police Districts by Rank of Crash

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Change in Position (2014 and 2015)
Gaborone West	1	1	1	1	1	1	1	1	1	1	0
Gaborone	2	2	2	2	2	2	2	2	2	2	0
Kutlwano	7	5	7	6	6	5	5	6	3	4	1
Maun	8	9	8	10	8	6	4	5	4	6	2
Serowe	3	3	3	3	3	3	3	3	5	3	(2)
Francistown	4	4	4	5	4	7	10	8	6	5	(1)
Kanye	6	7	6	7	7	4	8	7	7	8	1
Mahalapye	-	-	-	-	-	-	-	4	8	9	1
Molepolole	5	6	5	4	5	9	7	9	9	7	(2)
Selebi-Phikwe	10	10	9	8	9	8	6	12	10	10	0
Mochudi	9	8	10	9	10	10	9	11	11	11	0
Lobatse	12	11	12	12	11	11	12	13	12	12	0
Letlhakane	11	12	11	11	12	12	11	10	13	13	0
Ghanzi	14	15	14	15	15	15	14	14	14	15	1
Tsabong	13	13	13	13	13	13	13	15	15	14	(1)
Kasane	15	14	15	14	14	14	15	16	16	16	0

Source: Botswana Police Service

2.3 Fatalities per 1000 Crashes (2006-2015)

Table 4 below illustrates that the average number of people killed per 1000 recorded crashes in 2015 was 23.3 people, an increase of 0.6 people compared to 22.7 recorded in 2014. The measure of Fatalities per 1000 recorded crashes is a risk measure of the likelihood of deaths in 1000 road crashes per police district. The results show that there is significant disparity between police districts in fatalities per 1000 crashes. The results also show that Police Districts in urban villages and towns have low rates of fatalities per 1000 crashes though they have high annual recorded crashes. The results therefore indicate that most of recorded crashes in urban villages and towns are not fatal compared to rural areas and crashes along major highways. It is indicated that most crashes along major highways are severe compared to urban villages and towns and this can be attributed to higher average speed along highways when compared to urban villages and towns. The trend therefore suggests that to reduce fatal crashes in the country, more efforts must be put in managing speed limit compliance along major highways and other open roads. Kasane Police District recorded the highest number of people killed per 1000 crashes at 151.3 followed by Letlhakane at 105.8, Ghanzi at 78.3 people and, Mahalapye at 76.7 people per 1000 Crashes. The findings also indicate that Gaborone West recorded 5.7 deaths per 1000 crashes in 2015; Gaborone recorded 12.1, Selebi Phikwe 12.2 while Maun recorded 15.8 deaths per 1000 crashes.

Table 4: Fatalities per 1000 Crashes by Police Districts

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Francistown	17.1	13.3	16.7	10.2	14.1	18.5	18.0	12.2	69.4	40.4
Gaborone	8.0	8.3	6.6	8.7	5.2	7.3	6.6	6.6	15.9	12.1
Gaborone West	16.1	13.3	9.1	11.1	10.6	15.7	11.0	13.7	6.9	5.7
Ghanzi	60.3	47.6	62.8	72.5	36.6	53.3	61.6	56.4	68.6	78.3
Kanye	58.2	29.4	36.9	32.0	25.4	44.9	24.1	48.6	51.4	42.1
Kasane	41.9	70.5	55.1	49.5	100.0	73.3	123.3	34.9	139.8	151.3
Kutlwano	31.2	31.6	37.1	46.7	21.6	29.2	34.9	24.4	23.2	26.7
Letlhakane	29.9	87.4	33.8	53.9	46.7	43.9	36.8	45.3	36.7	105.8
Lobatse	54.1	32.7	48.8	41.7	22.9	51.3	47.0	51.2	52.5	43.4
Maun	11.4	30.1	28.4	20.4	30.5	32.1	22.8	24.0	5.3	15.8
Mochudi	44.6	38.9	38.9	47.6	57.9	51.5	33.4	31.5	51.0	33.8
Molepolole	44.1	42.8	40.8	21.9	33.5	43.2	67.2	45.3	22.9	42.0
Selibe-Phikwe	56.4	61.0	36.7	32.3	24.2	49.7	37.8	51.9	30.5	12.2
Serowe	35.0	33.5	32.6	48.4	34.6	47.1	38.2	59.4	11.8	16.1
Tsabong	12.8	54.2	29.1	24.3	43.0	58.1	38.0	65.2	36.8	40.9
Mahalapye								32.4	45.5	76.7
Total	**25.2**	**25.5**	**22.3**	**23.8**	**20.9**	**26.8**	**23.1**	**24.1**	**22.7**	**23.3**

Source: Botswana Police Service

2.4 Fatal Crashes by Police Districts (2006-2015)

Table 5 below indicates that the total annual recorded fatal crashes for 2015 were 329. Annual recorded fatal crashes increased from 288 in 2014 to 329 in 2015 and this resulted in an increase in annual recorded fatalities from 377 to 411 between the two years. The trend shows that there is a positive correlation between fatal crashes and fatalities. 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, Gaborone, Kanye, Serowe and Mahalapye. Most fatalities recorded in these districts were along the highways therefore suggesting that in most of them excessive speed might have been a factor.

Table 5: Fatal Crashes by Police Districts (2006-2015)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Kutlwano	22	30	30	31	18	22	21	15	18	22
Serowe	48	50	51	74	49	57	44	39	31	27
Gaborone	27	30	26	34	21	32	28	22	11	36
Lobatse	16	15	18	16	12	16	18	18	4	11
Maun	8	21	19	17	19	17	16	17	18	15
Ghanzi	10	9	12	11	8	8	11	11	10	13
Kasane	6	9	12	5	14	8	11	6	8	5
Letlhakane	14	25	14	22	23	16	14	19	12	12
Tsabong	4	11	7	7	9	11	9	10	5	8
Selebi-Phikwe	21	30	26	22	18	25	22	15	10	16
Molepolole	31	32	31	19	27	31	42	27	29	20
Mochudi	23	23	20	25	31	31	18	15	13	14
Gaborone West	49	50	38	49	45	59	47	50	56	52
Kanye	33	24	32	31	22	25	16	26	27	29
Francistown	10	10	19	9	11	11	11	8	15	22
Mahalapye								23	21	27
Total	**322**	**369**	**355**	**372**	**327**	**369**	**328**	**321**	**288**	**329**

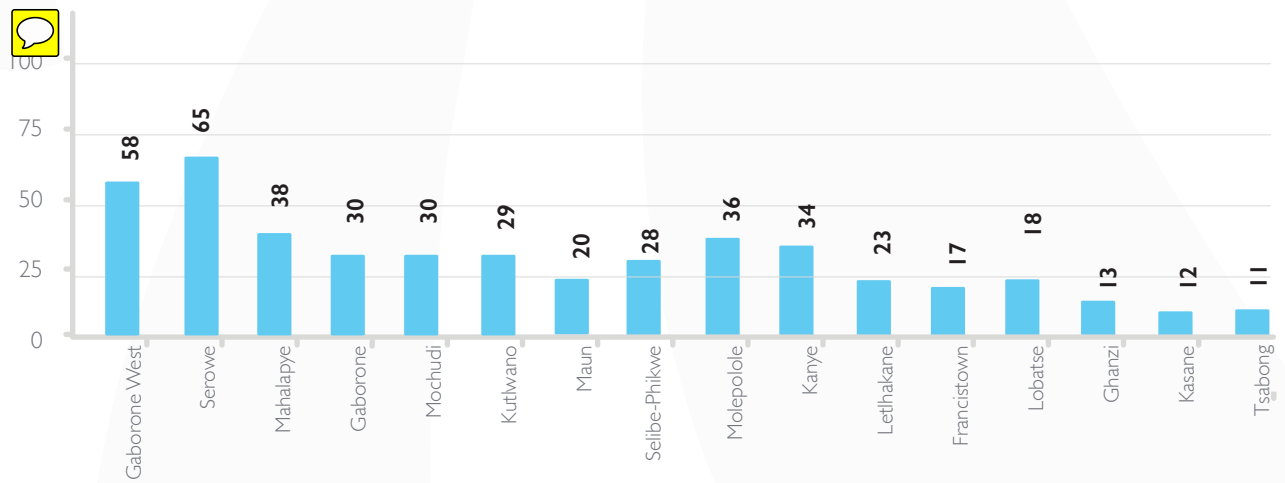
Source: Botswana Police Service

Table 6: Fatalities by Police Districts (2006-2015)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	10 year total	10 year Average
Serowe	71	75	65	95	63	80	60	59	52	32	652	65
Gaborone West	64	62	44	55	49	72	50	61	68	57	582	58
Molepolole	39	43	40	22	33	36	53	31	31	27	355	36
Mochudi	32	34	32	36	49	42	25	16	14	17	297	30
Kanye	49	29	42	37	25	35	19	38	38	30	342	34
Selebi-Phikwe	31	43	30	28	20	39	30	24	13	18	276	28
Kutlwano	26	34	40	44	20	26	29	20	23	27	289	29
Gaborone	30	34	30	39	23	33	29	29	11	38	296	30
Letlhakane	14	38	18	28	26	23	19	25	18	17	226	23
Lobatse	22	20	29	23	12	20	18	22	5	12	183	18
Maun	9	26	22	17	23	24	19	20	23	19	202	20
Francistown	19	16	24	11	14	15	13	9	16	30	167	17
Kasane	7	16	15	11	18	11	18	6	15	7	124	12
Ghanzi	12	9	14	19	10	12	13	11	11	17	128	13
Tsabong	4	18	10	10	12	15	9	12	7	9	106	11
Mahalapye								28	32	54	114	38
Total	**429**	**497**	**455**	**475**	**397**	**483**	**404**	**411**	**377**	**411**	**4339**	**434**

Source: Botswana Police Service

Figure 5: Average Fatalities by Police Districts 2006-2015



Source: Botswana Police Service

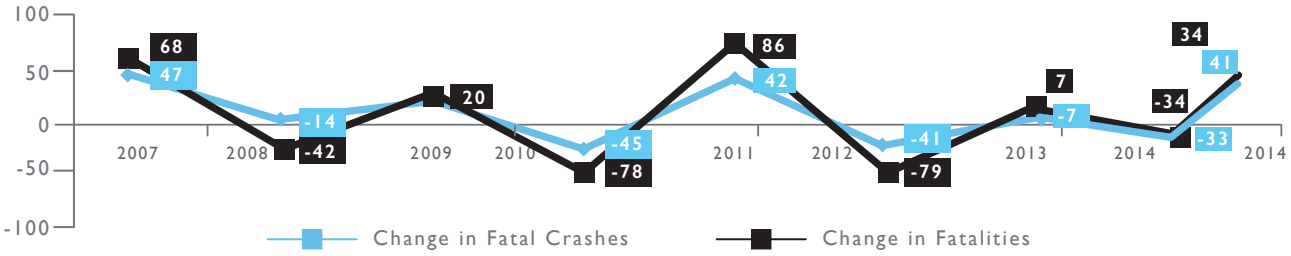
2.5 Fatal Crashes and Fatalities (2006-2015)

Table 7 below illustrates fatal crashes, fatalities and proportions of fatalities to fatal crashes for the past ten years. In 2015 the proportion of fatalities to fatal crashes was 1.249, a decrease from 1.308 in 2014. The proportion of fatalities to fatal crashes shows that although total recorded fatal crashes increased between 2014 and 2015, a single fatal crash in 2015 claimed less life's when compared to 2014. The overall distribution shows that on average a fatal crash claimed more than one life and the 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. Fatal crashes went down by 33 between 2013 and 2014 resulting in a reduction of in 34 total recorded fatalities. Finally fatal crashes went up by 41 between 2014 and 2015, resulting in an increase of 34 in recorded fatalities.

Table 7: Fatal Crashes and Fatalities (2006-2015)

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
2014	288	377	1.309
2015	329	411	1.249

Figure 6: Changes in Fatal crashes and Fatalities between 2007 and 2015



Source: Botswana Police Service

2.6: Serious Injuries by Police Districts

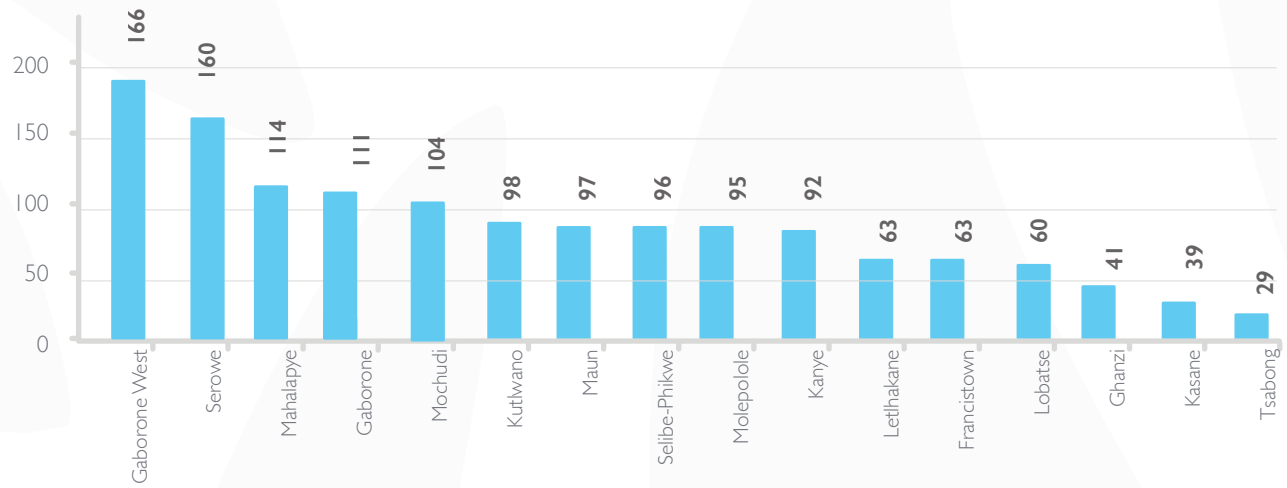
The annual recorded serious injuries, table 8 below shows trends for the past ten years. Molepolole Police District recorded the highest number of injuries for the year 2015 followed by Gaborone West, Mahalapye and Gaborone. In review of the serious injuries 10 year total, Gaborone West Police District recorded the highest number of serious injuries at 1663 , followed by Serowe at 1598 and Gaborone at 1106.

Table 8: Serious Injuries by Police Districts (2006-2015)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	10 year total	10year Average
Gaborone West	161	173	144	181	165	150	168	184	163	174	1663	166
Serowe	152	188	193	229	176	181	160	108	131	80	1598	160
Maun	74	139	89	91	109	70	99	90	108	99	968	97
Mahalapye								94	106	142	342	114
Gaborone	133	113	107	111	120	104	103	96	99	120	1106	111
Kanye	92	99	85	111	92	108	90	77	84	86	924	92
Francistown	47	68	95	75	41	41	48	57	82	76	630	63
Molepolole	73	70	74	114	71	73	99	113	79	182	948	95
Kutlwano	106	119	160	102	74	82	84	97	76	78	978	98
Mochudi	78	116	142	154	122	108	101	92	54	75	1042	104
Kasane	47	41	55	32	28	35	29	36	53	33	389	39
Selibe-Phikwe	95	152	127	119	85	91	122	65	43	64	963	96
Lobatse	63	87	78	56	55	58	45	57	43	55	597	60
Ghanzi	31	35	40	47	38	57	44	32	42	42	408	41
Tsabong	19	21	42	31	17	27	36	30	39	26	288	29
Letlhakane	66	73	91	87	59	54	57	80	32	32	631	63
Total	**1237**	**1494**	**1522**	**1540**	**1252**	**1239**	**1285**	**1308**	**1234**	**1364**	**13475**	**1427**

Source: Botswana Police Service
* Note Mahalapye Police district total and average are for three years.

Figure 7: Ten year Average reported serious injuries by Police Districts (2006-2015)



Source: Botswana Police Service
* Note Mahalapye Police district total and average are for three years.

2.7: Road Casualties by Police Districts

Table 9 below illustrates casualties for the past seven years, 2009-2015, by Police Districts and Police Stations. In 2015 Gaborone West Police District registered a highest number of fatalities at 52, which was a decrease of 16 deaths from 68 in 2014. Mahalapye Police District recorded 54 fatalities, an increase of 22 compared to 32 in 2014. Gaborone, Serowe , Francistown, and Kanye Police Districts recorded 38, 32, 30 and 30 fatalities respectively.

Table 9: Road Casualties by Police Districts

POLICE DISTRICT		FATALITIES							SERIOUS INJURIES							MINOR INJURIES							
	Police Station	2009	2010	2011	2012	2013	2014	2015	2009	2010	2011	2012	2013	2014	2015	2009	2010	2011	2012	2013	2014	2015
Kutlwano	Kutlwano	25	5	6	5	10	4	7	37	19	25	20	33	22	11	117	136	148	168	118	118	91
	Tatitown	12	6	15	14	5	10	11	36	27	30	34	40	19	23	167	122	93	59	79	61	69
	Matsiloje	6	0	1	0	1	0	1	27	4	10	2	0	1	3	136	14	33	6	6	6	16
	Tonota	1	9	4	10	4	5	4	2	24	17	28	24	21	28	25	95	77	84	82	99	117
	Gerald						3	3						4	7						20	14
	Dukwi	5	4	9	4	2	1	1	18	8	15	7	8	9	6	23	37	41	19	18	26	27
	Sub total	**44**	**20**	**26**	**29**	**20**	**23**	**27**	**102**	**74**	**82**	**84**	**97**	**76**	**78**	**445**	**367**	**351**	**317**	**285**	**330**	**334**
Serowe	Palapye	24	15	21	20	30	29	11	45	36	44	26	36	69	23	270	166	192	139	144	205	128
	Serowe	24	8	19	7	12	16	13	46	45	49	34	45	40	38	216	185	180	179	177	189	142
	Maunatlala	1	2	1	5	2	2	1	14	4	10	7	19	4	9	40	24	33	26	52	20	20
	Serule	11	5	7	12	15	5	7	39	20	17	37	8	18	10	73	51	43	58	24	31	19
	Sub total	**60**	**30**	**48**	**44**	**59**	**52**	**32**	**144**	**105**	**120**	**104**	**108**	**131**	**80**	**599**	**426**	**448**	**402**	**397**	**445**	**309**
Gaborone	Broadhurst	23	13	13	17	18	7	20	64	55	49	44	40	53	65	276	190	247	233	251	254	305
	Central	4	1	6	4	3	3	4	14	24	18	19	17	14	10	149	137	135	161	125	153	139
	Borakanelo	3	5	3	1	2	1	2	13	21	16	21	21	23	22	97	118	110	102	149	141	158
	Tlokweng	9	4	11	7	6	0	12	20	20	21	19	18	9	23	124	85	120	99	105	97	124
	Sub total	**39**	**23**	**33**	**29**	**29**	**11**	**38**	**111**	**120**	**104**	**103**	**96**	**99**	**120**	**646**	**530**	**612**	**595**	**630**	**645**	**726**
Lobatse	Lobatse	7	6	12	7	8	2	4	14	17	33	14	26	24	12	85	70	71	50	76	39	47
	Ramatlabama	6	0	1	2	5	1	0	13	8	3	3	8	2	7	21	7	11	14	26	13	34
	Woodhall	4	4	6	5	6	2	6	17	23	15	15	17	13	29	71	58	63	39	63	34	53
	Goodhope	6	2	1	4	3	0	2	12	7	7	13	6	4	7	27	35	14	19	31	20	35
	Sub total	**23**	**12**	**20**	**18**	**22**	**5**	**12**	**56**	**55**	**58**	**45**	**57**	**43**	**55**	**204**	**170**	**159**	**122**	**196**	**106**	**169**
Maun	Maun	6	12	17	7	7	11	12	39	59	43	54	43	59	62	181	125	131	157	170	188	202
	Sehitwa	4	5	2	5	9	3	0	12	4	10	16	31	12	8	52	26	31	27	36	84	31
	Seronga	1	0	0	0	1	0	0	5	1	0	0	0	4	4	22	6	4	4	6	10	9
	Shakawe	3	1	1	2	1	2	3	7	17	8	8	7	7	6	23	33	12	20	12	17	21
	Gumare	1	0	1	0	2	1	1	8	19	4	14	9	9	6	42	28	15	16	16	27	24
	Gweta	2	5	3	5	5	6	3	20	9	5	7	9	14	13	32	28	17	31	23	22	28
	Sub total	**15**	**18**	**21**	**14**	**20**	**23**	**19**	**71**	**100**	**65**	**92**	**90**	**105**	**99**	**320**	**218**	**193**	**224**	**240**	**348**	**315**
Ghanzi	Gantsi	15	9	7	11	7	8	10	29	27	26	34	22	30	28	63	110	49	60	88	45	59
	Kalkfontein	2	0	0	0	0	1	1	3	2	9	7	2	2	6	14	14	20	16	5	9	8
	Charleshill	1	1	3	2	3	2	6	9	3	7	1	7	9	7	11	8	18	15	13	11	21
	Nojane	1	0	2	0	1	0	0	6	6	15	2	1	1	1	36	20	18	16	7	14	18
	Sub total	**19**	**10**	**12**	**13**	**11**	**11**	**17**	**47**	**38**	**57**	**44**	**32**	**42**	**42**	**124**	**152**	**105**	**107**	**113**	**79**	**106**
Kasane	Kasane	1	7	2	8	0	3	1	3	7	10	13	9	16	15	17	16	22	22	60	20	35
	Kachikau	1	3	0	0	1	2	0	2	5	1	1	4	5	1	3	15	1	12	5	10	6
	Pandamatenga	9	8	9	10	5	10	6	27	16	24	15	23	32	17	33	28	11	13	32	18	19
	Sub total	**11**	**18**	**11**	**18**	**6**	**15**	**7**	**32**	**28**	**35**	**29**	**36**	**53**	**33**	**53**	**59**	**34**	**47**	**97**	**48**	**60**
Letlhakane	Letlhakane	9	8	5	3	9	14	13	28	13	13	25	23	18	22	53	53	59	47	42	47	65
	Orapa	7	9	0	1	5	3	2	14	20	7	6	14	9	2	51	23	26	31	34	15	10
	Rakops	4	0	0	7	3	1	2	15	6	10	5	14	5	8	20	33	78	38	78	33	57
	Sub total	**20**	**17**	**5**	**11**	**17**	**18**	**17**	**57**	**30**	**30**	**36**	**51**	**32**	**32**	**124**	**109**	**163**	**116**	**154**	**95**	**132**
Tsabong	Bokspits	0	0	0	0	1	0	1	1	0	0	0	0	2	0	8	9	6	4	3	2	0
	Kang	3	7	6	2	1	3	2	11	7	7	11	12	16	8	28	36	46	36	41	17	15
	Tsabong	3	2	2	2	2	0	1	4	6	9	9	2	5	3	26	11	28	9	8	17	8

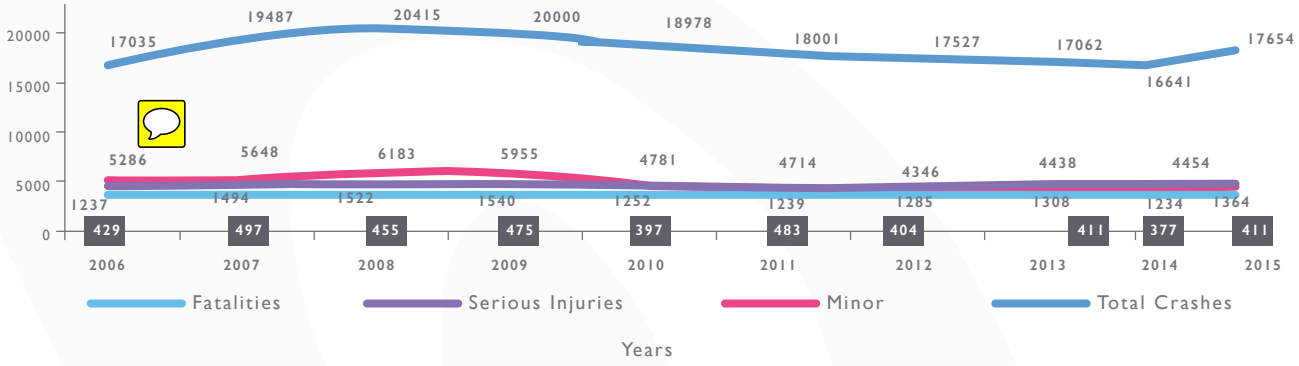
Table 9: Road Casualties by Police Districts

POLICE DISTRICT		FATALITIES							SERIOUS INJURIES							MINOR INJURIES						
	Police Station	2009	2010	2011	2012	2013	2014	2015	2009	2010	2011	2012	2013	2014	2015	2009	2010	2011	2012	2013	2014	2015
Tsabong	Tshane	0	0	2	3	1	2	3	5	3	7	11	3	13	6	27	23	17	40	8	33	14
	Werda	1	1	1	2	4	1	1	4	0	1	5	4	0	2	36	25	15	14	5	8	1
	Middlepits	3	2	4	0	3	1	1	6	1	3	0	9	3	7	13	11	18	2	10	6	15
	Sub total	**10**	**12**	**15**	**9**	**12**	**7**	**9**	**31**	**17**	**27**	**36**	**30**	**39**	**26**	**138**	**115**	**130**	**105**	**75**	**83**	**53**
Selibe Phikwe	Bainsdrift	3	1	5	3	0	0	2	7	3	4	9	1	6	4	33	36	22	3	13	13	7
	Bobonong	1	2	1	2	3	5	2	9	14	10	7	13	5	25	38	53	30	29	35	22	35
	Botshabelo	7	4	4	5	9	2	9	30	15	26	35	19	16	17	56	45	41	29	38	25	41
	Selebi-Phikwe	6	8	22	7	11	4	5	34	31	34	32	29	14	18	138	100	108	110	131	75	87
	Semolale	0	0	0	1	1	2	0	0	2	0	2	3	2	0	10	11	2	5	3	2	0
	Sub total	**17**	**15**	**32**	**18**	**24**	**13**	**18**	**80**	**65**	**74**	**85**	**65**	**43**	**64**	**275**	**245**	**203**	**176**	**220**	**137**	**170**
Molepolole	Letlhakeng	6	0	1	2	4	1	1	26	2	8	15	21	15	7	69	40	50	30	68	30	34
	Molepolole	9	17	12	30	6	12	10	33	46	23	39	40	27	39	296	262	185	226	165	151	151
	Thamaga	7	14	12	15	15	15	7	36	17	33	32	40	34	24	150	157	148	130	101	124	85
	Takatokwane	0	0	8	2	4	3	8	8	2	3	2	6	2	106	8	11	19	13	13	13	20
	Sojwe	0	2	2	4	2	0	1	11	4	6	11	6	4	6	25	20	39	16	11	12	15
	Sub total	**22**	**33**	**35**	**53**	**31**	**31**	**27**	**114**	**71**	**73**	**99**	**113**	**82**	**182**	**548**	**490**	**441**	**415**	**358**	**330**	**305**
Mochudi	Mochudi	27	34	18	13	14	12	16	91	95	66	69	86	52	72	251	177	165	226	171	190	204
	Olifants	0	0	0	0	0	0	0	2	2	2	0	3	0	0	7	5	6	5	1	4	2
	Sikwane	2	0	2	2	2	2	1	7	2	3	10	3	2	3	19	26	19	14	21	11	9
	Sub total	**29**	**34**	**20**	**15**	**16**	**14**	**17**	**100**	**99**	**71**	**79**	**92**	**54**	**75**	**277**	**208**	**190**	**245**	**193**	**205**	**215**
Gaborone West	G-West	12	7	14	17	9	22	20	45	43	36	44	38	31	43	285	217	282	215	175	211	247
	Naledi	8	4	10	3	5	5	5	21	17	19	19	20	15	10	102	87	78	69	90	52	89
	Ramotswa	9	13	12	6	11	11	10	28	29	26	19	28	15	29	89	82	77	69	68	63	94
	SSK Airport	3	3	5	3	2	5	2	10	9	11	21	31	25	13	52	34	46	44	57	81	58
	Mogoditshane	23	22	31	21	34	25	20	77	67	58	65	67	77	79	366	302	296	339	298	385	394
	Sub total	**55**	**49**	**72**	**50**	**61**	**68**	**57**	**181**	**165**	**150**	**168**	**184**	**163**	**174**	**894**	**722**	**779**	**736**	**688**	**792**	**882**
Kanye	Sejelo	13	11	8	5	23	19	7	56	41	40	43	31	28	21	162	124	107	103	103	90	80
	Jwaneng	11	7	14	4	7	2	11	17	14	28	14	23	20	28	76	46	67	69	59	80	62
	Moshupa	8	1	3	4	2	5	9	21	10	13	13	12	23	25	80	46	45	53	65	50	63
	P/Molopo	0	0	0	0	0	1	0	3	3	8	2	0	4	1	23	11	6	4	1	7	7
	Mabutsane	5	6	10	6	6	11	3	14	17	19	18	11	9	11	54	56	28	22	15	36	28
	Sub total	**37**	**25**	**35**	**19**	**38**	**38**	**30**	**111**	**85**	**108**	**90**	**77**	**84**	**86**	**395**	**283**	**253**	**251**	**243**	**263**	**240**
Francistown	Francistown	8	3	6	3	1	2	8	30	15	20	21	33	29	22	213	161	132	119	135	137	105
	Tshesebe	0	4	5	6	5	1	12	15	3	4	6	13	5	23	53	38	21	28	34	11	20
	Tutume	2	4	3	3	3	2	4	17	13	11	15	5	7	9	27	67	38	30	41	43	34
	Masunga	1	3	1	1	0	5	2	13	10	6	6	6	16	7	45	24	16	22	23	14	23
	Nata	3	4	9	4	1	6	3	8	6	4	13	11	23	14	46	25	27	20	29	43	55
	Sua Pan	0	1	0	0	0	0	1	4	6	5	1	1	0	1	9	2	12	10	5	6	8
	Sub total	**11**	**14**	**15**	**13**	**9**	**16**	**30**	**75**	**41**	**41**	**48**	**57**	**80**	**76**	**338**	**290**	**207**	**199**	**233**	**254**	
Mahalapye	Mahalapye	29	29	32	25	14	11	17	88	59	61	71	33	43	59	202	165	186	105	124	182	154
	Shoshong	2	2	2	0	2	2	2	12	9	2	6	5	1	5	54	26	24	18	15	13	14
	Machaneng	11	4	2	3	1	2	3	14	12	12	12	8	12	11	28	14	33	19	17	26	33
	Martindrift	4	3	3	0	2	1	19	10	11	3	4	6	0	17	46	45	15	6	12	123	24
	Dibete	7	15	22	10	9	16	13	54	23	37	22	42	50	50	134	55	91	61	73	59	42
	Sub total	**53**	**53**	**61**	**38**	**28**	**32**	**54**	**178**	**114**	**115**	**115**	**94**	**106**	**142**	**464**	**305**	**349**	**209**	**241**	**403**	**267**
	TOTAL	475	397	482	404	411	377	411	1540	1245	1239	1285	1308	1234	1364	5954	4781	4714	4346	4438	4454	4528

2.8 Crashes, Fatalities and Serious Injuries Trends

Road crash trends below in Figure 8 show the road crash performance between 2006 and 2015. The graph indicates that the road crash safety indicators such as total crashes, fatalities and serious injuries have changed significantly between 2014 and 2015. In 2015, the total number of recorded crashes was 17654, an increase from 16641 recorded in 2014, but the overall trend indicates that total recorded crashes started decreasing from 2008. There is a positive relationship between total recorded crashes and fatalities and serious injuries; a decrease in total recorded crashes results in a decrease in both fatalities and serious injuries. The overall trend for the period shows this relationship, in 2015 total recorded fatalities stood at 411, an increase from 377 in 2014 and this was in line with an increase in total recorded fatal crashes from 288 in 2014 to 329 in 2015. Serious Injuries increased from 1234 to 1364 between 2014 and 2015.

Figure 8: Total Crashes, Fatalities and Serious Injuries Trends (2006-2015)



Source: Botswana Police Service

2.9 Casualties by Junction Type (2006-2015)

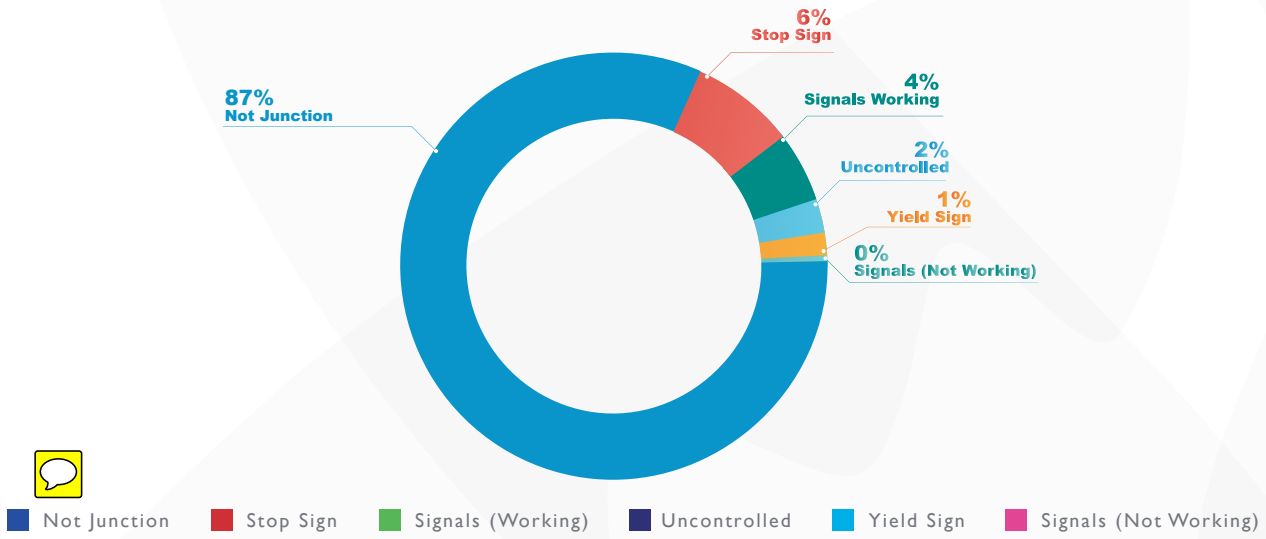
The trend shows that sections of the road without junctions accounted for more fatalities and serious injuries during the past ten years, 2006-2015. The average percentage of people killed in none junction portion of the roads was 87.3% for the period while 86.4% sustained serious injuries along none junction portions of the roads. 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. The leading factor on crashes on open roads can be higher average speed, though in-depth analysis has not been conducted of actual causes of these crashes and an assumption can be made that speed is the main factor because average speed on open roads is higher when compared to other roads.

Table 10: Fatalities by Junction Control

Junction Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Average
Not Junction	366	455	379	415	347	411	356	356	347	356	379
Signals (Working)	13	9	20	37	11	13	16	11	14	19	16
Signals (Not Working)	0	0	1	6	0	1	2	3	5	1	2
Stop Sign	35	24	27	6	28	46	25	31	9	25	26
Yield Sign	5	3	5	6	2	7	4	1	0	7	4
Police controlled areas	0	0	0	0	0	0	0	1	0	0	0
Uncontrolled areas	10	6	23	5	9	5	1	8	2	3	7
Totals	**429**	**497**	**455**	**475**	**397**	**483**	**404**	**411**	**377**	**411**	**434**

Source: Botswana Police Service

Figure 9: Average Fatalities by Junction Type (2006-2015)



Source: Botswana Police Service

Table 11: Serious Injuries by junction control (2006-2015)

Junction Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Not Junction	984	1294	1310	1327	1069	1044	1114	1128	1098	1179
Signals (Working)	35	56	52	31	34	34	43	53	35	61
Signals (Not Working)	9	3	5	8	1	2	10	7	14	10
Stop Sign	150	95	102	131	100	105	91	101	66	92
Yield Sign	28	11	7	10	16	13	7	6	8	10
Police controlled areas	2	0	1	4	0	3	0	0	0	1
Uncontrolled areas	29	35	45	29	32	38	20	13	13	11
Totals	**1237**	**1494**	**1522**	**1540**	**1252**	**1239**	**1285**	**1308**	**1234**	**1364**

Source: Botswana Police Service

2.10 Road Crashes by Corridors

Table 12 shows the distribution of crashes along the selected five main corridors from 2009 to 2015. During the period under review, the A1 corridor accounted for most crashes when compared to the other corridors. In 2015 the A1 corridor accounted for 44.9% of crashes among the corridors followed by A12 (25.4%), A10 (13.2%, A3 (9.7%) and A2 (6.8%). The main causes of crashes along the five corridors in 2015 were animals on the road (822); rear-end (735) and side collisions (725). For the busiest corridor, being the A1, it is noted that the main cause of collisions was animals on the road. The corridor traverses a significant stretch of land used for cattle farming, and therefore the interaction between animals and vehicles becomes inevitable.

Table 12: Road Crash Collision type by Corridors (2009 -2015)

		COLLISION TYPE										
Road	Year	Rear -End	Side	Head-On	Hit Pedestrian	Wild Animal	Domestic Animal	Obstacle On road	Obstacle Off road	Roll - Over	Other	Total
A1	2009	256	211	36	38	18	230	18	37	138	128	**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**
	2014	237	200	27	31	30	237	14	38	114	137	**1065**
	2015	280	253	23	42	32	507	15	43	142	123	**1460**
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**
	2014	20	21	6	6	10	65	2	6	29	16	**181**
	2015	24	29	0	5	11	86	2	6	41	17	**221**
A3	2009	17	31	7	7	5	92	1	6	34	11	**211**
	2010	28	24	10	6	12	136	3	4	39	31	**293**
	2011	30	37	1	2	14	147	3	6	63	18	**321**
	2012	31	30	5	9	24	108	3	7	50	15	**282**
	2013	34	30	6	8	27	139	5	7	58	28	**342**
	2014	31	29	6	4	34	149	1	7	53	20	**334**
	2015	19	32	12	10	17	137	6	10	49	25	**317**
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**
	2014	125	107	14	19	4	40	1	11	13	29	**363**
	2015	136	122	13	26	1	52	3	8	26	43	**430**
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**
	2014	282	249	10	81	2	46	1	10	14	89	**784**
	2015	276	289	15	61	2	40	3	18	15	106	**825**

Source: Botswana Police Service

Section 3: Time and Environment

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

3.1 Road Crash Casualties by Hour of the Day (2006-2015)

The results in table 13 show that most fatalities recorded occur between 18:01 – 02:00hrs, whilst table 14 shows that most serious injuries recorded occur between 14:01-02:00 hrs. The proportion of fatalities recorded between 18:01 – 02:00hrs was 44.0%, whilst the proportion of serious injuries recorded between 14:01-02:00 was 76.1%. The overall trend for the ten years shows that more fatalities and serious injuries were recorded between 18:01-20:00hrs followed by 16:01-18:00hrs. Times with less recorded fatalities and serious injuries were 08:01-10:00 followed by 10:01-12:00hrs.

Table 13: Fatalities by Hour of the Day (2006-2015)

TIME	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
00:01 – 02:00	30	37	27	37	29	25	25	33	40	55
02:01 – 04:00	16	25	21	19	19	20	17	31	16	20
04:01 – 06:00	20	21	23	36	34	21	31	29	16	20
06:01 – 08:00	28	32	22	32	26	54	34	19	23	33
08:01 – 10:00	19	27	27	26	18	27	28	28	23	11
10:01 – 12:00	19	58	22	29	18	24	32	29	24	18
12:01 – 14:00	35	36	39	34	37	24	37	21	32	26
14:01 – 16:00	37	51	51	56	41	58	37	29	24	34
16:01 – 18:00	55	62	63	48	46	52	39	50	27	34
18:01 – 20:00	95	67	57	75	63	74	63	53	77	66
20:01 – 22:00	54	52	58	45	40	52	35	47	38	60
22:01 – 00:00	21	29	45	38	26	52	26	42	37	34
Total	**429**	**497**	**455**	**475**	**397**	**483**	**404**	**411**	**377**	**411**

Source: Botswana Police Service

Table 14: Serious Injuries by Hour of the Day (2006-2015)

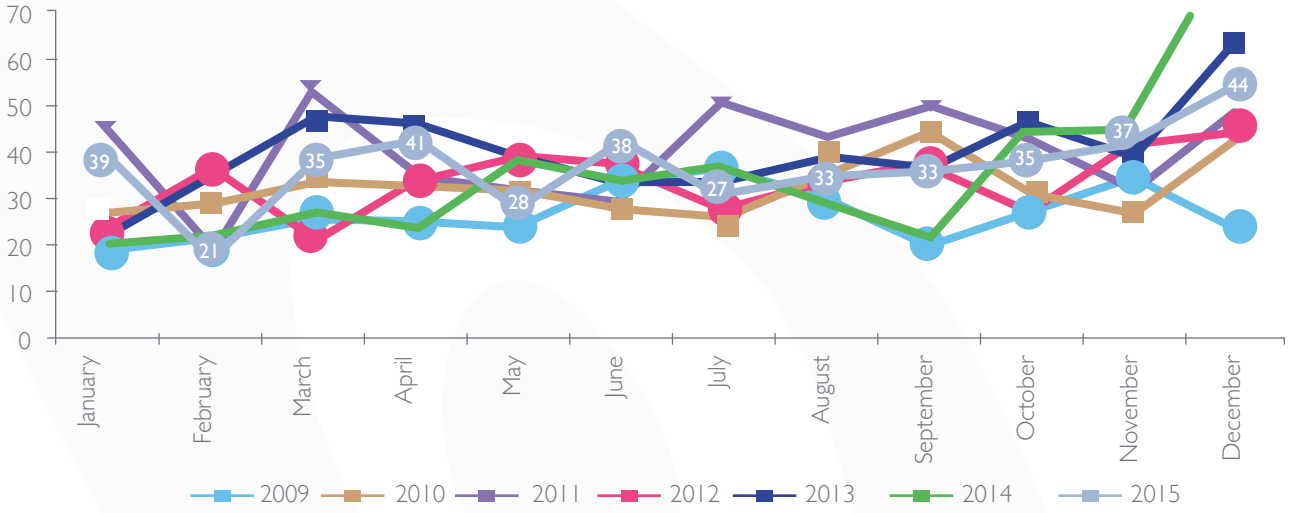
TIME	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
00:01 – 02:00	65	81	113	91	59	60	81	78	82	110
02:01 – 04:00	36	39	52	42	53	38	60	47	45	36
04:01 – 06:00	42	71	42	75	48	52	49	55	45	47
06:01 – 08:00	81	106	104	132	90	106	104	68	83	99
08:01 – 10:00	83	112	82	83	61	75	79	93	63	44
10:01 – 12:00	72	129	88	91	94	91	87	90	60	100
12:01 – 14:00	111	141	139	120	126	78	144	81	119	114
14:01 – 16:00	119	158	169	165	135	151	142	143	114	188
16:01 – 18:00	183	202	213	220	133	136	142	173	136	163
18:01 – 20:00	242	188	229	238	203	175	195	199	226	174
20:01 – 22:00	125	184	179	164	156	157	97	158	150	157
22:01 – 00:00	78	83	112	119	94	120	105	123	111	132
Total	**1237**	**1494**	**1522**	**1540**	**1252**	**1239**	**1285**	**1308**	**1234**	**1364**

Source: Botswana Police Service

3.2 Fatalities by Month

The six year trend of monthly total fatalities shows that fatalities are usually lower in the months of January, February, March and April. The winter season also experience lower road crashes compared to other seasons of the year. The last part of the year July to December records the highest number of fatalities annually and usually December records the highest number of fatalities compared to other months and this can be attributed to increased travel in December, speeding, overcrowded roads and drinking-and-driving as they continue to be major contributors to road fatalities.

Figure 10: Six year monthly total fatalities (2009-2015)



3.3 Road Crashes by Day of the Week

Table 15 below shows recorded crashes by days of the week for the past ten years. According to the distribution, days of the week with high recorded crashes are Friday, Saturday and Sunday. During the year 2015, Saturday recorded the highest number of crashes at 3250 annually followed by Friday at 2947. Days with slightly lower number of recorded crashes in 2015 were Tuesday at 2182 and Wednesday at 2233 and the trend is similar to the previous years. Factors that can be attributed to increased road crashes during the days of Friday, Saturday and Sunday are that these three days are characterized by increased travel, consumption of alcohol, speed and careless driving. To reverse the current trend MVA Fund and other road safety stakeholders enhance road traffic education on high risk factors on the road especially during increased travel periods like weekends and public holidays.

Table 15: Road crashes by day of the week

Day	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Total
Sun	2322	2730	2844	2722	2494	2365	2360	2400	2316	2405	24958
Mon	2249	2535	2632	2666	2501	2386	2371	2145	2093	2289	23867
Tues	2247	2405	2642	2497	2379	2298	2252	2074	2087	2182	23063
Wed	2143	2539	2603	2567	2506	2343	2200	2189	2102	2233	23425
Thurs	2170	2468	2599	2818	2608	2343	2329	2314	2259	2348	24256
Fri	2797	3324	3502	3344	3210	3138	2909	2856	2827	2947	30854
Sat	3107	3486	3593	3386	3280	3128	3106	3084	2957	3250	32377
Total	**17035**	**19487**	**20415**	**20000**	**18978**	**18001**	**17527**	**17062**	**16641**	**17654**	**182800**
Average Crashes per Day	**2434**	**2784**	**2916**	**2857**	**2711**	**2572**	**2504**	**2437**	**2377**	**2522**	**26114**

Source: Botswana Police Service

Road Casualties mainly occur during weekends. The results in table 16 below show that the majority of fatalities, serious and minor injuries happen between Friday, Saturday and Sunday. During the year 2015, 18.1% of all casualties happened on Fridays, 21.5% occurred on Saturdays while 18.6% were recorded on Sundays. For the seven year period between 2009 and 2015 a similar pattern can be observed

Table 16: Casualties by Day of the Week (2009 to 2015)

		Day of the Week								
Causality Class	Year	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	Average
Fatalities	2009	103	52	36	46	62	91	85	475	68
	2010	76	53	37	40	48	55	88	397	57
	2011	91	40	53	42	54	85	118	483	69
	2012	104	35	39	39	24	60	103	404	58
	2013	98	23	44	45	48	50	103	411	59
	2014	77	31	30	34	34	77	94	377	54
	2015	83	34	33	35	57	64	105	411	59
Serious	2009	297	158	130	155	167	252	381	1540	220
	2010	238	131	120	131	146	200	286	1252	179
	2011	245	126	118	129	128	204	289	1239	177
	2012	286	141	129	123	143	170	293	1285	184
	2013	276	117	141	142	129	173	330	1308	187
	2014	241	101	151	134	122	210	275	1234	176
	2015	243	119	113	96	178	317	298	1364	195
Minor	2009	1046	690	490	715	815	998	1201	5955	851
	2010	909	517	549	508	542	752	1004	4781	683
	2011	810	513	472	533	563	746	1077	4714	673
	2012	730	522	509	468	479	694	944	4346	621
	2013	813	447	508	489	531	694	956	4438	634
	2014	764	413	543	442	571	760	961	4454	636
	2015	811	485	453	455	595	766	963	4528	647

Source: Botswana Police Service

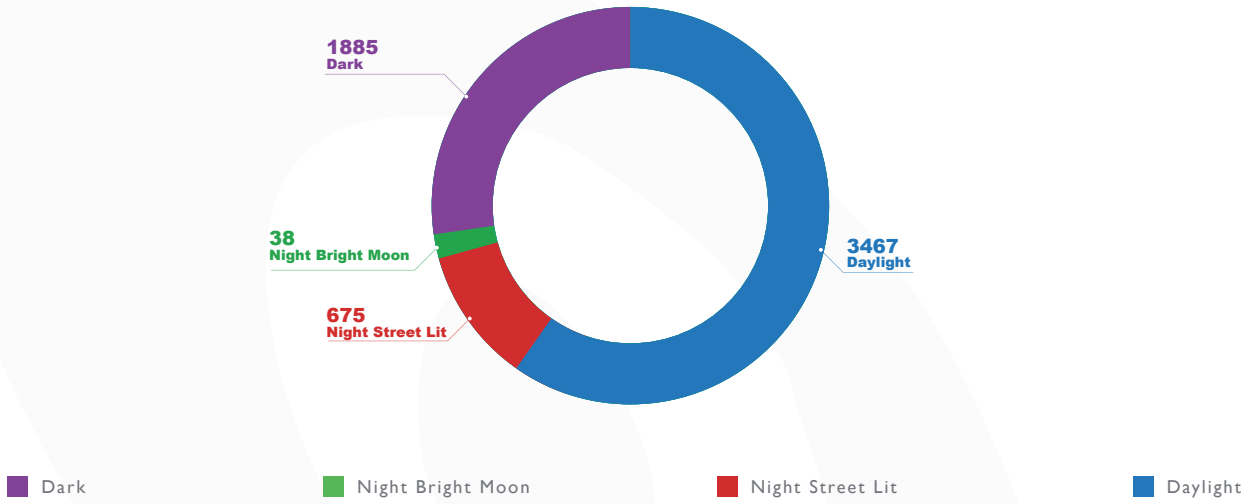
Table 17 below illustrates that car crash casualties mainly occur during the day. In 2015, 57.1% of all casualties occurred during daylight, 30.1% occurred on a dark road environment while 11.4% occurred on a night street lit road environment. The severity of crashes also follows a similar pattern to total casualties. The results in table 17 show that most fatalities, serious injuries and minor injuries occurred on daylight road environment followed by dark road environment and night street lit roads. It must be noted however that the level of car movement during daylight is significantly different from the other times of the day.

Table 17: Road Crash Casualty type by Light Conditions

		Time of the Day					
Casualty	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**
	2014	174	0	48	8	147	**377**
	2015	174	0	55	11	171	**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**
	2014	661	0	120	9	444	**1234**
	2015	769	0	142	24	429	**1364**
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**
	2014	2632	0	507	21	1294	**4454**
	2015	2655	0	520	55	1298	**4528**

Source: Botswana Police Service

Figure 11: 2015 Casualty Injuries by Light conditions



Section 4: People Involved in Traffic Crashes

4.1 Fatalities by Age Group

Demographics are important components in road safety management. This section therefore presents fatalities by demographics of road users involved. 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.

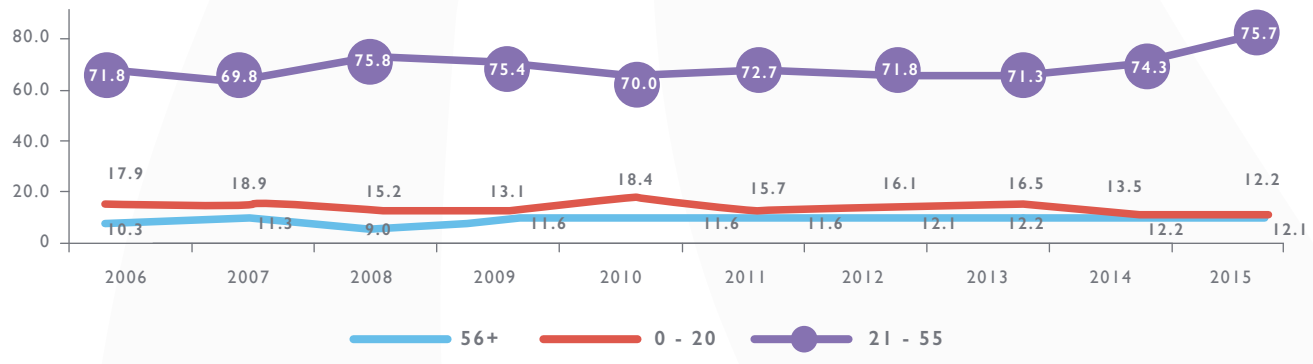
Table 18 and Figure 14 below show fatalities by age groups for the past ten years and the trend indicates that the youth is the most affected in road crashes. The overall trend indicates that young people aged 21-45 years accounted for around 63% of people killed in road crashes between 2006 and 2015. In 2015 66.8% people killed were in the age group 21-45, 19.6% were on age group 46+, and 13.5% were on age group 01-20 years.

Table 18: Fatalities for the Past Ten Years by Age Groups

	Number Of Fatalities										Percentage									
Age Group	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
01-05	20	21	24	18	25	25	24	26	19	16	4.7	4.2	5.3	3.8	6.3	5.2	5.9	6.3	5	4
06-10	20	27	15	13	18	18	20	13	9	11	4.7	5.4	3.3	2.7	4.5	3.7	5	3.2	2.4	3
11-15	10	16	11	6	9	9	4	8	4	3	2.3	3.2	2.4	1.3	2.3	1.9	1	1.9	1.1	1
16-20	27	30	19	25	21	24	17	21	19	20	6.3	6	4.2	5.3	5.3	5	4.2	5.1	5	4.9
21-25	56	53	70	63	43	72	60	40	48	54	13.1	10.7	15.4	13.3	10.8	14.9	14.9	9.7	12.7	13.1
26-30	75	97	81	90	55	74	66	83	75	57	17.5	19.5	17.8	18.9	13.9	15.3	16.3	20.2	19.9	13.9
31-35	61	72	71	67	53	63	58	61	53	64	14.2	14.5	15.6	14.1	13.4	13	14.4	14.8	14.1	15.6
36-40	49	54	54	45	43	55	38	41	42	55	11.4	10.9	11.9	9.5	10.8	11.4	9.4	10	11.1	13.4
41-45	27	27	30	36	37	38	27	24	34	39	6.3	5.4	6.6	7.6	9.3	7.9	6.7	5.8	9	9.5
46-50	24	25	24	26	24	27	17	27	17	23	5.6	5	5.3	5.5	6	5.6	4.2	6.6	4.5	5.6
51-55	16	19	15	31	23	22	24	17	11	19	3.7	3.8	3.3	6.5	5.8	4.6	5.9	4.1	2.9	4.6
56-60	15	18	8	17	17	16	18	20	14	19	3.5	3.6	1.8	3.6	4.3	3.3	4.5	4.9	3.7	4.6
61-65	6	7	8	14	12	8	8	5	10	8	1.4	1.4	1.8	2.9	3	1.7	2	1.2	2.7	1.9
66-70	8	13	7	6	4	13	10	8	11	15	1.9	2.6	1.5	1.3	1	2.7	2.5	1.9	2.9	3.6
71-75	6	7	8	5	2	8	7	10	6	2	1.4	1.4	1.8	1.1	0.5	1.7	1.7	2.4	1.6	0.5
>75	8	11	10	13	11	11	6	7	5	6	1.9	2.2	2.2	2.7	2.8	2.3	1.5	1.7	1.3	1.5
Unknown	1	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0	0
TOTAL	429	497	455	475	397	483	404	411	377	411	100	100	100	100	100	100	100	100	100	100

Source: Botswana Police Service

Figure 12: Trend of Fatalities by Age Ranges



Source: Botswana Police Service

4.2 Fatalities by Road user Classes and Age Groups

Fatalities by road user classes show that more passengers were killed than other road users between 2010 and 2015; passengers accounted for 47.0% over the period, followed by pedestrians at 26.6% and drivers at 26.4%. In 2015 passengers accounted for 42.6% of recorded fatalities and pedestrians accounted for 29.2% while drivers were 28.2% of the recorded fatalities. The distribution of casualties by age groups in 2015 shows that around 54.7% of casualties are people aged below 35 years of age while around 39.7% were aged between 36 and 65 years of age. This clearly demonstrates that the economically active population is the most affected by road crashes.

Table 19: Fatalities by Road User Classes and Age groups (2010- 2015)

FATALITIES																		
	Drivers						Passengers						Pedestrians					
Age of Victims	2010	2011	2012	2013	2014	2015	2010	2011	2012	2013	2014	2015	2010	2011	2012	2013	2014	2015
01-05	0	0	0	0	0	0	7	14	15	12	10	8	18	11	9	14	9	8
06-10	0	0	0	0	0	0	5	4	9	3	2	2	13	14	11	10	7	9
11-15	1	0	0	0	0	0	4	3	3	5	2	1	4	6	1	3	2	2
16-20	1	3	2	0	1	3	13	17	10	14	13	15	7	4	5	7	5	2
21-25	6	14	9	9	10	11	29	42	36	25	30	31	8	16	15	6	8	12
26-30	18	20	24	28	22	21	26	50	31	40	38	22	11	4	11	15	15	14
31-35	21	23	22	17	16	19	25	30	23	31	27	29	7	10	13	13	10	16
36-40	17	23	19	12	13	19	21	25	11	17	21	21	5	7	8	12	8	15
41-45	13	17	15	7	18	15	15	13	9	12	12	15	9	8	3	5	4	9
46-50	11	7	4	8	5	9	7	12	11	11	8	8	6	8	2	8	4	6
51-55	8	7	11	6	3	5	5	10	7	6	6	4	10	5	6	5	2	10
56-60	4	1	6	5	6	5	8	8	5	10	4	8	5	7	7	5	4	6
61-65	4	1	0	2	1	3	5	5	4	2	6	2	3	2	4	1	3	3
66-70	0	3	1	1	2	4	0	5	1	6	3	5	4	5	8	1	6	6
71-75	0	3	2	2	0	1	1	3	5	5	3	1	1	2	0	3	3	0
76-80	0	1	0	1	0	1	2	4	2	0	0	1	4	1	1	2	1	0
81-85	1	1	0	0	0	0	0	1	1	0	0	0	1	1	0	1	1	2
86-90	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	0	1	0
91-95	0	0	0	0	0	0	1	1	0	2	0	1	0	0	0	1	0	0
96-100	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Totals	105	124	115	98	97	116	174	247	184	201	186	175	118	112	105	112	94	120

Source: Botswana Police Service

4.3 Casualties by Road User Class

Casualties by road user class shows that for the past seven years passengers were the most affected road users in road crashes followed by pedestrians and then drivers. In 2015, passengers accounted for 46.9% of all causalities followed by drivers at 30.5% while pedestrians were at 22.6% of all causalities.

Table 20: Casualties by Road User Class

	Fatalities							Serious						Minor						
Casualty Class	2009	2010	2011	2012	2013	2014	2015	2009	2010	2011	2012	2013	2014	2015	2009	2010	2011	2012	2013	2014	2015
Driver	150	105	124	115	98	97	116	388	330	307	316	344	324	324	2026	1546	1483	1448	1454	1439	1483
Passenger	211	174	247	184	201	186	175	809	599	650	623	698	630	743	2777	2202	2239	1964	2011	2042	2040
Pedestrian	114	118	112	105	112	94	120	343	323	282	346	266	280	297	1152	1033	992	934	973	973	1005
Total	475	397	483	404	411	377	411	1540	1252	1239	1285	1308	1234	1364	5955	4781	4714	4346	4438	4454	4528

Source: Botswana Police Service

The distribution of road causalities by gender shows that males are the most affected in road crashes compared to females. In 2015 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 65.5% compared to 34.5% females in 2014. The trend of casualties between males and females is almost the same for the past seven years; males account for almost 70.0% of all road casualties. The reasons for higher casualties among males compared to females could be that male road users have low risk perception when driving compared to their female counterparts. Male road users are more likely to engage in dangerous road user behavior than female road users; they are highly likely to over speed, drink and drive compared to females.

Table 21: Casualties by Gender of Road User

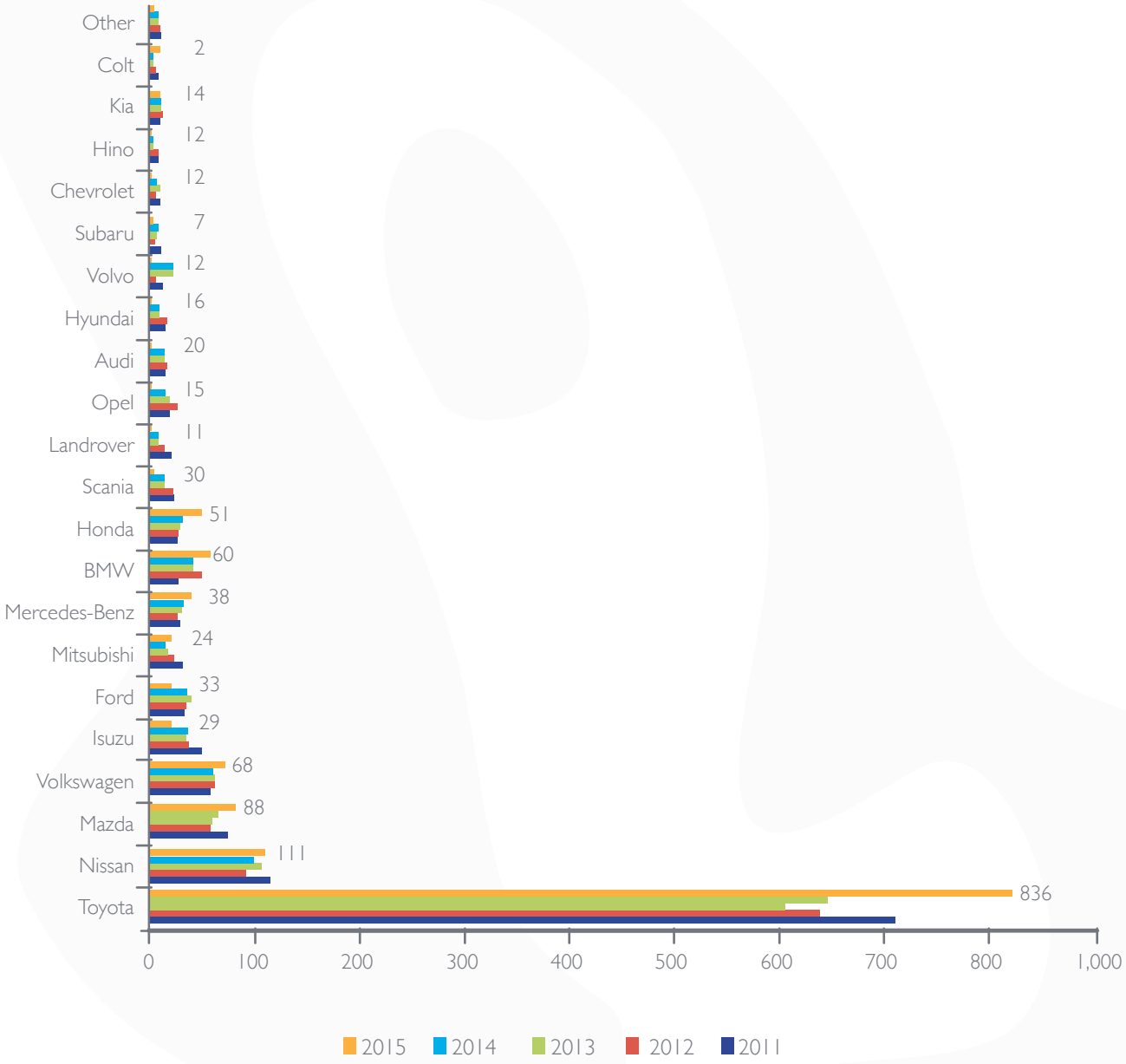
Numbers														
Year	2009		2010		2011		2012		2013		2014		2015	
Casualty	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Fatalities	354	121	287	110	344	139	272	132	304	107	261	116	304	107
Serious	1016	524	845	407	821	418	846	439	830	478	790	444	894	470
Minor	3932	2023	3065	1716	3031	1683	2788	1558	2886	1552	2760	1694	2898	1629
Percentages														
Year	2009		2010		2011		2012		2013		2014		2015	
Casualty	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Fatalities	74.5	25.5	72.3	27.7	71.2	28.8	67.3	32.7	74.0	26.0	69.2	30.8	74.0	26.0
Serious	66.0	34.0	67.5	32.5	66.3	33.7	65.8	34.2	63.5	36.5	64.0	36.0	65.5	34.5
Minor	66.0	34.0	64.1	35.9	64.3	35.7	64.2	35.8	65.0	35.0	62.0	38.0	64.0	36.0s

Section 5: Vehicles Involved in Traffic Crashes

5.1 Vehicle Involved in Crashes

The figure below presents statistics of vehicles involved in road crashes from the MVA Fund claims database for the years 2011 and 2015. The trend shows that most vehicles involved in traffic crashes were Toyota followed by Nissan and Mazda. 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 13: Vehicle Makes Involved in Car Crashes in 2011 - 2015



Source: MVA Fund Database

5.2 Vehicle Maneuver

The majority of vehicles involved in crashes were moving on a straight direction. The percentage of crashes involving cars going straight was 66.8% in 2015. The second hazardous vehicle maneuver is turning to the right accounting for 7.0% and this could be due to driver's inability to clear the road before turning. The general trend reveals that since 2009 more than 60.0% of crashes involve cars going straight which suggests that excessive speed on those crashes could be a factor.

Table 22: Total Vehicle's and Vehicle Maneuver (2009-2015)

Vehicle maneuvers	2009	2010	2011	2012	2013	2014	2015
Going straight	21 459	19 955	19 003	18 484	17 686	17416	18944
Turning right	2 193	2 143	2 072	2 128	2 023	1892	1969
Turning left	984	1 045	962	977	960	936	888
Crossing Stream	139	104	132	122	87	105	85
Overtaking	461	487	514	438	397	432	404
U-Turning	155	158	144	136	111	102	128
Merging	83	72	116	67	88	89	121
Diverging	151	107	77	63	64	89	73
Reversing	1 675	1 721	1 567	1 563	1 578	1563	1422
Sudden Start	77	65	44	45	52	43	34
Sudden Stop	132	99	87	93	76	73	62
Parked off road	1 435	1 459	1 393	1 304	1 340	1296	1266
Parked on road	207	201	161	109	122	155	156
Other	2 549	2 414	2 533	2 575	2 614	2751	2799
Totals	**31 700**	**30 030**	**28 805**	**28 104**	**27 198**	**26 942**	**28 351**

Source: Botswana Police Service

Section 6: MVA Fund Claims Analysis

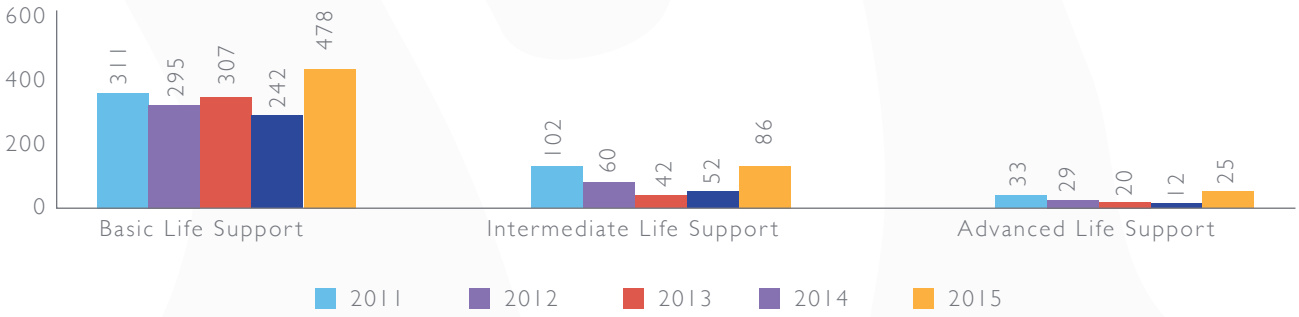
Motor Vehicle Accident Fund Business Approach

The Motor Vehicle Accident 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 compels 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. The provision of road safety as one of the MVA Fund products is considered as a business sustainability factor because the reduction in road crashes and causalities will minimize the total cost of operating the scheme. This portion of the report will mainly capture statistics on road crash claims handled by the Fund. It will outline various strategic initiatives that the Fund and other stakeholders undertake to reduce crashes putting more emphasis on the 2015 initiatives.

6.2 Pre-Hospital Trauma Management

Pre-Hospital Trauma Management is a vital component of road safety management. Through prompt provision of effective pre-hospital care, deaths, disability and life-threatening injuries can be reduced or prevented (Prehospital Trauma Care System Report – WHO). Given the importance of pre-hospital trauma management, the Fund has signed a Memorandum of Agreement (MoA) with privately owned Emergency Medical Service (EMS) providers in Botswana. The Agreement mandates EMS providers to stabilize, evacuate and manage all crash victims at the pre-hospital stage. The total number of claimants evacuated by EMS providers in 2015 was 589, an increase of 283 compared to 306 in 2014. The increase is directly influenced by an increase in the number of road crashes during the year compared to the previous year.

Figure 14: Number of Claimants Evacuated by level of Support

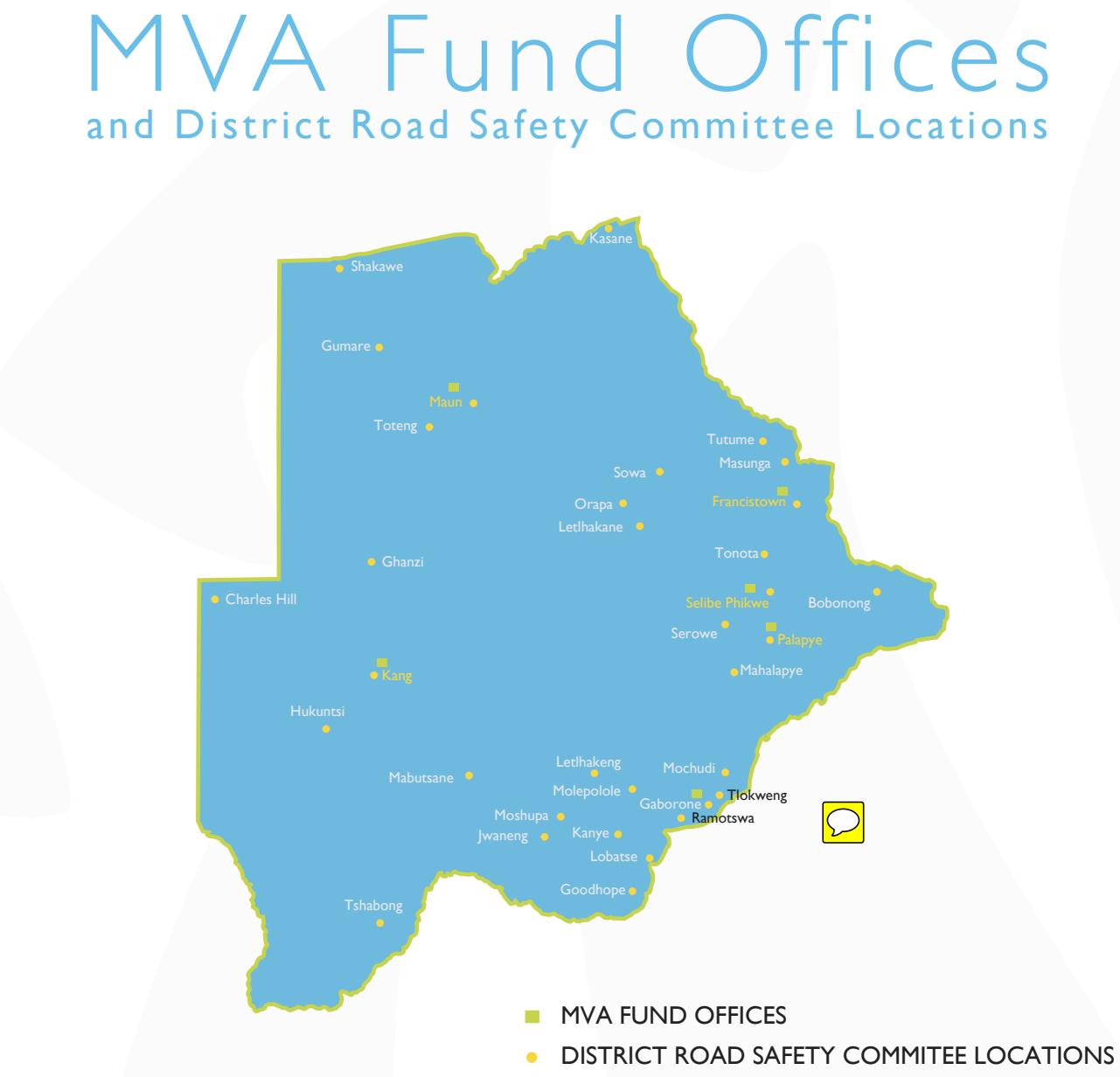


Source: MVA Fund Database

6.3 Geographic Foot Print of the Fund

The MVA Fund has a total of seven (7) offices; including two (2) mobile offices, across the country. These offices are strategically spread to improve accessibility to customers. The two mobile offices cover mainly villages far away from MVA Fund offices and one mobile office covers the northern part of the country while the other focuses on the southern part. Below is pictorial geographic of the offices.

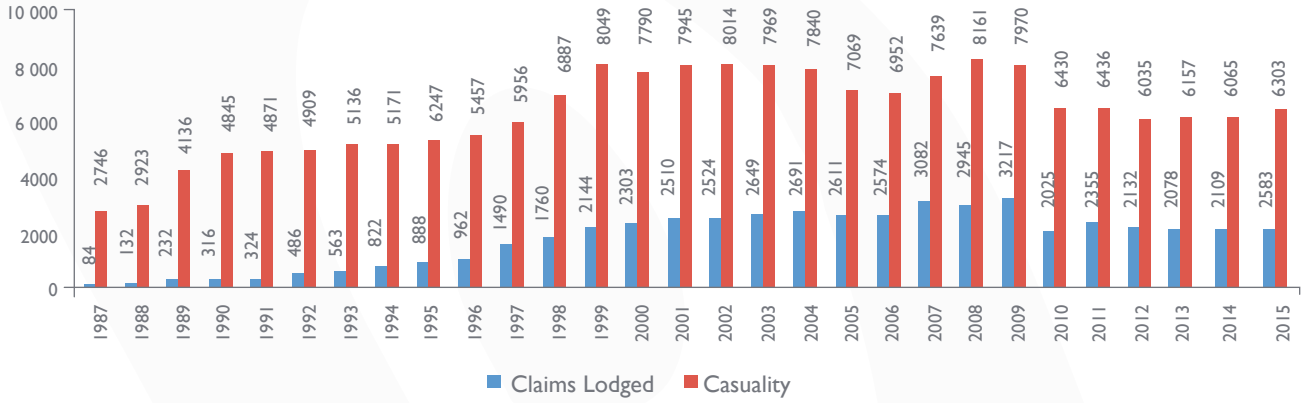
Figure 15: MVA Fund Offices and Support Structures



6.4 Claims Lodged with MVA Fund (1987-2015)

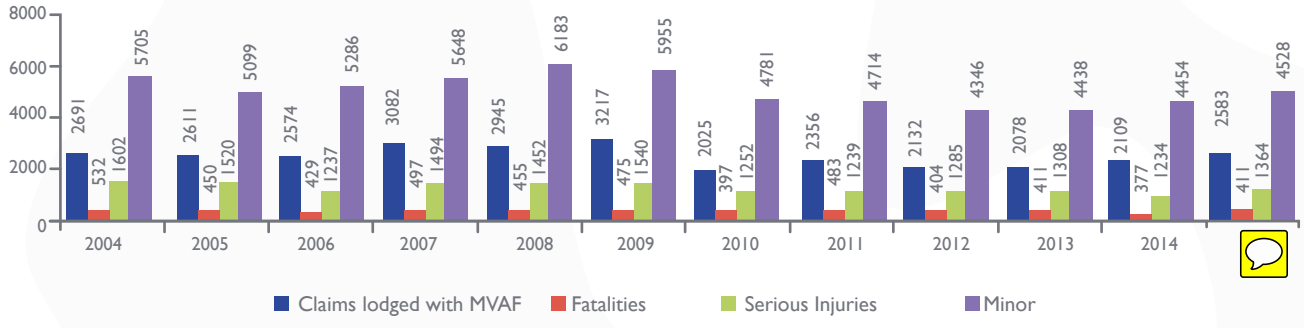
All road users who are involved in road crashes are illegible to lodge claims for assistance from the MVA Fund in terms of the MVA Fund Act. The total number of claims lodged with MVA Fund since 1987 to end of 2015 was 50592. These claims were from a total of 181 108 casualties within the same period. This translates to 28.0% of claims lodged against total casualties for the period. The annual claims lodged with MVA Fund are less than 50.0% of annual recorded casualties. Taking into account that the MVA Fund Act changed in 2007 to accommodate all road crash victims, the numbers of claims lodged per annum is slightly low. The reasons for the low number of claims lodged might be that most car crash victims receive medical assistance at government hospitals therefore they might think it's not necessary to lodge claims with MVA Fund and the other reason might be that majority of car crash victims who sustain minor injuries do not lodge claims because they feel they have recovered especially those who sustained minor injuries. In 2015 the proportion of claims lodged with the Fund stood at 41% against 6303 reported casualties compared to 34.8% out of 6 065 casualties in 2014, an increase of 6.2% compared to 2014.

Figure 16: Claims Lodged with MVA Fund and Total Casualties (1987-2015)



Source: MVA Fund Database

Figure 17: Claims Lodged and Casualties (Fatalities, Serious Injuries, Minor Injuries) – (2004-2015)



Source: MVA Fund Database

6.5 Total Reserves and Payments 2009 – 2015

The Fund makes a provision to settle various claims in future as and when they become due. During the year under review, there was a large increase in the total amount reserved from P105.9 million to P153.7 million. The increase was mainly due to the increase in medical undertaking reserves from P87.0 million in 2014 to P121.8 million in 2015 and Loss of Support reserves from P16.1 million to P29.3 million. The increase in medical undertaking reserves was mainly due to the increase in the number of claims lodged and medical expenses costs. The Fund paid P74.0 million for all the claims during the year, at an increase from P60.3 million paid in 2014.

Figure 18: Reserves by Benefit Type (BWP millions)

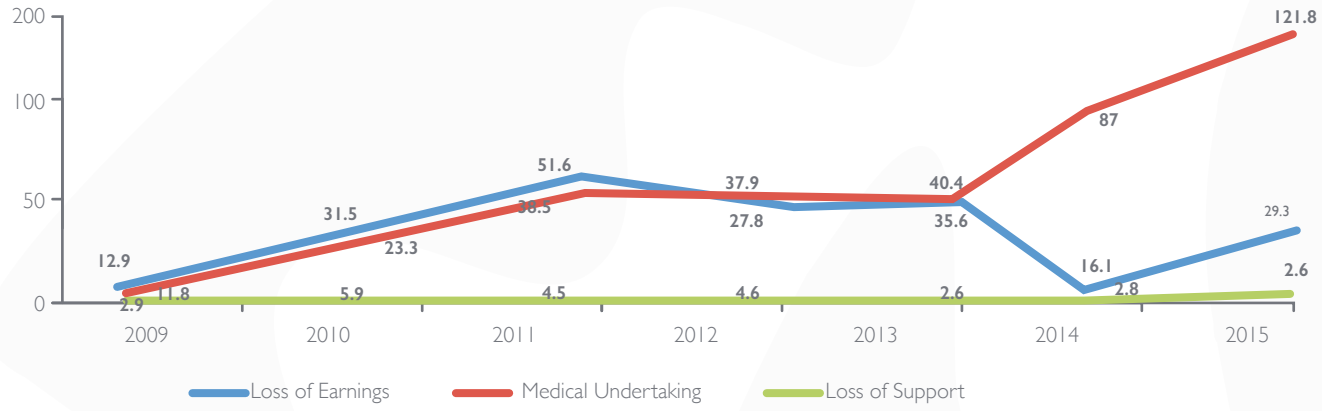
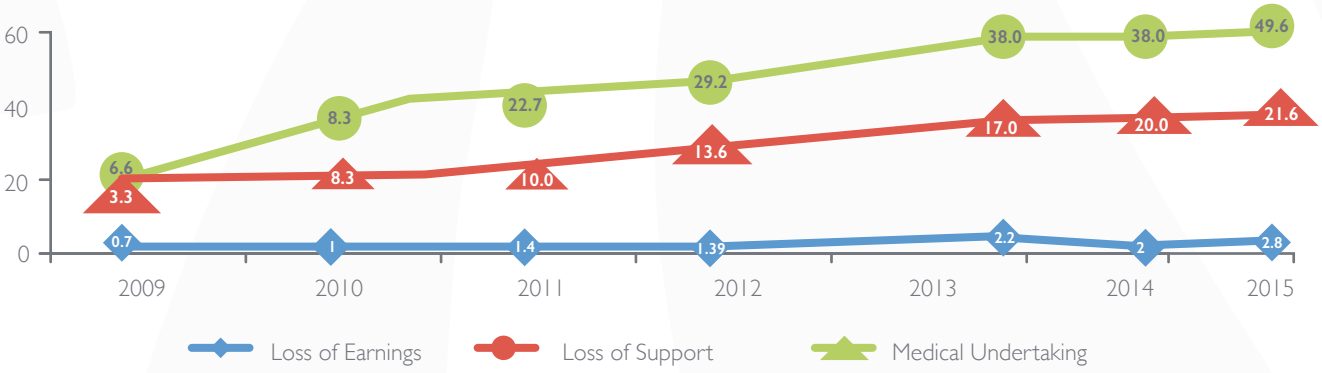


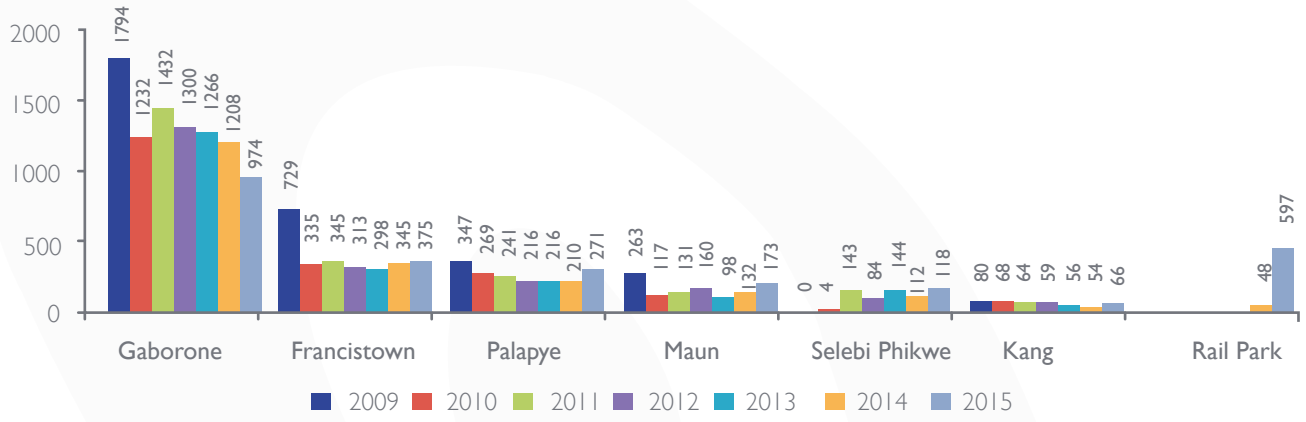
Figure 19: Payments by Benefits Type (BWP millions)



6.6 Total Claims Lodged by MVA Fund Office

The analysis below shows the number of claims lodged at MVA Fund offices for the past seven (7) years, 2009 to 2015. Gaborone office received the highest number of claims during the period than other offices followed by Rail Park Office. All MVA Fund offices experienced increases in the number of claims lodged during the year 2015 when compared to 2014 and this is in line with the number of recorded casualties during the year. The Francistown Office experienced an increase of 30 claims from 345 to 375, Maun office experienced an increase of 41 claims from 132 to 173 , Kang office claims increased from 54 to 66 while Selebi Phikwe claims increased by 6 from 112 to 118 between 2014 and 2015.

Figure 20: Claims Lodged with MVA Fund Offices (2009-2015)



6.7 Claimants by Region

Table 24 below shows the distribution of claims lodged with the Fund from 2009 to 2015. The number of claims received from the Gaborone region was the highest for all the years during the seven year period. The other regions with high number of claims received were Francistown, Tutume, Mahalapye and Letlhakane. The 2015 claims data shows that Tutume, Mahalapye and Letlhakane experienced significant increases in the number of claims received between 2014 and 2015. Areas with significant drops on claims received in 2015 were Tsabong , Ghanzi and Maun. The table further shows that the total number of claims lodged with MVA Fund increased by 22.5% between 2014 and 2015.

Table 23: Claimants by Regions (2009-2015)

	Year							% Changes					
Regions	2009	2010	2011	2012	2013	2014	2015	(2009/2010)	(2010/2011)	(2011/2012)	(2012/2013)	(2013/2014)	(2014/2015)
Gaborone	883	615	731	754	716	710	782	-30.4	18.9	3.1	-5.0	-0.8	10.1
Francistown	434	190	274	239	212	284	266	-56.2	44.2	-12.8	-11.3	34.0	-6.3
Molepolole	188	140	124	105	99	108	168	-25.5	-11.4	-15.3	-5.7	9.1	55.6
Kanye	187	138	126	132	112	104	174	-26.2	-8.7	4.8	-15.2	-7.1	67.3
Maun	182	104	107	152	112	138	116	-42.9	2.9	42.1	-26.3	23.2	-15.9
Selebi Phikwe	157	81	158	103	127	102	127	-48.4	95.1	-34.8	23.3	-19.7	24.5
Lobatse	149	83	79	95	91	69	134	-44.3	-4.8	20.3	-4.2	-24.2	94.2
Mochudi	129	91	128	79	84	75	124	-29.5	40.7	-38.3	6.3	-10.7	65.3
Serowe	127	82	92	67	93	70	94	-35.4	12.2	-27.2	38.8	-24.7	34.3
Palapye	184	124	89	86	95	78	99	-32.6	-28.2	-3.4	10.5	-17.9	26.9
Mahalapye	154	95	101	90	57	61	145	-38.3	6.3	-10.9	-36.7	7.0	137.7
Tutume	99	42	44	27	33	35	93	-57.6	4.8	-38.6	22.2	6.1	165.7
Ramotswa	58	37	64	27	46	37	55	-36.2	73.0	-57.8	70.4	-19.6	48.6
Tsabong	74	61	82	65	62	134	43	-17.6	34.4	-20.7	-4.6	116.1	-67.9
Letlhakane	94	57	56	6	61	30	70	-39.4	-1.8	-89.3	916.7	-50.8	133.3
Ghanzi	46	34	50	29	44	38	26	-26.1	47.1	-42.0	51.7	-13.6	-31.6
Kasane	27	7	17	19	12	12	25	-74.1	142.9	11.8	-36.8	0.0	108.3
Foreign	45	44	34	57	22	24	42	-2.2	-22.7	67.6	-61.4	9.1	75.0
Total	**3217**	**2025**	**2356**	**2132**	**2078**	**2109**	**2583**	**-37.1**	**16.3**	**-9.5**	**-2.5**	**1.5**	**22.5**

66.8 Monthly Claims Lodged with MVA Fund by Office

As indicated in paragraph 6.7 above, Gaborone office received the most claims lodgments than the other MVA Fund Offices followed by Francistown and Palapye. Monthly claims lodged did not vary significantly between months, safe for the months of October and December. In December claims lodged went up mainly because car crashes go up during the holiday period as many people travel to various destinations , and this trend would usually be observed in the high number of claims lodged in January, as people would be returning from the holidays.

Table 24: Monthly Claims Lodged with MVA Fund by Offices 2009– 2015

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
	2014	121	88	93	102	105	102	115	91	99	108	90	94	1208
	2015	74	102	78	68	68	102	92	76	80	88	81	65	974
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
	2014	22	34	16	28	31	27	34	31	19	38	26	39	345
	2015	37	24	39	33	30	34	18	24	20	44	32	40	375
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
	2014	15	16	8	16	8	12	19	19	18	24	15	40	210
	2015	18	29	27	22	23	21	17	18	26	31	19	20	271
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
	2014	8	11	10	14	14	14	9	13	10	16	7	6	132
	2015	7	13	19	5	17	6	13	16	17	25	23	12	173
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
	2014	4	6	11	4	10	12	10	8	16	13	8	10	112
	2015	11	7	10	11	14	17	13	5	5	10	1	14	118
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
	2014	4	3	6	2	1	3	7	2	6	9	6	5	54
	2015	6	6	4	3	4	3	2	0	22	8	6	2	66
Rail Park	2014	0	0	0	0	0	0	0	0	0	0	16	32	48
	2015	26	24	43	38	40	36	55	70	69	62	67	67	597
Mobile Office	2015	0	1	1	3	2	0	0	0	0	2	0	0	9

Note: Rail Park office was opened in November 2014 while 1 mobile office was in operation in 2015

6.9 Right of Recovery

The MVA Fund Act of 2007 from which the Fund derives its mandate, permits the Fund in some instances to recover the money it has paid out as compensation from negligent drivers. Section 30, of the Act, gives the Fund the right to recover 'such sum from the person who caused the vehicle accident giving rise to the claim[s] in question'. The said section outlines instances in which such right of recourse shall arise.

They are;

i. Where one causes an accident by driving under the influence of alcohol,
ii. driving recklessly,
iii. driving a vehicle without being a holder of a valid driver's licence,
iv. driving a defective vehicle and such a defect causes or contributes to the accident,
v. driving a stolen vehicle knowingly or when one ought to have known that it was stolen and lastly
vi. being an owner, lawful possessor or custodian of a vehicle, one permits that vehicle to be driven in any of the circumstances set out above.

Table 25 below shows the Funds collections by year and month. The Fund collected P511 778.00 in 2015, which is an decrease compared to P528 229.00 in 2014. The highest collection was in August with a total collection amount of P77 005. Since 2006 the trend for collections has not been a consistent one, and this is due to offenders changes in living standard, whether for the better or worse. This impacts collections as it affects the amount one would be able to commit on a monthly basis.

Table 25: Right of Recovery Collections by year (BWP)

Month	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	38789	25253	13020	8109	17303	26194	20905	40000	26900	42274
February	23320	22056	18654	12848	39244	50674	38161	30471	30708	33090
March	20404	38675	25995	13613	30179	25725	39249	26731	36109	43909
April	56272	25288	42330	8680	14849	38775	36899	36413	32954	31728
May	23562	23229	28661	21189	17049	29136	43495	41924	57826	37020
June	15987	23076	30990	30940	19085	705.45	56535	36150	34273	37670
July	51137	15547	42461	10843	36159	105320.15	44308.28	43448	41254	28075
August	27022	20063	15806	5026	63989	49306.01	49966.14	43268	57287	77005
September	39075	26534	16641	8530	25896	31976	54583.6	23855	50850	44935
October	46444	20399	16354	39795	27132	24513.8	47844.28	43225	73900	41262
November	29498	21783	29236	17901	62144	51996.53	44500.14	30640	39700	47905
December	40144	12449	25613	18792	21418	52371.8	35904.14	27630	46468	46905
Total	**411654.00**	**274352.00**	**305761.00**	**196266.00**	**374447.00**	**422741.74**	**512350.58**	**423755.00**	**528229.00**	**511778.00**

Section 7: MVA Fund Road Safety Initiatives in 2015

Public Education continues to be the main tool to disseminate information to road users. The Fund continues to strike opportunities and leverage on events and activities that presents the platform to share information with the public. In our quest to keep our message delivery interesting and non-monotonous, the Fund continues to come up with new innovative ways of how to keep target audiences and groups interested in road safety. Innovation in the field of Public Education assists with the effective conveyance of the messages to the intended people.

These include;

- The use of the Mobile Children Traffic School
- The community Road Safety Grant Scheme
- Youth Road Safety Clubs
- Road Side Educational Campaigns
- Participation at Fairs and Exhibitions
- As well as the Ambassador Programme.

7.1: Public Education and Publicity of the Fund

7.1.1 Mobile Children Traffic School

The promotion of child safety through the Mobile Children Traffic School continues to remain one of the key road safety initiatives. The mobile children traffic school is used to spread the road safety messages to children across different parts of the country through edutainment.

7.1.2 Road Safety Media Campaigns

The Fund continues to reach out to the public through different media such as print, radio and television which have proven to be efficient and effective in delivering road safety messages. In 2015 the Fund developed and implemented the Public Relations Media Plan. The Plan ensured that there was adequate media coverage for all major road safety campaigns.

Outreach Programme for Special Groups

The Fund categorises the elderly, those living with disabilities and children as Special Groups. The vulnerability of these people compelled the Fund to design road safety programmes that will fit their needs, especially as groups that are involved in road crashes. The Fund reaches out to these groups through various events. Such events include the annual Consumer Fair, which attracts magnitudes of people particularly children, school orientations as well as the Mobile Children Traffic School tours. These various efforts promote child safety. Annual stakeholder forums also provided a platform for the Fund to interact with these groups in different villages. The Fund also caters for people living with disabilities in its outreach programmes. During the year under review, the Fund ensured that its television adverts were interpreted in sign language to cater for people who have hearing impairment. In addition, the Fund developed and distributed a braille brochure on 'How to Get Help from MVA Fund' for people who are visually challenged.

Public Holiday Traffic Safety Campaigns

The road side educational campaigns continue to be an important approach of promoting road safety. The Fund in collaboration with the Botswana Police Service, Department of Road Transport and Safety, and District Road Safety Committees disseminated road safety information to the general public travelling to various destinations across the country during public holidays. The traffic safety campaigns target periods which incite mass travelling among the public such as the public holidays and national social activities. During the year 2015, the Fund took part in such roadside educational safety campaigns over public holidays at strategic locations along the main corridors- the A1, A2, A3, A10 and A12 roads. Through these campaigns about 70 000 people were interacted with and given road safety messages.

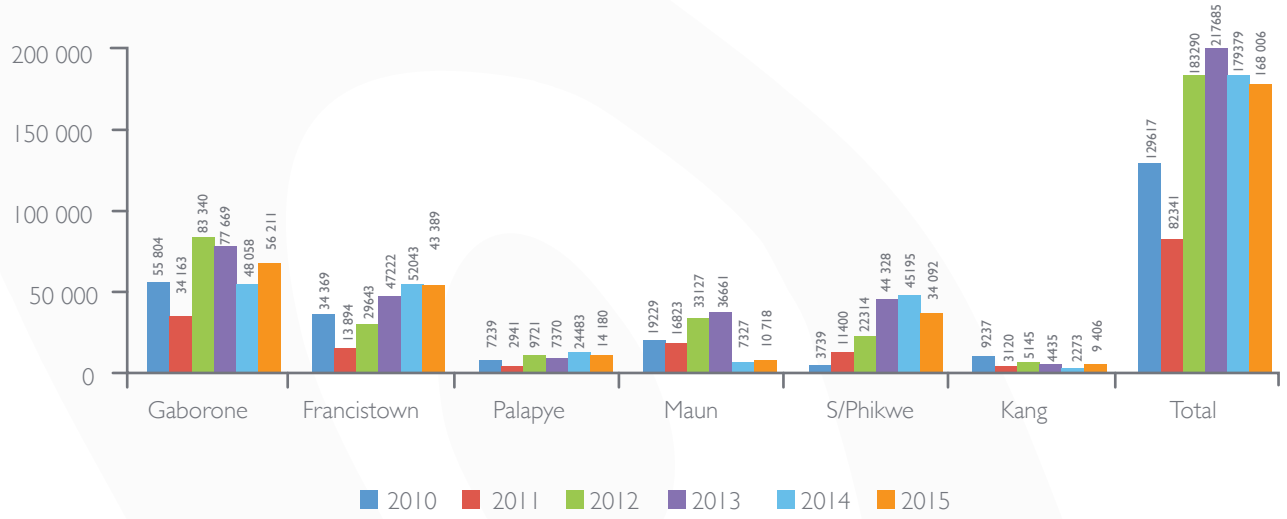
Out Of School Youth Road Safety Clubs

The Fund promotes and supports the formation of out of school youth road safety clubs with the objective of cultivating road safety awareness among young people. At the end of 2015, the Fund maintained its partnerships with the thirteen (13) out of school road safety clubs nationwide that previously registered with the Fund. With these clubs, it is hoped that young road users will be able to teach their peers about road safety issues. The Fund has planned to promote the establishment of at least seven (7) new clubs in the year 2016 across the country to ensure coverage in all districts especially those which are affected mostly by road traffic crashes.

Road Safety Ambassador Program

The Fund upholds the principle that road safety is a community issue hence communities ought to be brought on board. The Fund has therefore introduced a Road Safety Ambassador programme, which is a programme by which the Fund partners with certain individuals at district levels who are interested in collaborating with the Fund as its representatives to promote road safety. In 2015, the Ambassadors were identified during a beauty pageant exercise through District Agricultural Shows. As a result, a total of ten (10) Road Safety Ambassadors were identified who shall be leading various road safety projects within their communities. The Ambassadors were inducted in order to equip them with the necessary basic skills of developing effective road safety projects.

Figure 21: People interacted with by MVA Fund offices (2010-2015)



Section 8: Conclusion

The 2015 Crash and Claims Report has indicated that total annual recorded crashes have been declining between 2000 and 2014 but increased between 2014 and 2015. Total number of recorded crashes in 2015 was 17654, which is an increase of 1013 compared to the 16641 crashes in 2014. Of the annual total recorded crashes, 329 of them were fatal crashes resulting in 411 fatalities. Fatality rate in 2015 increased by 9.0% compared to the year 2014, as fatalities increased from 377 to 411.

The report indicates that during the year 2015, key road safety performance indicators went up compared to 2014, fatalities per 100 000 vehicles went up from 17.6 in 2014 to 18.8 in 2015 while claims/1000 vehicles increased from 3.8 in 2014 to 4.3 in 2015.

In terms of police districts with the highest number of crashes, for the past ten years those have been recorded in Gaborone West, Gaborone, Serowe, Kutlwano and Kanye Districts. 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). The trends also show that road crashes affect mainly the youth within the age range of 21-55 years. In 2015 they accounted for 75.7% of people killed in road crashes during the year while between 2006 and 2015 they accounted for 72.4%.

Total Claims lodged with MVA Fund increased between 2014 and 2015. The results depicted that the majority of people involved in road crashes are male. The Fund will continue to come up with interventions that are specific to road user groups and industry specific to reduce road crashes.

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 legislation and enforcement be intensified. Road safety education and awareness shall be continued in order to influence behavior change and infrastructure with more safety features must be introduced. Capacity building in road safety research and development must be done to inform evidence based road safety programs.

Annexure

Figure 1: Vehicle registered by Stations– 2010- 2015

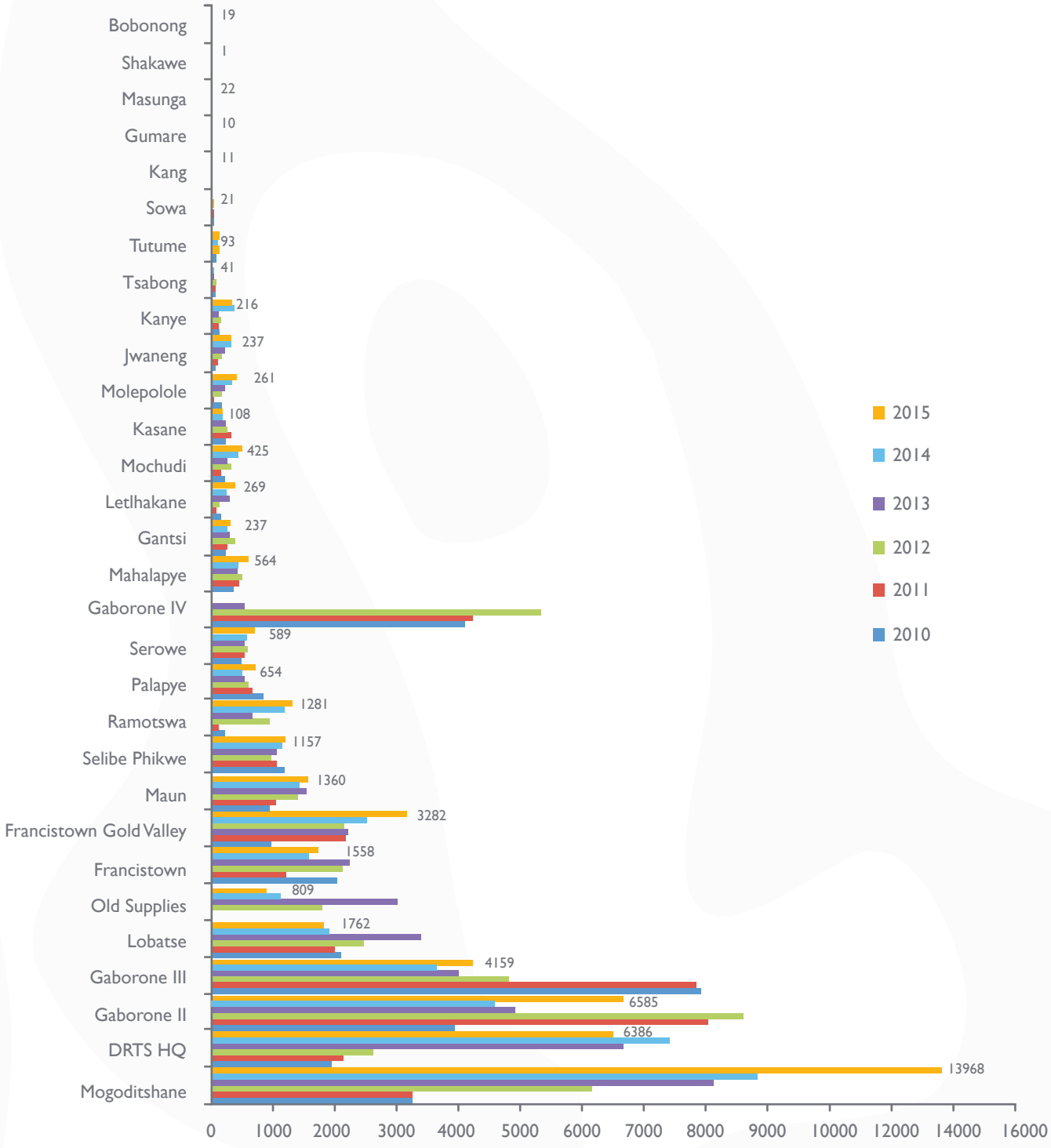


Table 1:Vehicle registered by Stations (2010- 2015)

Station	1995 - 2009	2010	2011	2012	2013	2014	2015	TOTAL
DRTS Hq	70869	1962	2144	2628	6666	7615	6386	98270
Kanye	7159	148	125	168	112	249	216	8177
Palapye	7474	857	670	617	561	556	654	11389
Maun	12670	938	1058	1393	1544	1370	1360	20333
Lobatse	19966	2111	2001	2489	3404	1755	1762	33488
Mahalapye	8564	384	441	513	453	489	564	11408
Tsabong	1472	63	63	74	43	31	41	1787
Kasane	2361	246	317	247	252	192	108	3723
Molepolole	4215	172	46	174	215	318	261	5401
S/Phikwe	18142	1185	1060	977	1071	1120	1157	24712
Letlhakane	3631	163	86	132	292	258	269	4831
Serowe	7338	484	541	597	546	618	589	10713
Ramotswa	3955	228	127	928	694	1262	1281	8475
Mochudi	5232	218	155	330	252	435	425	7047
F/Town	39941	2033	1220	2108	2238	1606	1558	50704
Gantsi	2627	248	257	376	307	256	237	4308
Gaborone II	83575	3958	8052	8606	4922	5558	6585	121256
Tutume	1759	85	33	29	29	55	93	2083
Kang	62	9	7	9	20	14	11	137
Bobonong	660	30	6	2	4	9	19	730
Sowa	167	48	31	18	21	31	21	337
Jwaneng	607	88	98	152	212	227	237	1621
Gumare	62	11	11	10	17	16	10	137
Gaborone III	35940	7930	7838	4815	3987	3217	4159	67886
Mogoditshane	24151	3254	3217	6163	8137	9982	13968	68872
Masunga	-	14	9	9	16	20	22	90
Shakawe	-			2	9	12	1	24
Gaborone IV	-	4119	4243	5351	544	-	-	14257
F/Town G/ Valley	-	963	2188	2218	2137	3308	3282	14096
Old Supplies	-	-	-	1803	3035	888	809	6535
Total	**362599**	**31949**	**36044**	**42938**	**41740**	**41467**	**46085**	**602822**

Source: Department of Road Transport and Safety

Figure 2 : Claimants By Regions (1987 - 2015)

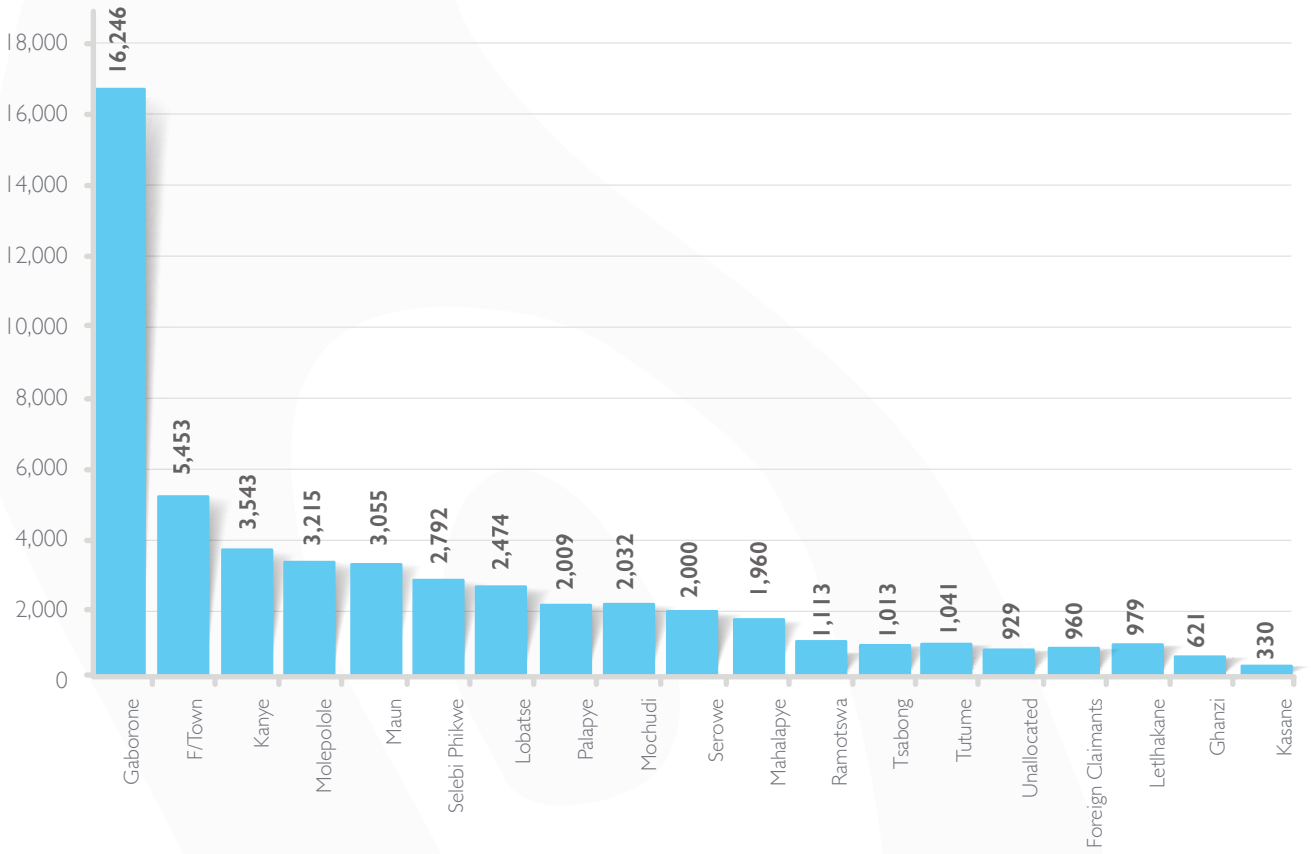
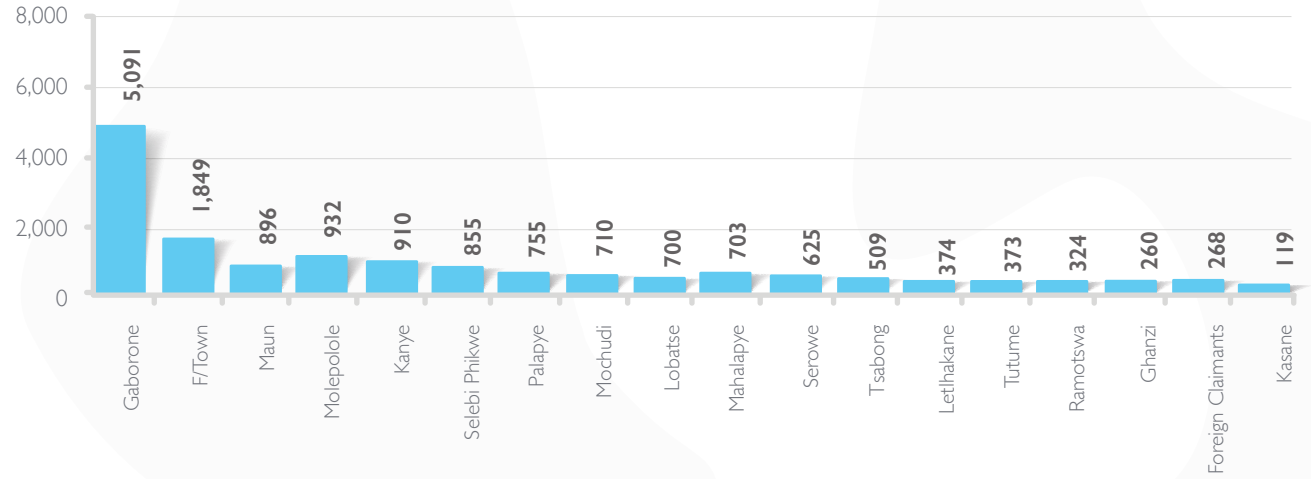


Figure 3 : Claimants By Regions (2009 - 2015)



Claimants by Villages

Figure 4: Gaborone Region Claimants by Villages (1987-2015)

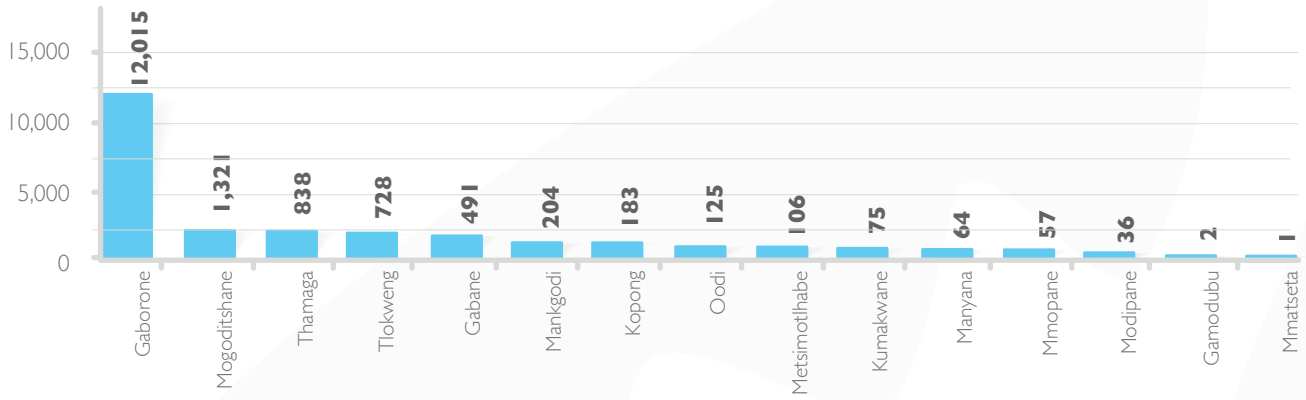


Figure 5: Francistown Region Claimants by Villages (1987-2015)

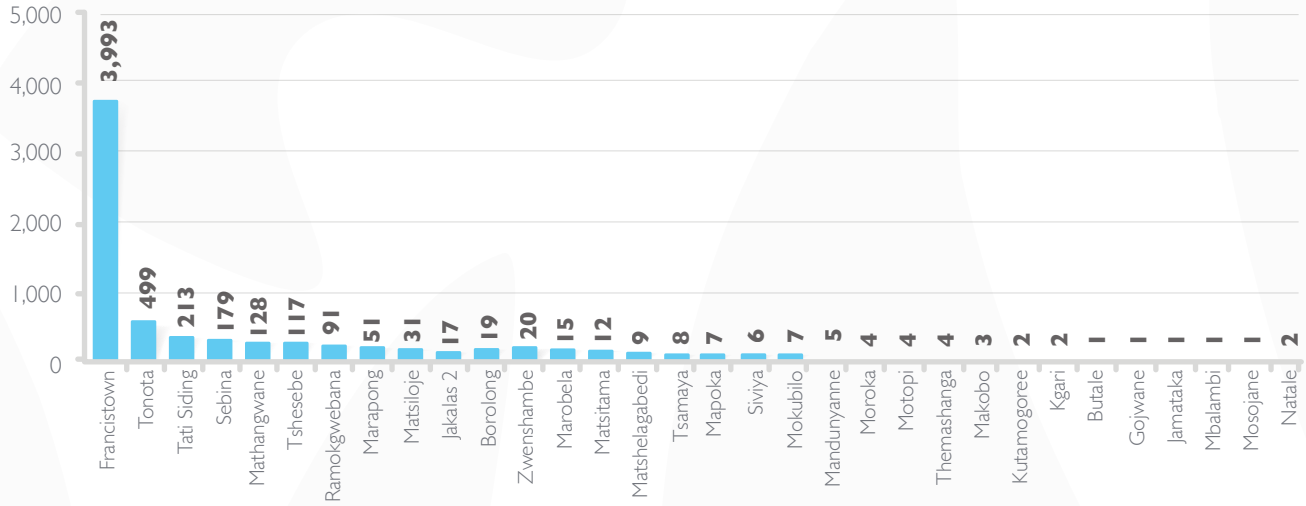


Figure 6: Molepolole Region Claimants by Villages (1987-2015)

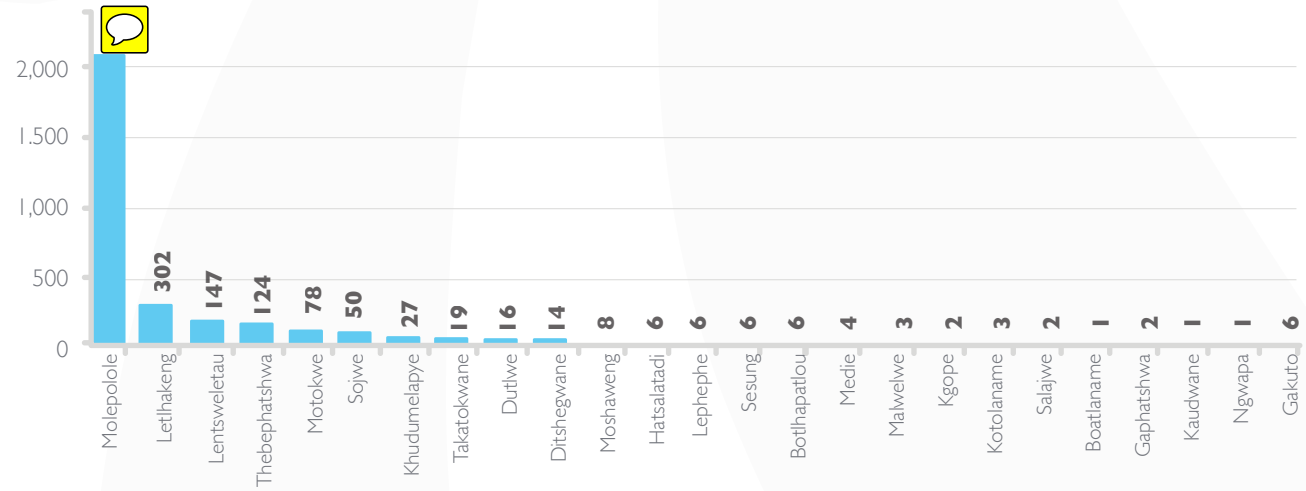


Figure 7: Kanye Region Claimants by Villages (1987-2015)

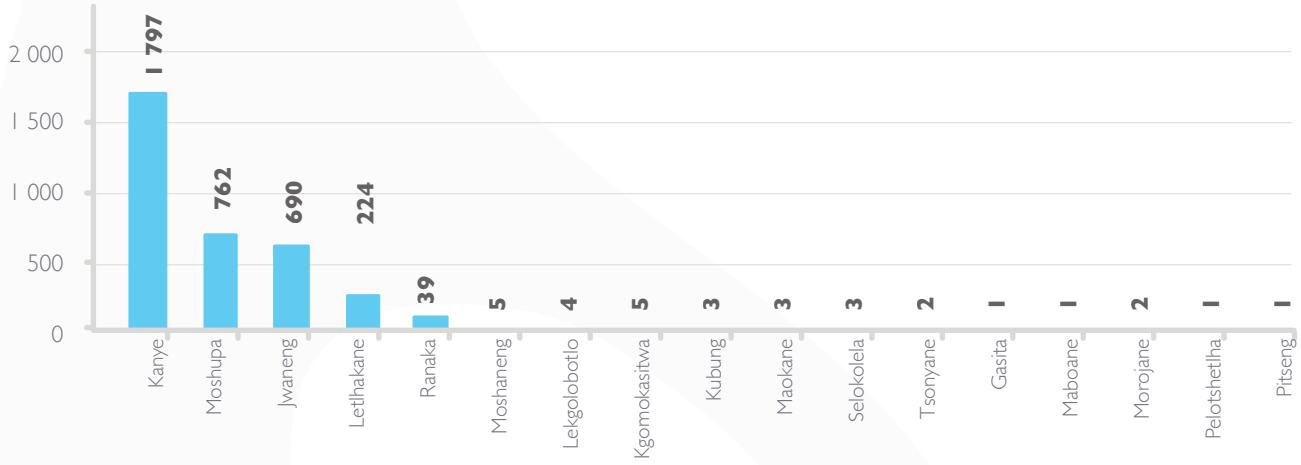


Figure 8: Maun Region Claimants by Villages (1987-2015)

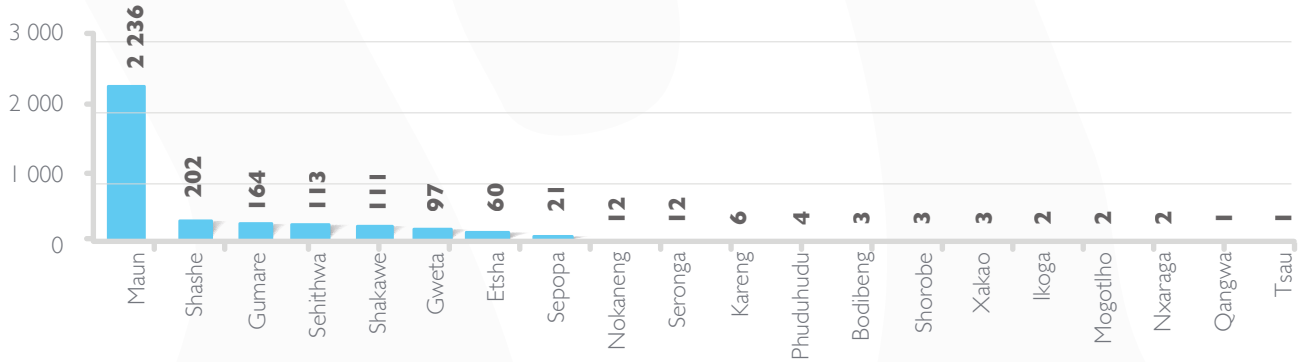


Figure 9: Selibe Phikwe Region Claimants by Villages (1987-2015)

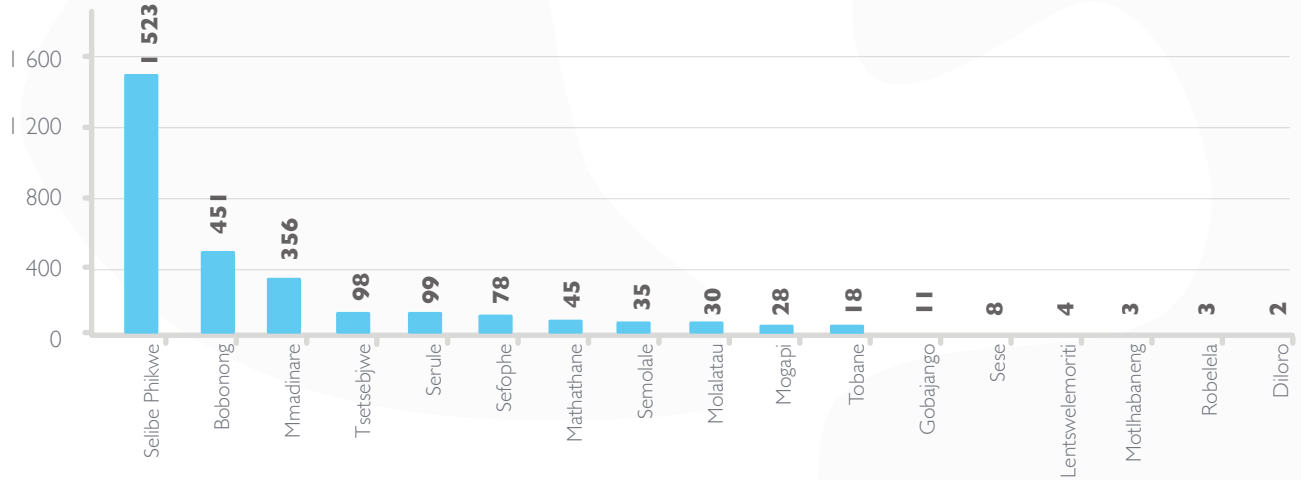


Figure 10: Lobatse Region Claimants by Villages (1987-2015)

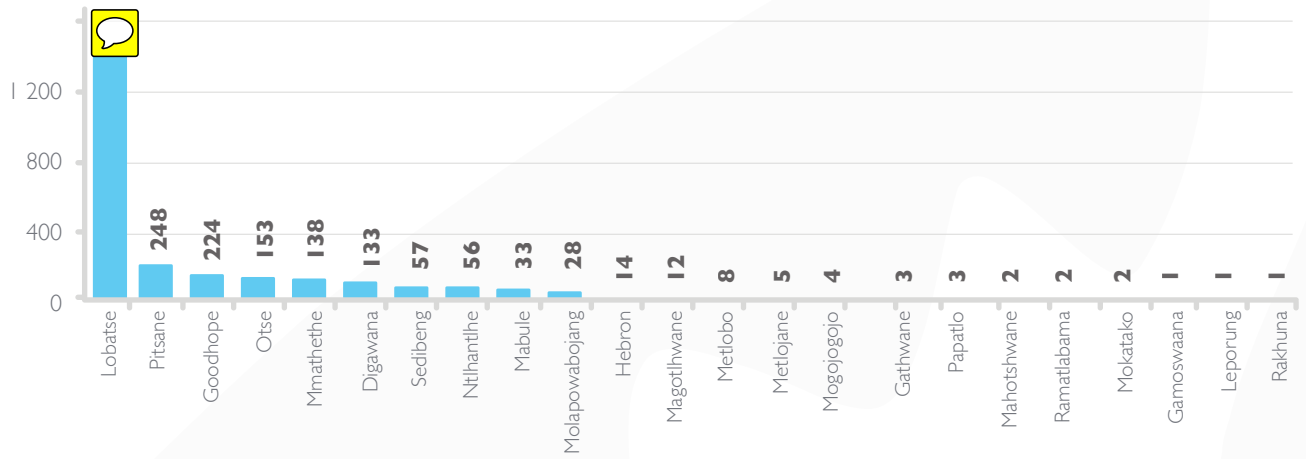


Figure 11: Mochudi Region Claimants by Villages (1987-2015)

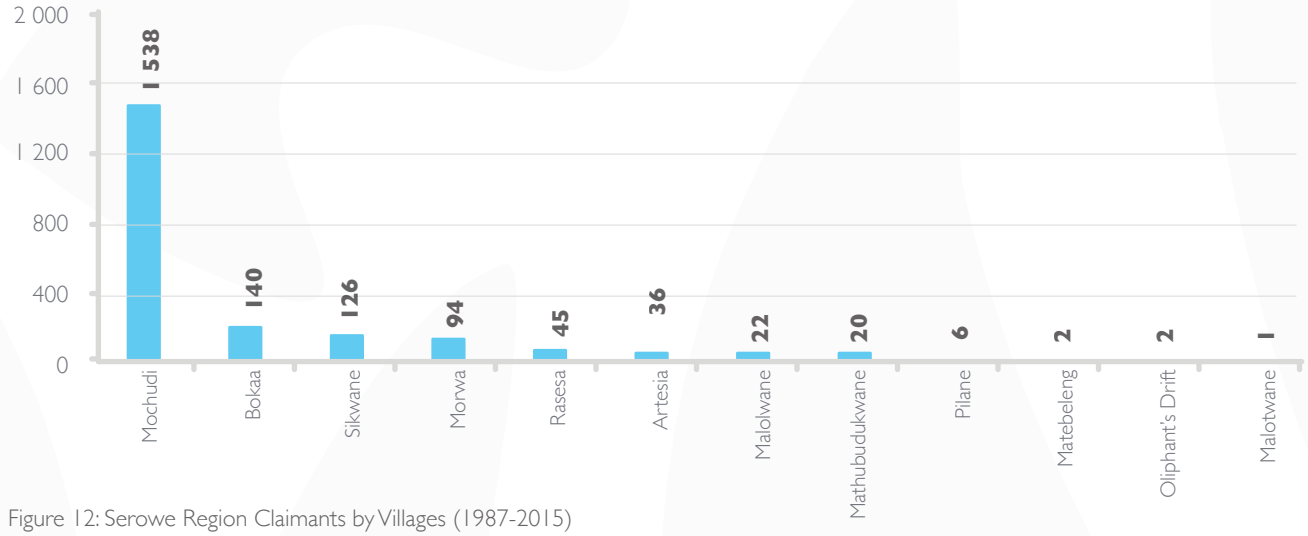


Figure 12: Serowe Region Claimants by Villages (1987-2015)

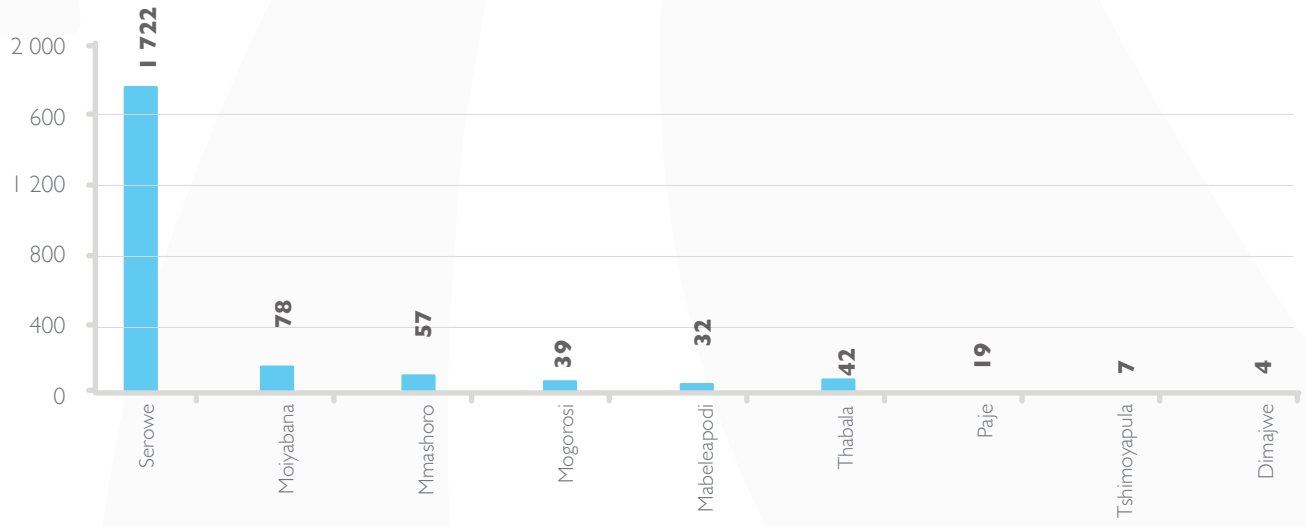


Figure 13: Palapye Region Claimants by Villages (1987-2015)

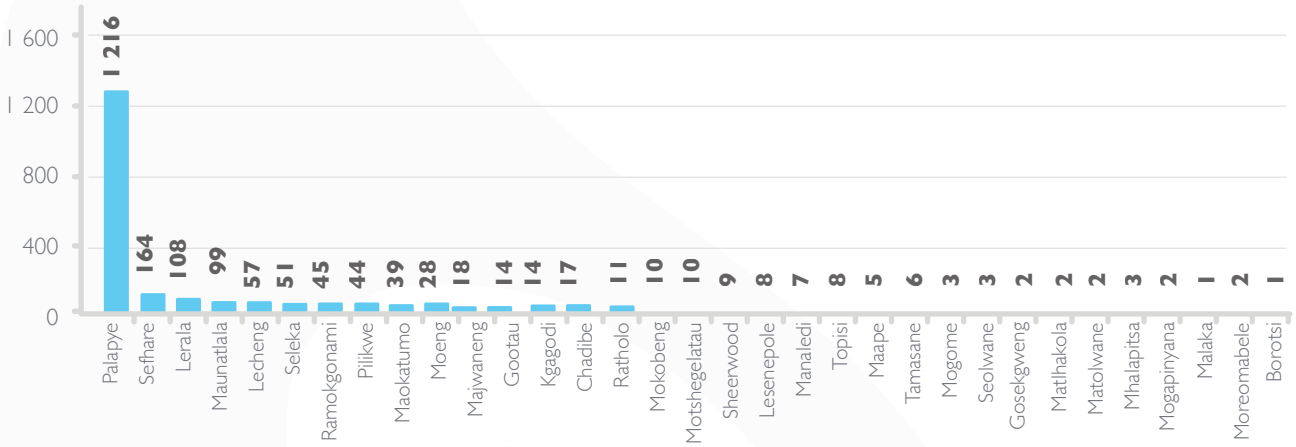


Figure 14: Mahalapye Region Claimants by Villages (1987-2015)

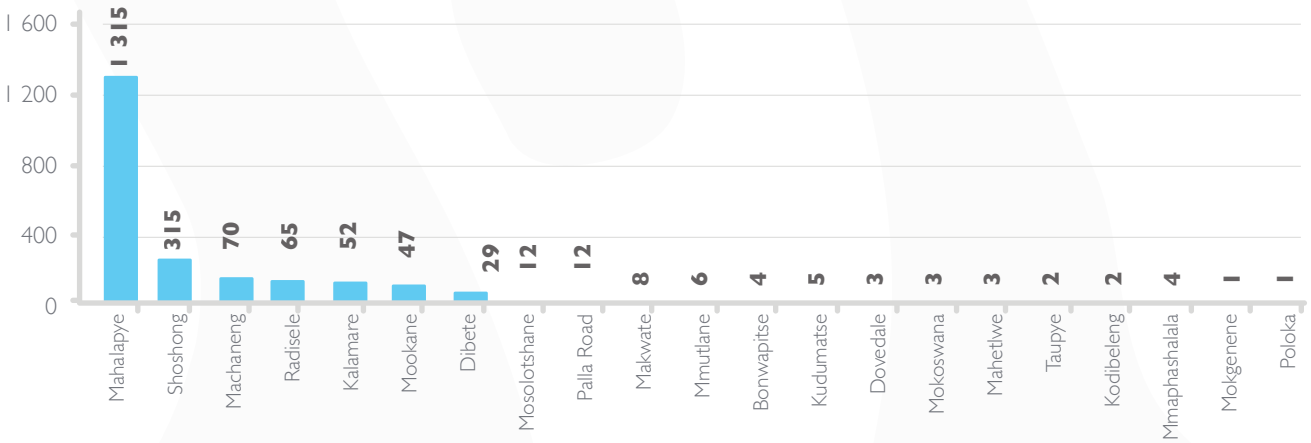


Figure 15: Tutume Region Claimants by Villages (1987-2015)

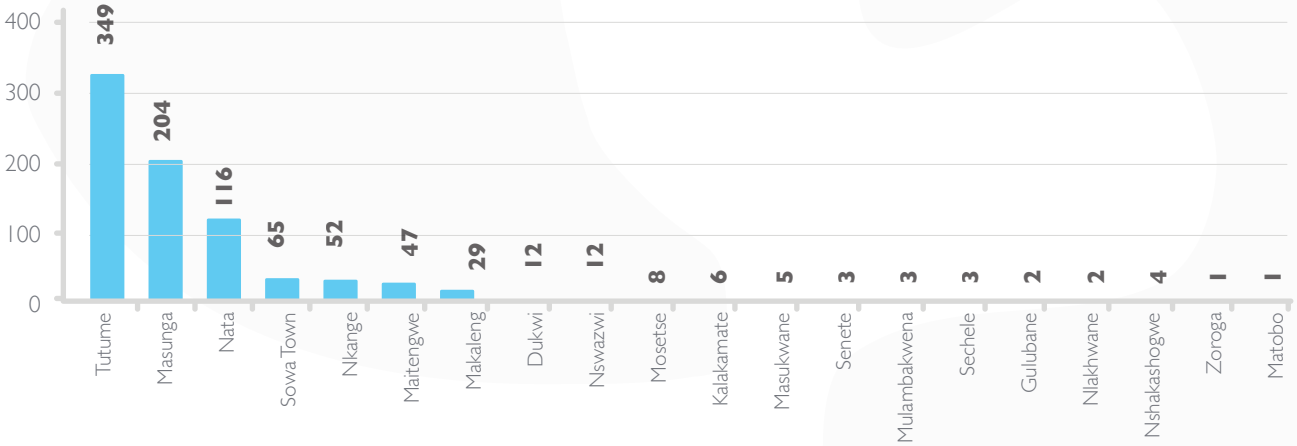


Figure 16: zzzRamotswa Region Claimants by Villages (1987-2015)

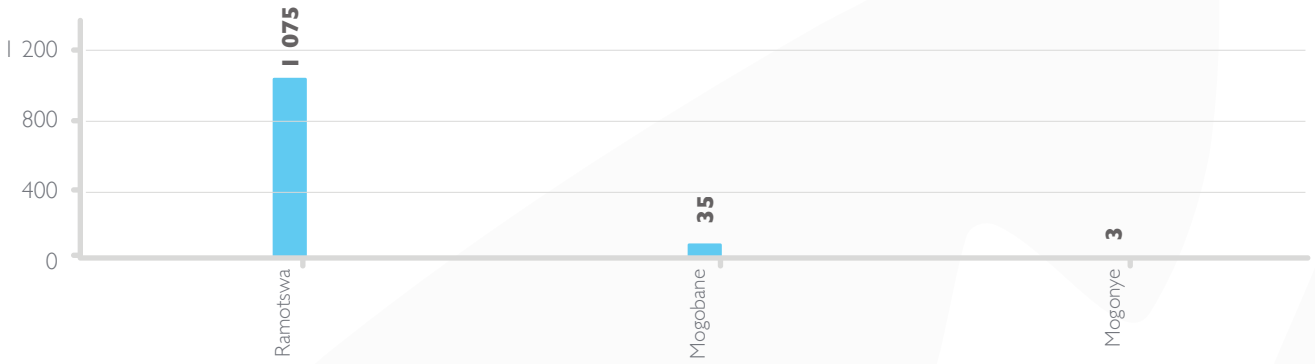


Figure 17: Tsabong Region Claimants by Villages (1987-2015)

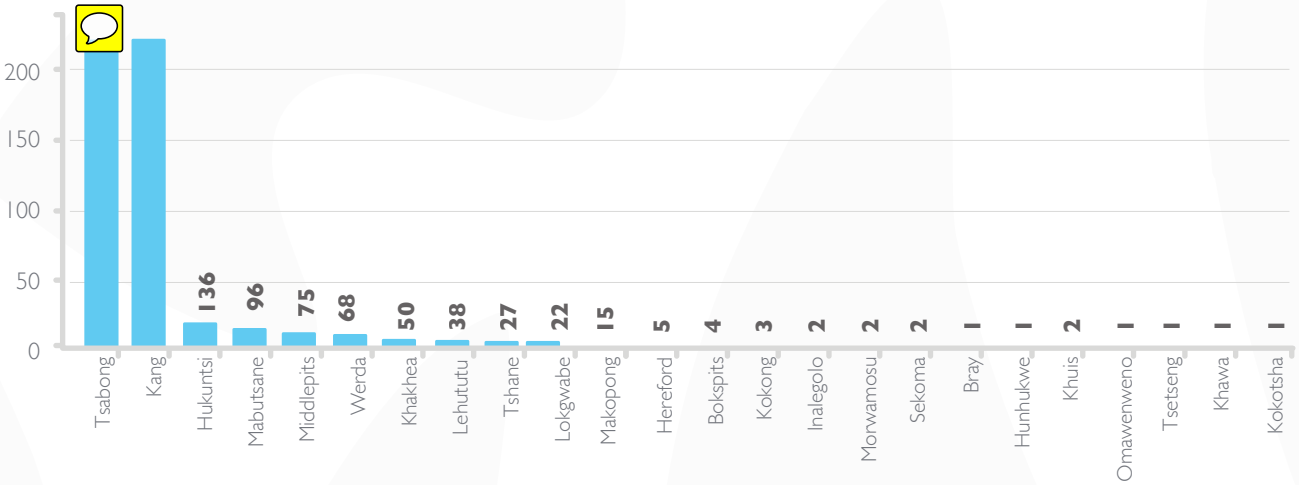


Figure 18: Letlhakane Region Claimants by Villages (1987-2015)

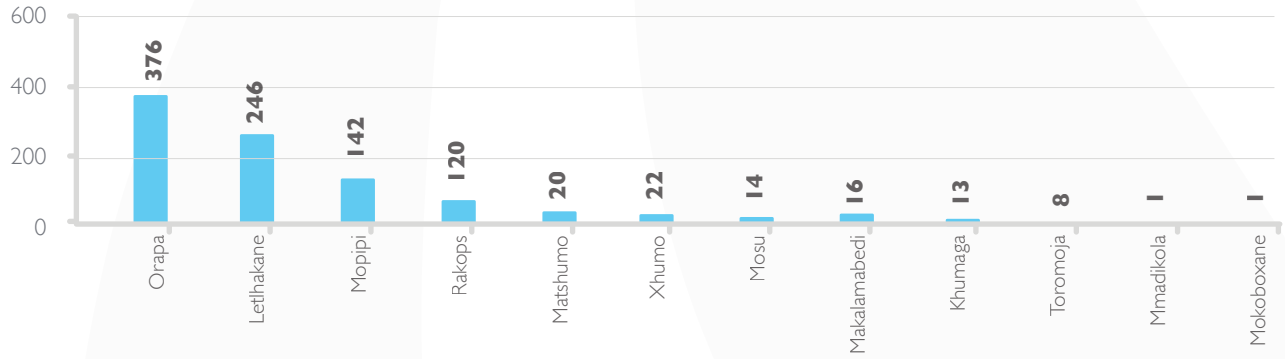


Figure 19: Ghanzi Region Claimants by Villages (1987-2015)

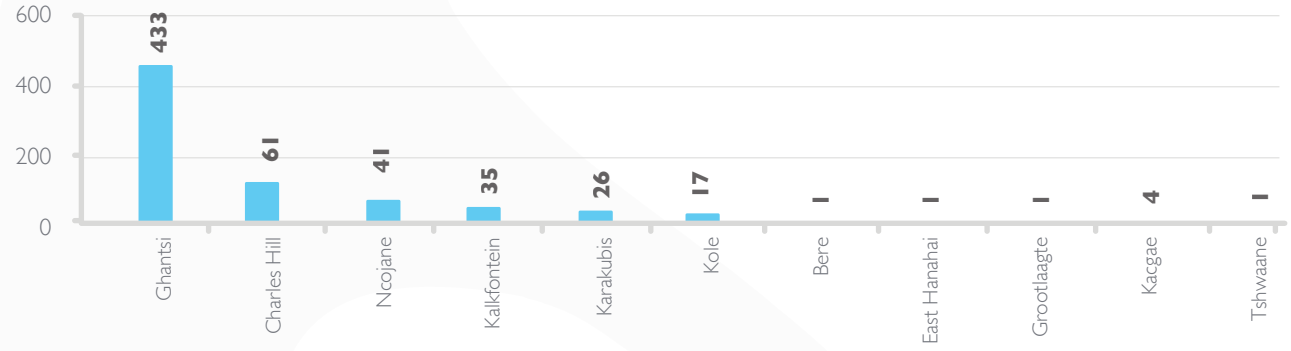


Figure 20: Kasane Region Claimants by Villages (1987-2015)

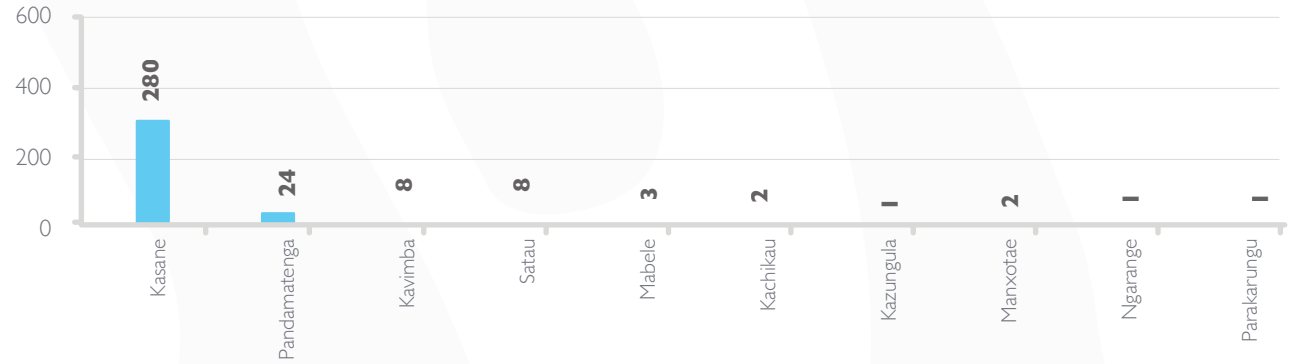


Figure 21: Foreign Claimants by Country of origin (1987-2015)

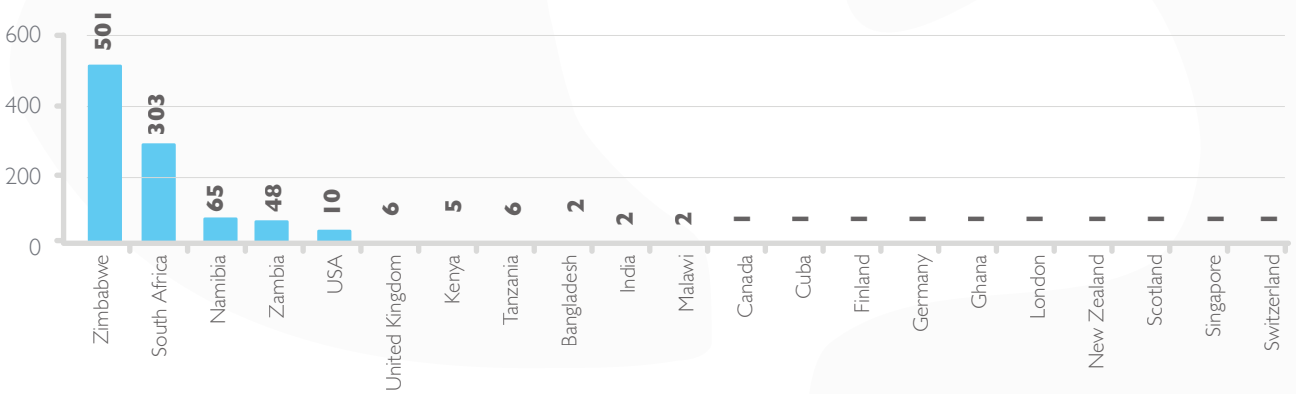
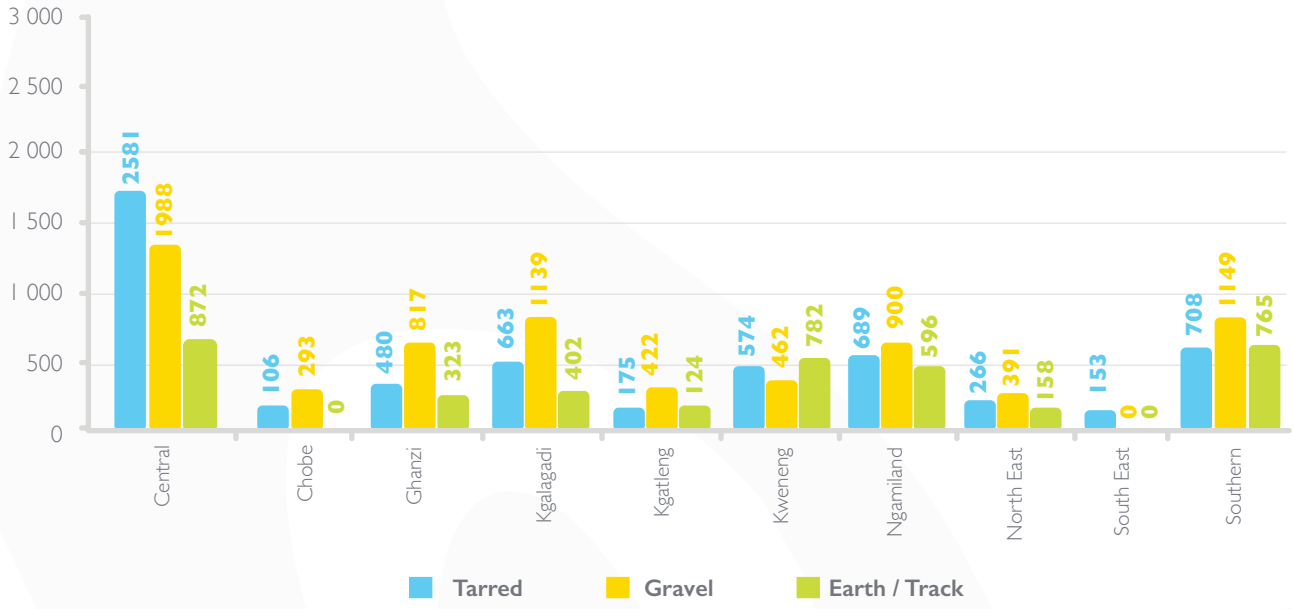


Table 2: Possible Causes of Road Crashes

Cause of Crash	Causes of Car Crashes	2010	2011	2012	2013	2014	2015
Drivers	Following to close from behind	1862	2281	2532	2591	2533	2449
	Reversing negligently	1563	1363	1373	1398	1341	1365
	Losing Control	1204	1382	1422	1457	1583	1525
	Failing to comply with traffic sign or signal	710	631	703	658	715	707
	Unlicensed driver	590	569	553	524	550	721
	Influence of drinks or drugs	492	429	518	643	675	631
	Overtaking improperly	423	427	401	374	361	338
	Over speeding	384	269	268	208	99	188
	Turning without care	297	264	156	197	91	164
	U - turning	135	116	108	80	82	105
	Fatigued or asleep	83	59	67	58	54	78
	Swerving to the left/right carelessly	32	30	27	19	9	13
	Cyclist error	32	38	32	36	25	47
	Dazzled by oncoming traffic lights	21	8	13	11	2	5
	Overloading	19	8	10	13	8	7
	Physical defective	0	8	13	12	7	7
	Stopping suddenly	7	6	2	2	0	6
	Negligence of PSV driver	7	5	9	5	0	4
	Pulling off the road without care	6	2	2	1	1	0
	Negligently opening vehicle door	3	1	0	4	2	2
	Hampered by passenger, animal or luggage in the vehicle	2	2	1	0	2	0
	Other driver negligence	7056	6569	6053	5558	5690	6279
Pedestrian	Crossing without care	327	291	209	202	188	
	Under influence of drinks or drugs	49	53	60	65	70	53
	Walking or standing on the road	19	18	7	4	6	10
	Playing on the road	17	16	16	14	10	3
	Slipping or falling when crossing the road	3	1	1	4	1	0
	Sudden illness	2	4	0	0		0
	Holding on to a vehicle	1	2	1	0	1	0
	Sleeping on the road	0	1	1	2	0	2
	Other pedestrian negligence	104	98	88	59	37	62
Passenger	Falling from a vehicle	25	29	33	47	41	30
	Boarding or alighting without care	11	8	6	18	10	14
	Under influence of drinks or drugs	3	2	0	3	1	2
	Stealing a ride	2	2	4	2	0	4
	Other passenger negligence	52	36	40	38	38	34
Animals	Cattle on the road	1883	1694	1600	1537	1432	1655
	Dog on the road	167	143	143	165	150	136
	Animal in the Vehicle	6	1	2	1	0	1
	Other animal on the road	539	449	442	486	270	229
Obstructions	Stationary vehicle dangerously placed	3	0	2	9	0	0
	Collision with vehicle already involved in an accident	4	1	3	0	0	0
	Other obstructions	167	157	169	160	127	167
Defects	Tyre burst	222	181	163	136	133	138
	Defect unattended vehicle running away	11	19	7	0	17	11
	Physical defective	8	0	2	0	0	0
	Other defects	249	171	162	174	148	133
Weather	Road surface type	81	95	60	50	76	37
	Roads pot holes	58	33	23	27	37	24
	Heavy rain	13	8	4	1	2	2
	Strong wind	6	3	4	4	5	3
	Other weather factors	11	15	11	3	10	3
	Use of Cell phone while driving	7	3	1	2	1	3
Total		**18978**	**18001**	**17527**	**17062**	**16641**	**17654**

Figure 20: Road Network in Botswana



Source: Department of Road Transport and Safety

Police Districts and their Police Stations

Police District	Police Offices
Francistown	Francistown, Tshesebe, Tutume and Masunga
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
Ghanzi	Ghanzi, Kalkfontein, Charlsehill, Mamuno, Ncojane
Kasane	Kasane, Kavimba, Kazungula, Pandamatenga and Kasane
Kanye	Kanye, Sejelo, Jwaneng, Moshupa, Phitshane Molopo, Mabutsane

Notes

“The report presents very important information on road crash and claims trends and is a decision making tool to the Fund and various stakeholders ranging from government departments, private insurance companies and civic organizations. The MVA Fund is therefore pleased to release the 2015 issue of the Report. Road Crashes presents huge but avoidable expenditure to the national economy and these resources could be channeled to other national development projects. The traffic safety performance for the year 2015 indicate that most performance indicators went up compared to the previous year.”

Cross Kgosidiile

Road Crash and Claims Annual Report

for the year ended 2015

MVA FUND
Living the promise.

BOTSWANA 50
UNITED AND PROUD

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

Rail Park Mall
Shop No. G74B, Rail Park Mall Service Centre
Tel: 391 1180

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

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

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

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