



MVA FUND

Living the promise.

MOTOR VEHICLE ACCIDENT FUND

Road Crash and Claims Report

ANNUAL
REPORT 2016

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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 continually improve what we do and how we do it.

Acknowledgements

The Motor Vehicle Accident Fund produces the Crash and Claims Report annually and since the inaugural issue of the report there are organizations that played a pivotal role by providing data for the production of this report. The MVA Fund would like to acknowledge the contribution of the following organizations in the compilation of this report: Botswana Police Service (Traffic Division), Department of Road Transport and Safety, and Statistics Botswana. Since the first issue of the MVA Fund Crash and Claims Report in 2009 these organizations have been supporting 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) that always provide us with additional reports we require from them from time to time.

Foreword

The 2016 Annual Crash and Claims Report is the eighth annual report produced by the MVA Fund. The report is an important document on the MVA Fund calendar because it presents 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 2016 issue of the Report. The overall 2016 Road Safety performance presents a negative trend when compared to the national and global targets on Road Safety. Total recorded fatalities increased from 411 in 2015, to 450 in 2016, an increase of 9.5% while serious injuries decreased by 8.9% from 1343 in 2015, to 1243 in 2016.

Road crashes present huge but avoidable expenditure to the national economy. These resources could be channelled to other national development projects. The traffic safety performance for the year 2016 indicates a negative increase in performance indicators compared to the previous year. The other traffic safety indicators which moved in the negative direction were; fatalities per 100 000 population, fatalities per 10 000 vehicles and claims per 1000 vehicles. Fatalities per 100 000 population increased from 18.8 in 2015 to 20.2 in 2016, fatalities per 10 000 vehicles was at 6.9 in 2016 an increase of 0.1 from 6.8 in 2015, while claims per 1000 vehicles increased from 4.3 in 2015 to 4.6 in 2016. These trends present a growing public health concern for the country.

The country has experienced significant growth in human and vehicle population over the past five (5) years; the vehicle population grew by an annual average of 8.7% between 2012 and 2016 while the human population grew by an annual average of around 1.9% (Botswana Population Projections 2011 - 2026).

Over the past few years, road safety promotion programs have been skewed towards the prevention of human failures within the road safety management system (Road User Behavior). It is therefore recommended that a multi-disciplinary approach to road safety management be intensified, and must be sustained if the country is to achieve the objective of safer roads by 2020 as stated in the UN Decade of Action for Road Safety 2011 - 2020. To better develop road safety programs which are targeted and can bring maximum results or benefits, road safety research is vital to aid appropriate road safety programming and targeting. All stakeholders are therefore challenged to reflect on the most effective approaches of mobilizing the necessary human and financial capacity on road safety research.

The current movements in traffic safety performance indicators suggest that the year 2016 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.



MVA Fund CEO
Michael Mooketsi Tlhagwane

Section I: 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) 2015 Global Status Report, 90% of road traffic deaths occur in low and middle income countries and this is a disproportionate number of deaths relative to their level of motorization as they account for 54.0% of the world's registered vehicles. The report indicates that worldwide, the total number of traffic deaths remains high at more than 1.2 million per year making road traffic injuries one of the leading causes of death worldwide. 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; Countries that have successfully implemented these interventions have seen corresponding reductions in road traffic deaths. Rolling out these interventions globally offers huge potential to mitigate future damage and save lives at global level according to the report. The report further indicates that comprehensive road safety laws on key risk factors of drinking and driving, speeding, and failing to use motorcycle helmets, seat-belts, and child restraints plays an important role in road safety management. 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 stabilize 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 industrialized countries are declining, but in developing countries the situation is inversely worse. The revised estimates for road safety show that in 2015 road crashes costs for developing countries was approximately 3.0% of their Gross Domestic Product (GDP) (WHO 2015).

1.2 Current Road Safety Trends

Table I below presents road crash performance for the past 35 years. 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.

The table below further illustrates that total recorded crashes increased by 4.1% from 17654 to 18373 between 2015 and 2016 and this was the second increase since 2009; the first increase was between 2014 and 2015. Fatalities per 100 000 populations 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 MVA Fund per 1000 vehicles, this is a measure of MVA Fund's Sustainability.

Motor Vehicle Accident Fund Road Crash and Claims Report 2016

Table I: Car Crash Trends (1981-2016)

Year	Crashes	Casualty	Fatalities	Claims Lodged	Reg. Vehicle	Est. Pop	Crash /1000 Veh	Casul/ /1000 Veh	Fat /1000 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
2016	18373	6687	450	3019	653274	2226040	28.1	10.2	6.9	20.2	4.6

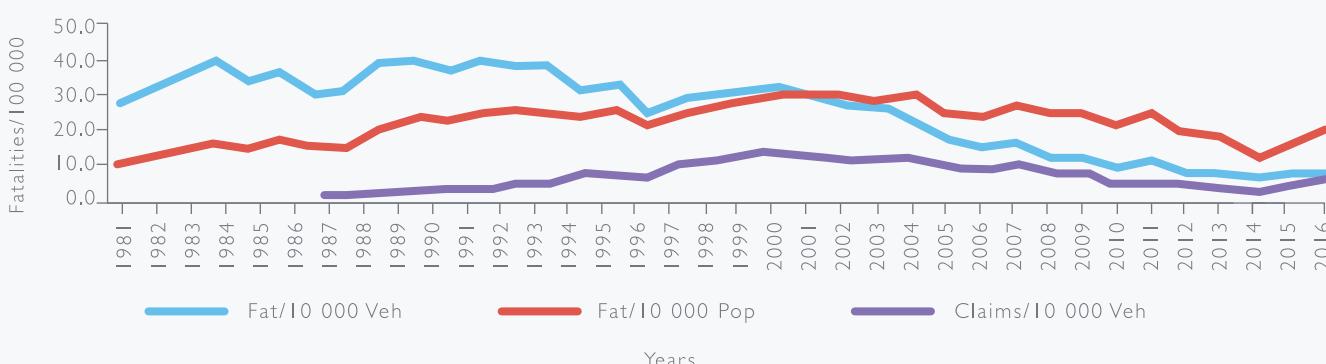
Sources: Botswana Police Service, DRTS and Statistics Botswana Population Projections

The trends in Figure I below show that overall road safety performance has been improving in the last decade with some minimal fluctuations except fatalities per 100 000 populations and Claims/1000 vehicles which increased between 2015 and 2016. The performance shows that fatalities per 100 000 population increased by 1.4 from 18.8 in 2015, to 20.2 in 2016, while Claims/1000 vehicles increased by 0.3 from 4.3 in 2015 to 4.6 in 2016.

The other performance indicators showed an improvement when compared to the previous year; Crashes/1000 Vehicles dropped from 29.3 in 2015 to 28.1 in 2016 a decrease of 1.2, Casualties/1000 vehicles dropped from 10.5 to 10.2 between the two years while Fatalities/10 000 Vehicles slightly increased from 6.8 to 6.9 between 2015 and 2016.

In 2016 injury claims per 1000 vehicles were 4.6, an increase of 0.3 from 4.3 in 2015. The trend of this performance indicator shows that there was improvement in performance between 2004 and 2013 and recorded a decrease in performance from 2014 to 2016.

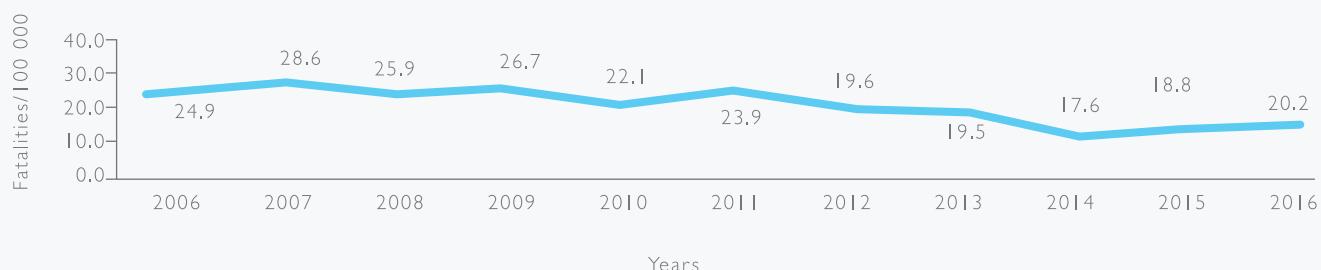
Figure I: Annual Trends 1981-2016 (Fatalities/10 000 Vehicle and Fatalities/100 000 Population).



The performance of fatalities per 100 000 populations was moving in the negative direction between 1981 and 2002 the trend changed after 2002 to a positive direction in the last eleven years 2006-2016, fatalities per 100 000 populations moved downwards between 2006 and 2014 then moved upwards between 2014 and 2016. Fatalities per 100 000 populations increased between 2014 and 2016 from 17.6 in 2014 to 20.2. Claims per 1000 vehicles followed a similar trend as fatalities per 100 000; between 1987 and 2001 but claims per 1000 vehicles went up between 2014 and 2016. The increase in fatalities per 100 000 populations was mainly due to the increase in the number of annual recorded fatalities from 411 to 450 between 2015 and 2016.

Figure 2 below demonstrates the trend of fatalities per 100 000 populations between 2006 and 2016. The overall trend between 2006 and 2016 indicates that average fatalities per 100 000 populations was 22.5, a decrease of 0.3 compared to 22.8 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 2015 and 2016. The indicator dropped significantly between 2013 and 2014 from 19.5 to 17.6 and increased to 18.8 and 20.2 in 2015 and 2016 respectively.

Figure 2: National Fatalities/100 000 Population (2006-2016)

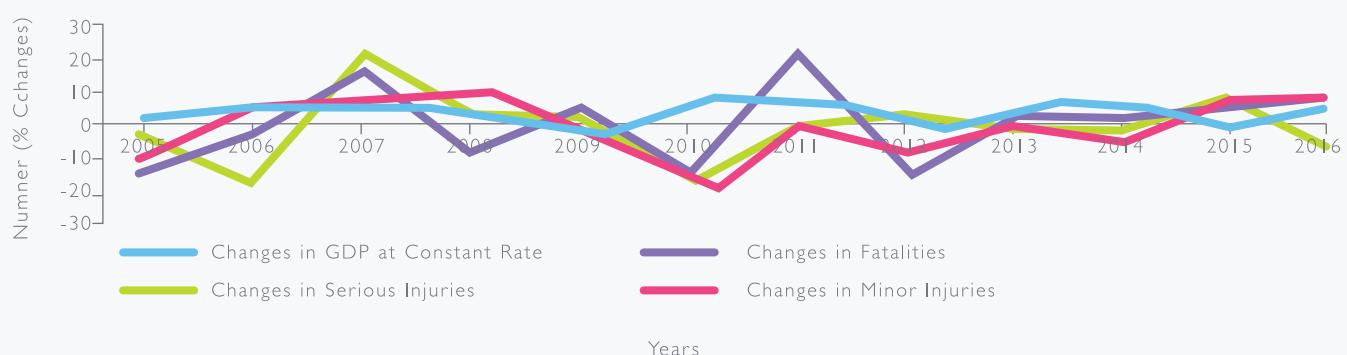


1.3 Percentage changes in GDP and Changes in Casualties

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 fluctuated more when compared to the other indicators. All casualties were significantly high between 2006 and 2007 then dropped steadily between 2007 and 2010. In 2011, all casualties went up but changes in fatalities went up more significantly than other casualties.

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. The trend further indicates that between 2014 and 2016 all changes in casualties went up except changes in serious injuries which dropped between 2015 and 2016. The trend of these performance indicators suggest that there is no strong relationship between Gross Domestic Product and road safety performance.

Figure 3: Annual percentage changes in GDP at constant prices and Casualties 2005 to 2016



Sources: Statistics Botswana (GDP Fourth quarter 2016)

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 eleven years by Police Districts. The table further shows the total and average recorded crashes over the eleven year period. The average annual recorded road crashes for the past eleven years was 18731 an increase of 501 when compared to 2015 average of 18 280. The highest total crashes for the period was 20 415 which was recorded in 2008 while the lowest total crashes was 16 641 which was recorded in 2014.

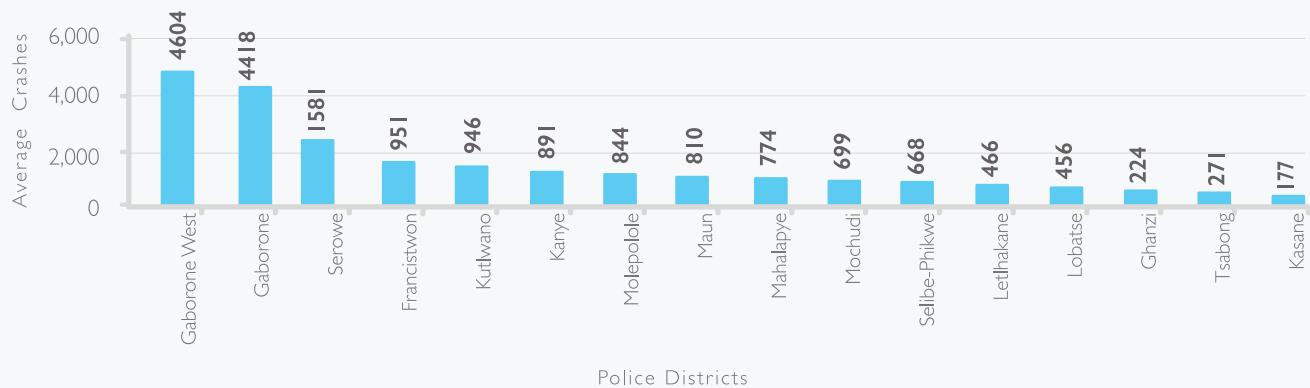
In 2016, Police Districts with high reported crashes were Gaborone, Gaborone West, Serowe and Kutlwano. On the lower side, the bottom four Police Districts in annual recorded crashes were Kasane, Tsabong, Ghanzi and Lethlakane. It must be noted that these annual reported crashes by police districts are proportional to vehicle populations in the respective police districts.

Table 2: Total Reported Crashes by Police Districts (2006-2016)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	11 Year Total	11 Year Average
Gaborone West	3973	4657	4836	4957	4607	4581	4560	4453	4516	4746	4759	50645	4604
Gaborone	3752	4079	4579	4477	4418	4509	4394	4395	4284	4715	5000	48602	4418
Serowe	2030	2241	1992	1964	1821	1700	1571	993	935	1054	1094	17395	1581
Kutlwano	834	1077	1078	942	928	890	831	820	991	1011	1007	10409	946
Francistown	1108	1207	1434	1077	995	813	723	736	749	792	827	10461	951
Maun	791	863	774	832	753	748	834	832	951	761	775	8914	810
Molepolole	884	1005	981	1005	985	834	789	684	700	715	704	9286	844
Kanye	842	985	1137	1157	985	779	788	782	740	713	898	9806	891
Mahalapye	-	-	-	-	-	-	-	864	703	704	825	3096	774
Selebi-Phikwe	550	705	817	866	827	785	794	462	491	574	479	7350	668
Mochudi	717	874	822	757	847	815	749	508	451	562	590	7692	699
Lobatse	407	611	594	552	523	390	383	430	343	392	390	5015	456
Lethlakane	468	435	532	519	557	524	517	552	300	359	359	5122	466
Tsabong	313	332	344	411	279	258	237	184	190	220	208	2976	271
Ghanzi	199	189	223	262	273	225	211	195	204	217	263	2461	224
Kasane	167	227	272	222	180	150	146	172	93	119	195	1943	177
Total	17035	19487	20415	20000	18978	18001	17527	17062	16641	17654	18373	201173	18781

Source: Botswana Police Service

Figure 4: Average's for total reported crashes by Police Districts (2006-2016)



Source: Botswana Police Service

2.2 Rank of Car Crash by Police Districts (2006-2016)

The distribution of total crashes recorded annually for 2016 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 rankings further show a big shift in Kanye where in the previous years it was fluctuating between ranking 7 or 8, but during the year 2016 it has gone up to rank 5. 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 2015 and 2016. 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 Maun from position 6 to 8, Francistown from position 5 to 6, Molepolole from position 7 to 9, and Selebi Phikwe from 10 to 11. Police Districts which moved in the negative direction were Kanye from position 8 to 5, Mahalapye from 9 to 7 and Mochudi from position 11 to 10.

Table 3: Police Districts by Rank of Crash

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Change in Rank (2015 and 2016)
Gaborone West	1	1	1	1	1	1	1	1	1	1	1	0
Gaborone	2	2	2	2	2	2	2	2	2	2	2	0
Serowe	3	3	3	3	3	3	3	3	5	3	3	0
Kutlwano	7	5	7	6	6	5	5	6	3	4	4	0
Kanye	6	7	6	7	7	4	8	7	7	8	5	-3
Francistown	4	4	4	5	4	7	10	8	6	5	6	1
Mahalapye	-	-	-	-	-	-	-	4	8	9	7	-2
Maun	8	9	8	10	8	6	4	5	4	6	8	2
Molepolole	5	6	5	4	5	9	7	9	9	7	9	2
Mochudi	9	8	10	9	10	10	9	11	11	11	10	-1
Selebi-Phikwe	10	10	9	8	9	8	6	12	10	10	11	1
Lobatse	12	11	12	12	11	11	12	13	12	12	12	0
Lethlakane	11	12	11	11	12	12	11	10	13	13	13	0
Ghanzi	14	15	14	15	15	15	14	14	14	15	14	-1
Tsabong	13	13	13	13	13	13	13	15	15	14	15	1
Kasane	15	14	15	14	14	14	15	16	16	16	16	0

Source: Botswana Police Service

2.3 Fatalities per 1000 Crashes (2006-2016)

Table 4 below illustrates that the average number of people killed per 1000 recorded crashes in 2016 was 24.5 people, an increase of 1.2 people compared to 23.3 recorded in 2015. 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 the 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. This may 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.

Mochudi Police District recorded the highest number of people killed per 1000 crashes at 72.9 followed by Tsabong at 72.1, Ghanzi at 68.4 people and, Mahalapye at 50.9 people per 1000 Crashes. The findings also indicate that Gaborone recorded 7.2 deaths per 1000 crashes in 2016; Gaborone West recorded 10.3, Lethlakane 19.5, while Kasane recorded 20.5 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	2016
Mochudi	44.6	38.9	38.9	47.6	57.9	51.5	33.4	31.5	31.0	30.2	72.9
Tsabong	12.8	54.2	29.1	24.3	43.0	58.1	38	65.2	36.8	40.9	72.1
Ghanzi	60.3	47.6	62.8	72.5	36.6	53.3	61.6	56.4	53.9	78.3	68.4
Mahalapye							32.4	45.5	76.7	50.9	
Serowe	35.0	33.5	32.6	48.4	34.6	47.1	38.2	59.4	55.6	30.4	45.7
Molepolole	44.1	42.8	40.8	21.9	33.5	43.2	67.2	45.3	44.3	37.8	42.6
Maun	11.4	30.1	28.4	20.4	30.5	32.1	22.8	24.0	24.2	25.0	41.3
Lobatse	54.1	32.7	48.8	41.7	22.9	51.3	47.0	51.2	14.6	30.6	41.0
Kanye	58.2	29.4	36.9	32.0	25.4	44.9	24.1	48.6	51.4	42.1	36.7
Kutlwano	31.2	31.6	37.1	46.7	21.6	29.2	34.9	24.4	23.2	26.7	35.7
Francistown	17.1	13.3	16.7	10.2	14.1	18.5	18.0	12.2	21.4	37.9	32.6
Selibe-Phikwe	56.4	61.0	36.7	32.3	24.2	49.7	37.8	51.9	26.5	31.4	25.1
Annual Averages	25.2	25.5	22.3	23.8	20.9	26.8	23.1	24.1	22.7	23.3	24.5
Kasane	41.9	70.5	55.1	49.5	100	73.3	123.3	34.9	161.3	58.8	20.5
Lethakane	29.9	87.4	33.8	53.9	46.7	43.9	36.8	45.3	60	47.4	19.5
Gaborone West	16.1	13.3	9.1	11.1	10.6	15.7	11.0	13.7	15.1	12.0	10.3
Gaborone	8.0	8.3	6.6	8.7	5.2	7.3	6.6	6.6	2.6	8.1	7.2

Source: Botswana Police Service

2.4 Fatal Crashes by Police Districts (2006-2016)

Table 5 below indicates that the total annual recorded fatal crashes for 2016 were 348. Annual recorded fatal crashes increased from 329 in 2015 to 348 in 2016 and this resulted in an increase in annual recorded fatalities from 411 to 450 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. Police Districts with high fatal crashes were Gaborone West, Serowe, Gaborone, Kutlwano, Mochudi, Molepolole and Mahalapye. As per table 6, most fatalities recorded in these districts were along the highways therefore suggesting that excessive speed might have been a factor.

Table 5: Fatal Crashes by Police Districts (2006-2016)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Gaborone West	49	50	38	49	45	59	47	50	56	52	46
Serowe	48	50	51	74	49	57	44	39	31	27	34
Gaborone	27	30	26	34	21	32	28	22	11	36	29
Mochudi	23	23	20	25	31	31	18	15	13	14	28
Molepolole	31	32	31	19	27	31	42	27	29	20	27
Kutlwano	22	30	30	31	18	22	21	15	18	22	26
Maun	8	21	19	17	19	17	16	17	18	15	26
Kanye	33	24	32	31	22	25	16	26	27	29	26
Mahalapye							23	21	27	26	
Francistown	10	10	19	9	11	11	11	8	15	22	21
Lobatse	16	15	18	16	12	16	18	18	4	11	16
Selebi-Phikwe	21	30	26	22	18	25	22	15	10	16	11
Ghanzi	10	9	12	11	8	8	11	11	10	13	10
Tsabong	4	11	7	7	9	11	9	10	5	8	10
Lethakane	14	25	14	22	23	16	14	19	12	12	5
Kasane	6	9	12	5	14	8	11	6	8	5	4
Total	322	369	355	372	327	369	328	321	288	329	348

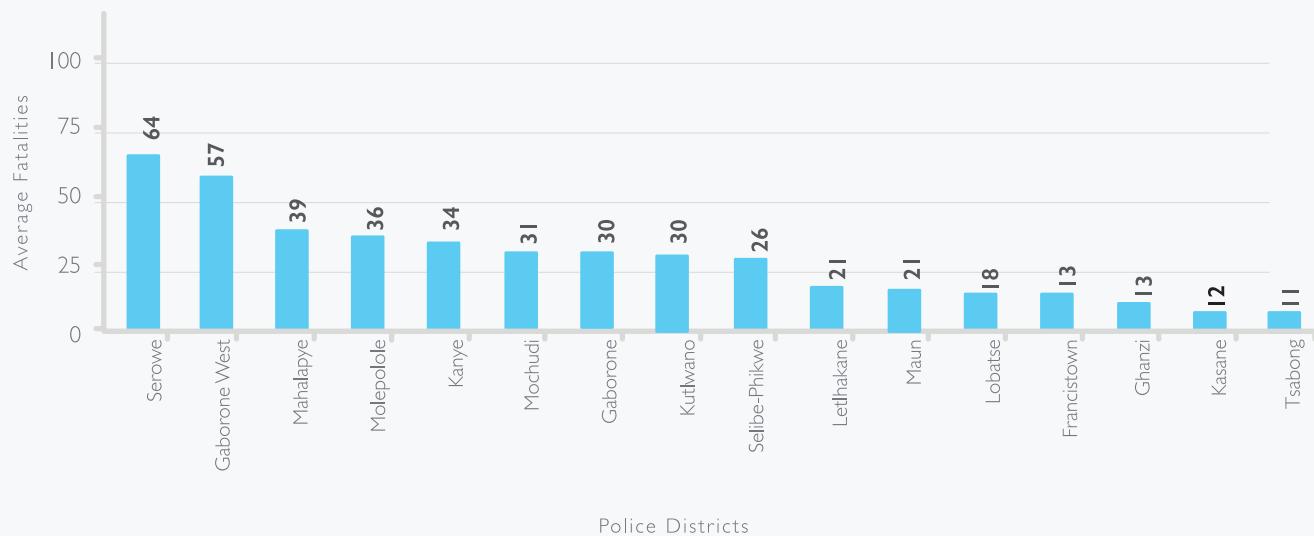
Source: Botswana Police Service

Table 6: Fatalities by Police Districts (2006-2016)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	11 year total	11 year Average
Serowe	71	75	65	95	63	80	60	59	52	32	50	702	64
Gaborone West	64	62	44	55	49	72	50	61	68	57	49	631	57
Mochudi	32	34	32	36	49	42	25	16	14	17	43	340	31
Mahalapye								28	32	54	42	156	39
Gaborone	30	34	30	39	23	33	29	29	11	38	36	332	30
Kutlwano	26	34	40	44	20	26	29	20	23	27	36	325	30
Kanye	49	29	42	37	25	35	19	38	38	30	33	375	34
Maun	9	26	22	17	23	24	19	20	23	19	32	234	21
Molepolole	39	43	40	22	33	36	53	31	31	27	30	385	35
Francistown	19	16	24	11	14	15	13	9	16	30	27	194	18
Ghanzi	12	9	14	19	10	12	13	11	11	17	18	146	13
Lobatse	22	20	29	23	12	20	18	22	5	12	16	199	18
Tsabong	4	18	10	10	12	15	9	12	7	9	15	121	11
Selebi-Phikwe	31	43	30	28	20	39	30	24	13	18	12	288	26
Lethakane	14	38	18	28	26	23	19	25	18	17	7	233	21
Kasane	7	16	15	11	18	11	18	6	15	7	4	128	12
Total	429	497	455	475	397	483	404	411	377	411	450	4633	28

Source: Botswana Police Service

Figure 5: Average Fatalities by Police Districts 2006-2016



Source: Botswana Police Service

2.5 Fatal Crashes and Fatalities (2006-2016)

Table 7 illustrates fatal crashes, fatalities and proportions of fatalities to fatal crashes for the past eleven years. In 2016 the proportion of fatalities to fatal crashes was 1.293, an increase from 1.249 in 2015. The proportion of fatalities to fatal crashes shows that total recorded fatal crashes increased between 2015 and 2016, therefore a single fatal crash in 2016 claimed more lives when compared to 2015. The overall distribution shows that on average a fatal crash claimed more than one life between 2006 and 2016.

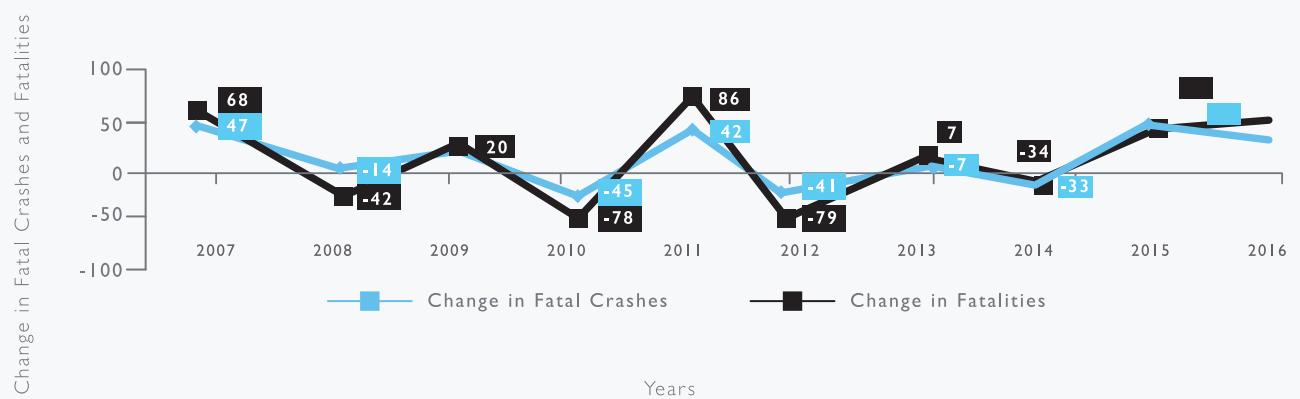
The results also show that changes in fatal crashes mainly result in changes in fatalities moving in the same direction. If total recorded crashes go up total recorded fatalities goes up. Fatal crashes went down by 33 between 2013 and 2014 resulting in a reduction of 34 in total recorded fatalities. Between 2014 and 2015 fatal crashes went up by 41, resulting in an increase of 34 in recorded fatalities. Finally fatal crashes went up by 19 between 2015 and 2016, resulting in an increase of 39 in recorded fatalities.

Table 7: Fatal Crashes , Fatalities and proportions of Fatalities/Fatal Crashes (2006-2016)

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
2016	348	450	1.293

Source: Botswana Police Service

Figure 6: Changes in Fatal crashes and Fatalities between 2007 and 2016



Source: Botswana Police Service

2.6: Serious Injuries by Police Districts

Table 8 shows the annual recorded serious injuries for the past eleven years. Gaborone West Police District recorded the highest number of injuries for the year 2016 followed by Gaborone, Kutlwano and Serowe. The review of serious injuries for the 11 year period indicate that Gaborone West Police District recorded the highest average number of serious injuries at 168 , followed by Serowe at 155 and Gaborone at 111. Police Districts with low numbers of recorded serious injuries for the 11 year period were Tsabong at 328, Kasane at 411 and Ghanzi at 440. However it must be noted that these comparison is at national level, it does not take into account the level of vehicle activity and vehicle population at district levels.

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Table 8: Serious Injuries by Police Districts (2006-2016)

Police District	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	11 year total	11 year Average
Gaborone West	161	173	144	181	165	150	168	184	163	174	187	1850	168
Serowe	152	188	193	229	176	181	160	108	131	80	102	1700	155
Gaborone	133	113	107	111	120	104	103	96	99	120	116	1222	111
Mahalapye								94	106	142	87	429	107
Mochudi	78	116	142	154	122	108	101	92	54	75	83	1125	102
Kutlwano	106	119	160	102	74	82	84	97	76	78	114	1092	99
Maun	74	139	89	91	109	70	99	90	108	99	89	1057	96
Molepolole	73	70	74	114	71	73	99	113	79	182	83	1031	94
Kanye	92	99	85	111	92	108	90	77	84	86	91	1015	92
Selibe-Phikwe	95	152	127	119	85	91	122	65	43	64	34	997	91
Francistown	47	68	95	75	41	41	48	57	82	76	78	708	64
Lethakane	66	73	91	87	59	54	57	80	32	32	39	670	61
Lobatse	63	87	78	56	55	58	45	57	43	55	46	643	58
Ghanzi	31	35	40	47	38	57	44	32	42	42	32	440	40
Kasane	47	41	55	32	28	35	29	36	53	33	22	411	37
Tsabong	19	21	42	31	17	27	36	30	39	26	40	328	30
Total	1237	1494	1522	1540	1252	1239	1285	1308	1234	1364	1243	14718	1406

* Note Mahalapye Police district total and average are for four years.

Source: Botswana Police Service

Figure 7: Average reported serious injuries by Police Districts (2006-2016)



* Note Mahalapye Police district total and average are for three years.

Source: Botswana Police Service

2.7: Road Casualties by Police Districts

Table 9 below illustrates casualties for the past five years, 2012-2016, by Police Districts and Police Stations. In 2016 Serowe Police District registered the highest number of fatalities at 50, which was an increase of 18 deaths from 32 in 2015. Gaborone West Police District recorded 49 fatalities, a decrease of 8 compared to 57 in 2015. Mochudi, Mahalapye , Gaborone, and Kutlwano Police Districts recorded 43, 42, 36 and 36 fatalities respectively.

Table 9: Road Casualties by Police Districts

Police District	Police Station	Fatalities					Serious Injuries					Minor Injuries				
		2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
Serowe	Palapye	20	30	29	11	25	26	36	69	23	43	139	144	205	128	144
	Serowe	7	12	16	13	17	34	45	40	38	33	179	177	189	142	209
	Mauntlala	5	2	2	1	0	7	19	4	9	10	26	52	20	20	38
	Serule	12	15	5	7	8	37	8	18	10	16	58	24	31	19	41
Sub total		44	59	52	32	50	104	108	131	80	102	402	397	445	309	432
Gaborone West	G-West	17	9	22	20	14	44	38	31	43	34	215	175	211	247	281
	Naledi	3	5	5	5	3	19	20	15	10	11	69	90	52	89	119
	Ramotswa	6	11	11	10	8	19	28	15	29	30	69	68	63	94	81
	SSK Airport	3	2	5	2	4	21	31	25	13	25	44	57	81	58	74
	Mogoditshane	21	34	25	20	20	65	67	77	79	87	339	298	385	394	457
Sub total		50	61	68	57	49	168	184	163	174	187	736	688	792	882	1012
Kutlwano	Kutlwano	5	10	4	7	5	20	33	22	11	17	168	118	118	91	102
	Tatitown	14	5	10	11	21	34	40	19	23	35	59	79	61	69	59
	Matsiloje	0	1	0	1	1	2	0	1	3	2	6	6	6	16	7
	Tonota	10	4	5	4	7	28	24	21	28	35	84	82	99	117	84
	Gerald			3	3	0			4	7	8			20	14	23
	Dukwi	4	2	1	1	2	7	8	9	6	17	19	18	26	27	16
Sub total		29	20	23	27	36	84	97	76	78	114	317	285	330	334	291
Gaborone	Broadhurst	17	18	7	20	16	44	40	53	65	64	233	251	254	305	473
	Central	4	3	3	4	5	19	17	14	10	15	161	125	153	139	172
	Borakanelo	1	2	1	2	8	21	21	23	22	18	102	149	141	158	192
	Tlokweng	7	6	0	12	7	19	18	9	23	19	99	105	97	124	126
Sub total		29	29	11	38	36	103	96	99	120	116	595	630	645	726	963
Lobatse	Lobatse	7	8	2	4	7	14	26	24	12	19	50	76	39	47	29
	Ramatlabama	2	5	1	0	2	3	8	2	7	4	14	26	13	34	13
	Woodhall	5	6	2	6	1	15	17	13	29	10	39	63	34	53	35
	Goodhope	4	3	0	2	6	13	6	4	7	13	19	31	20	35	30
Sub total		18	22	5	12	16	45	57	43	55	46	122	196	106	169	107
Maun	Maun	7	7	11	12	19	54	43	59	62	38	157	170	188	202	180
	Sehitwa	5	9	3	0	3	16	31	12	8	12	27	36	84	31	47
	Seronga	0	1	0	0	2	0	0	4	4	4	4	6	10	9	15
	Shakawe	2	1	2	3	7	8	7	7	6	18	20	12	17	21	19
	Gumare	0	2	1	1	0	14	9	9	6	12	16	16	27	24	34
	Gweta	5	5	6	3	1	7	9	14	13	5	31	23	22	28	12
Sub total		14	20	23	19	32	92	90	105	99	89	224	240	348	315	307
Ghanzi	Gantsi	11	7	8	10	14	34	22	30	28	19	60	88	45	59	35
	Kalkfontein	0	0	1	1	3	7	2	2	6	2	16	5	9	8	31
	Charles Hill	2	3	2	6	1	1	7	9	7	9	15	13	11	21	25
	Nojane	0	1	0	0	0	2	1	1	1	2	16	7	14	18	9
Sub total		13	11	11	17	18	44	32	42	42	32	107	113	79	106	100

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Police District		Fatalities					Serious Injuries					Minor Injuries				
		2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
Kasane	Police Station	8	0	3	1	0	13	9	16	15	11	22	60	20	35	34
	Kasane	0	1	2	0	0	1	4	5	1	0	12	5	10	6	7
	Kachikau															9
	Kazungula					2					3					
Sub total	Pandamatenga	10	5	10	6	2	15	23	32	17	8	13	32	18	19	18
		18	6	15	7	4	29	36	53	33	22	47	97	48	60	68
Letlhakane	Lethlakane	3	9	14	13	7	25	23	18	22	30	47	42	47	65	72
	Orapa	1	5	3	2	0	6	14	9	2	3	31	34	15	10	7
	Rakops	7	3	1	2	0	5	14	5	8	6	38	78	33	57	31
	Sub total	11	17	18	17	7	36	51	32	32	39	116	154	95	132	110
Tsabong	Bokspits	0	1	0	1	0	0	0	2	0	7	4	3	2	0	4
	Kang	2	1	3	2	9	11	12	16	8	14	36	41	17	15	21
	Tsabong	2	2	0	1	3	9	2	5	3	9	9	8	17	8	13
	Tshane	3	1	2	3	1	11	3	13	6	2	40	8	33	14	32
	Werda	2	4	1	1	2	5	4	0	2	8	14	5	8	1	5
	Middlepits	0	3	1	1	0	0	9	3	7	0	2	10	6	15	1
Sub total		9	12	7	9	15	36	30	39	26	40	105	75	83	53	76
Selibe Phikwe	Bainsdrift	3	0	0	2	0	9	1	6	4	1	3	13	13	7	18
	Bobonong	2	3	5	2	4	7	13	5	25	7	29	35	22	35	33
	Botshabelo	5	9	2	9	2	35	19	16	17	5	29	38	25	41	38
	Selebi-Phikwe	7	11	4	5	6	32	29	14	18	21	110	131	75	87	65
	Semolale	1	1	2	0	0	2	3	2	0	0	5	3	2	0	5
Sub total		18	24	13	18	12	85	65	43	64	34	176	220	137	170	159
Molepolole	Letlhakeng	2	4	1	1	2	15	21	15	7	12	30	68	30	34	35
	Molepolole	30	6	12	10	15	39	40	27	39	30	226	165	151	151	119
	Thamaga	15	15	15	7	9	32	40	34	24	35	130	101	124	85	80
	Takatokwane	2	4	3	8	2	2	6	2	106	5	13	13	13	20	3
Sub total		53	31	31	27	30	99	113	82	182	83	415	358	330	305	252
Mochudi	Mochudi	13	14	12	16	39	69	86	52	72	82	226	171	190	204	248
	Olivants	0	0	0	0	0	0	3	0	0	0	5	1	4	2	2
	Sikwane	2	2	2	1	4	10	3	2	3	1	14	21	11	9	20
	Sub total	15	16	14	17	43	79	92	54	75	83	245	193	205	215	270
Kanye	Sejelo	5	23	19	7	16	43	31	28	21	42	103	103	90	80	111
	Jwaneng	4	7	2	11	10	14	23	20	28	18	69	59	80	62	50
	Moshupa	4	2	5	9	2	13	12	23	25	22	53	65	50	63	85
	P/Molopo	0	0	1	0	1	2	0	4	1	1	4	1	7	7	7
	Mabutsane	6	6	11	3	4	18	11	9	11	8	22	15	36	28	35
Sub total		19	38	38	30	33	90	77	84	86	91	251	243	263	240	288
Francistown	Francistown	3	1	2	8	1	21	33	29	22	18	119	135	137	105	126
	Tshesebe	6	5	1	12	9	6	13	5	23	21	28	34	11	20	29
	Tutume	3	3	2	4	7	15	5	7	9	20	30	41	43	34	38
	Masunga	1	0	5	2	2	6	6	16	7	2	22	23	14	23	7
	Nata	4	1	6	3	8	13	11	23	14	14	20	29	43	55	50
	Sua Pan	0	0	0	1	0	1	1	0	1	3	10	5	6	8	5
Sub total		13	9	16	30	27	48	57	80	76	78	199	233	254		255
Mahalapye	Mahalapye	25	14	11	17	23	71	33	43	59	49	105	124	182	154	208
	Shoshong	0	2	2	2	1	6	5	1	5	2	18	15	13	14	19
	Machaneng	3	1	2	3	2	12	8	12	11	10	19	17	26	33	23
	Martindrift	0	2	1	19	3	4	6	0	17	2	6	12	123	24	22
	Dibete	10	9	16	13	13	22	42	50	50	24	61	73	59	42	32
Sub total		38	28	32	54	42	115	94	106	142	87	209	241	403	267	304
Total		404	411	377	411	450	1285	1308	1234	1364	1243	4346	4438	4454	4528	4994

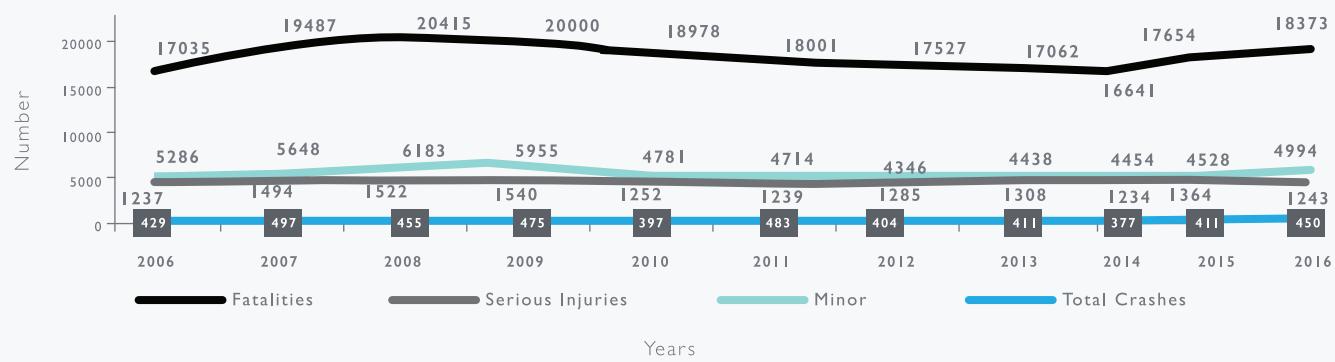
Source: Botswana Police Service

2.8 Crashes, Fatalities and Serious Injuries Trends

Figure 8 below shows the road crash performance between 2006 and 2016. The graph indicates that the road crash safety indicators such as total crashes, fatalities and serious injuries have changed significantly between 2015 and 2016. In 2016, the total number of recorded crashes was 18373, an increase of 719 from 17654 recorded in 2015, but the overall trend indicates that total recorded crashes started increasing from 2014 to date.

There is a positive relationship between total recorded Crashes and fatalities and serious injuries; a decrease in total recorded crashes usually results in a decrease in both fatalities and serious injuries. For the year 2016 there is a noted deviation from the overall trend discussed above as Serious Injuries decreased from 1364 to 1243 between 2015 and 2016. Whilst overall trend for the period in regards to fatalities shows this relationship, in 2016 total recorded fatalities stood at 450, an increase from 411 in 2015 and this was in line with an increase in total recorded crashes from 17654 in 2015 to 18373 in 2016.

Figure 8: Total Crashes, Fatalities and Serious Injuries Trends (2006-2016)



Source: Botswana Police Service

2.9 Casualties by Junction Type (2006-2016)

The trend below in tables 10 and 11 shows that sections of the road without junctions accounted for more fatalities and serious injuries during the past eleven years, 2006-2016. The average percentage of people killed in non-junction portion of the roads was 91.3% for the period while 83.8% sustained serious injuries along non-junction portions of the roads. The prevailing trend throughout the years shows that more fatalities happen in open roads and corridors, suggesting that roads without junctions have different factors compared to other road sections in terms of fatal accidents and fatalities. This can be attributed to higher average speed. Though in-depth analysis of actual causes of these crashes has not been conducted, an assumption can be made that speed is the main factor because average speed on open roads is higher when compared to other roads sections.

Table 10: Fatalities by junction control

Junction Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Average
Not Junction	366	455	379	415	347	411	356	356	347	356	411	382
Signals (Working)	13	9	20	37	11	13	16	11	14	19	14	16
Signals (Not Working)	0	0	1	6	0	1	2	3	5	1	0	2
Stop Sign	35	24	27	6	28	46	25	31	9	25	20	25
Yield Sign	5	3	5	6	2	7	4	1	0	7	3	4
Police controlled areas	0	0	0	0	0	0	0	1	0	0	0	0
Uncontrolled areas	10	6	23	5	9	5	1	8	2	3	2	7
Totals	429	497	455	475	397	483	404	411	377	411	450	435
Percentages												
Not Junction	85.3	91.5	83.3	87.4	87.4	85.1	88.1	86.6	92	86.6	91.3	87.6
Signals (Working)	3	1.8	4.4	7.8	2.8	2.7	4	2.7	3.7	4.6	3.1	3.7
Signals (Not Working)	0	0	0.2	1.3	0	0.2	0.5	0.7	1.3	0.2	0	0.5
Stop Sign	8.2	4.8	5.9	1.3	7.1	9.5	6.2	7.5	2.4	6.1	4.4	5.7
Yield Sign	1.2	0.6	1.1	1.3	0.5	1.4	1	0.2	0	1.7	0.7	0.9
Police controlled areas	0	0	0	0	0	0	0	0.2	0	0	0	0
Uncontrolled areas	2.3	1.2	5.1	1.1	2.3	1	0.2	1.9	0.5	0.7	0.4	1.6
Total	100											

Source: Botswana Police Service

Table 11: Serious Injuries by junction control- 2006-2016

Junction Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Not Junction	984	1294	1310	1327	1069	1044	1114	1128	1098	1179	1042
Signals (Working)	35	56	52	31	34	34	43	53	35	61	60
Signals (Not Working)	9	3	5	8	1	2	10	7	14	10	2
Stop Sign	150	95	102	131	100	105	91	101	66	92	118
Yield Sign	28	11	7	10	16	13	7	6	8	10	11
Police controlled areas	2	0	1	4	0	3	0	0	0	1	0
Uncontrolled areas	29	35	45	29	32	38	20	13	13	11	10
Totals	1237	1494	1522	1540	1252	1239	1285	1308	1234	1364	1243

Source: Botswana Police Service

2.10 Road Crashes by Corridors

Table 12 below shows the distribution of crashes along the selected five main corridors from 2009 to 2016. During the period under review, the A1 corridor accounted for most crashes when compared to the other corridors. In 2016 the A1 corridor accounted for 45.0% of crashes among the corridors followed by A12 (23.9%), A10 (14.2%), A3 (8.8%) and A2 (8.0%).

The main causes of crashes along the five corridors in 2016 were Rear-End Collisions (1003), Animals on the road (898) and Side collisions (833). For the busiest corridor; being the A1, it is noted that the main cause of collisions was animals on the road. The corridor passes through a significant stretch of land used for cattle farming, and therefore the interaction between animals and vehicles becomes inevitable. It must be noted however that most of the road reserve areas along major highways are fenced to prevent animals to get into the road.

Table 12: Road Crash Collision type by Corridors-2009 -2016

Road	Year	Collision Type										Total
		Rear-end	Side On	Head-Pedestrian	Hit Animal	Wild animal	Domestic on road	Obstacle off road	Obstacle Over	Roll -	Other	
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
	2016	397	323	46	44	28	490	19	57	159	117	1680
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
	2016	36	51	4	12	11	98	4	14	54	16	300
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
	2016	31	35	8	10	19	125	4	9	63	23	327
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
	2016	199	128	23	33	5	64	3	9	32	35	531
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
	2016	340	296	38	67	6	52	4	17	19	54	893

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 (2006-2016)

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 16:01 and 00:00hrs. The proportion of fatalities recorded between 18:01 – 02:00hrs was 42.7%, whilst the proportion of serious injuries recorded between 16:01 and 00:00 was 49.8%. The overall trend for the eleven 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 (2006-2016)

TIME	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
00:01 – 02:00	30	37	27	37	29	25	25	33	40	55	27
02:01 – 04:00	16	25	21	19	19	20	17	31	16	20	17
04:01 – 06:00	20	21	23	36	34	21	31	29	16	20	35
06:01 – 08:00	28	32	22	32	26	54	34	19	23	33	29
08:01 – 10:00	19	27	27	26	18	27	28	28	23	11	33
10:01 – 12:00	19	58	22	29	18	24	32	29	24	18	39
12:01 – 14:00	35	36	39	34	37	24	37	21	32	26	24
14:01 – 16:00	37	51	51	56	41	58	37	29	24	34	31
16:01 – 18:00	55	62	63	48	46	52	39	50	27	34	50
18:01 – 20:00	95	67	57	75	63	74	63	53	77	66	70
20:01 – 22:00	54	52	58	45	40	52	35	47	38	60	42
22:01 – 00:00	21	29	45	38	26	52	26	42	37	34	53
Total	429	497	455	475	397	483	404	411	377	411	450

Source: Botswana Police Service

Table 14: Serious Injuries by Hour of the Day (2006-2016)

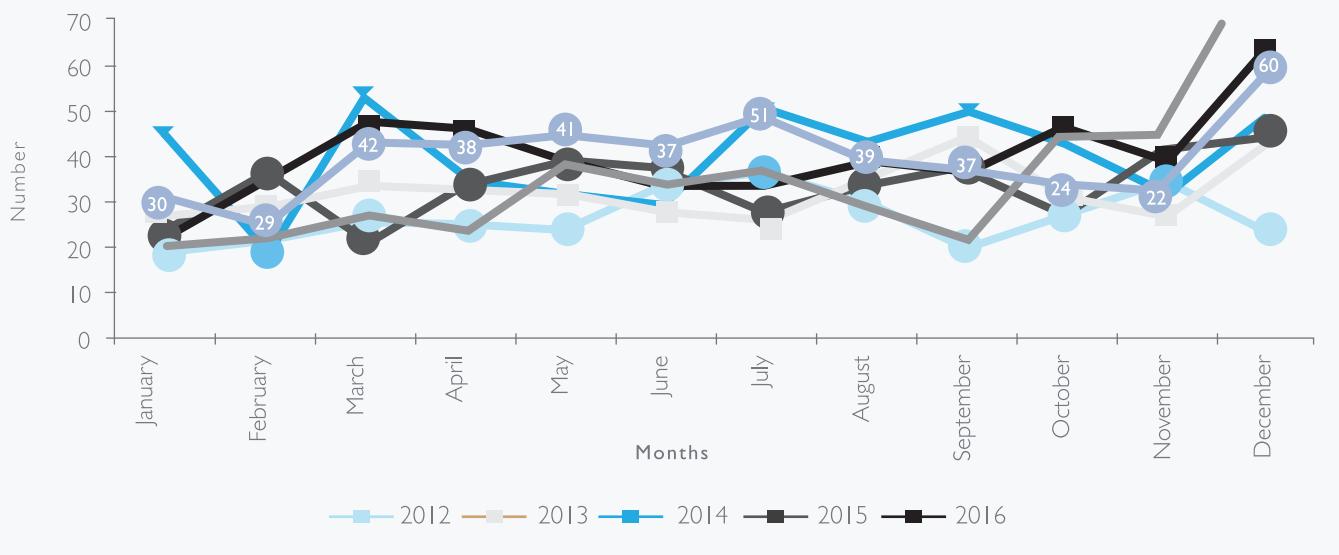
TIME	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
00:01 – 02:00	65	81	113	91	59	60	81	78	82	110	69
02:01 – 04:00	36	39	52	42	53	38	60	47	45	36	60
04:01 – 06:00	42	71	42	75	48	52	49	55	45	47	72
06:01 – 08:00	81	106	104	132	90	106	104	68	83	99	78
08:01 – 10:00	83	112	82	83	61	75	79	93	63	44	77
10:01 – 12:00	72	129	88	91	94	91	87	90	60	100	83
12:01 – 14:00	111	141	139	120	126	78	144	81	119	114	85
14:01 – 16:00	119	158	169	165	135	151	142	143	114	188	99
16:01 – 18:00	183	202	213	220	133	136	142	173	136	163	178
18:01 – 20:00	242	188	229	238	203	175	195	199	226	174	205
20:01 – 22:00	125	184	179	164	156	157	97	158	150	157	142
22:01 – 00:00	78	83	112	119	94	120	105	123	111	132	95
Total	1237	1494	1522	1540	1252	1239	1285	1308	1234	1364	1243

Source: Botswana Police Service

3.2 Fatalities by Month

The five year trend of monthly total fatalities shows that fatalities are usually lower in the months of January, February, March and April. The winter season usually experiences 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. This can be attributed to increased travel in December, over speeding, overcrowded roads and drinking-and-driving. The trend of monthly total fatalities for 2016 was slightly different from the previous years. In 2016 the months of March, May and July were among the months with the highest recorded fatalities, whereas in previous years they were among the lowest months.

Figure 9: Five year monthly total fatalities (2012-2016)



3.3 Road Crashes by Day of the Week

Table 15 below shows recorded crashes by days of the week for the past eleven years. According to the distribution, days of the week with high recorded crashes are Friday and Saturday. For the year 2016, Saturday recorded the highest number of crashes at 3325 followed by Friday at 3221. Days with slightly lower numbers of recorded crashes in 2016 were Tuesday and Wednesday both at 2231 and the trend is similar to the previous years. Factors that can be attributed to increased road crashes during the days of Friday and Saturday are that these two days are characterized by increased travel, consumption of alcohol, speed and driving without due care. To reverse the current trend MVA Fund and other road safety stakeholders continue to 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	Annual Crashes											Total
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
Sunday	2322	2730	2844	2722	2494	2365	2360	2400	2316	2405	2425	27383
Monday	2249	2535	2632	2666	2501	2386	2371	2145	2093	2289	2483	26350
Tuesday	2247	2405	2642	2497	2379	2298	2252	2074	2087	2182	2231	25294
Wednesday	2143	2539	2603	2567	2506	2343	2200	2189	2102	2233	2231	25656
Thursday	2170	2468	2599	2818	2608	2343	2329	2314	2259	2348	2457	26713
Friday	2797	3324	3502	3344	3210	3138	2909	2856	2827	2947	3221	34075
Saturday	3107	3486	3593	3386	3280	3128	3106	3084	2957	3250	3325	35702
Total	17035	19487	20415	20000	18978	18001	17527	17062	16641	17654	18373	201173
Average Crashes per Day	2434	2784	2916	2857	2711	2572	2504	2437	2377	2522	2625	28739

Source: Botswana Police Service

Road crash casualties mainly occur during weekends following a similar trend to total recorded crashes. 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 2016, 17.6% of all casualties happened on Fridays, 22.8% occurred on Saturdays while 17.2% were recorded on Sundays. For the eight year period between 2009 and 2016 a similar pattern can be observed with weekend days experiencing increased road accidents.

Table 16: Casualties by Day of the Week (2009 to 2016)

Casualty Class	Year	Day of the Week							Total	Average
		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday		
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
	2016	86	40	38	33	53	78	122	450	64
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
	2016	237	130	127	119	106	221	303	1243	178
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
	2016	824	611	490	500	590	879	1100	4994	713

Source: Botswana Police Service

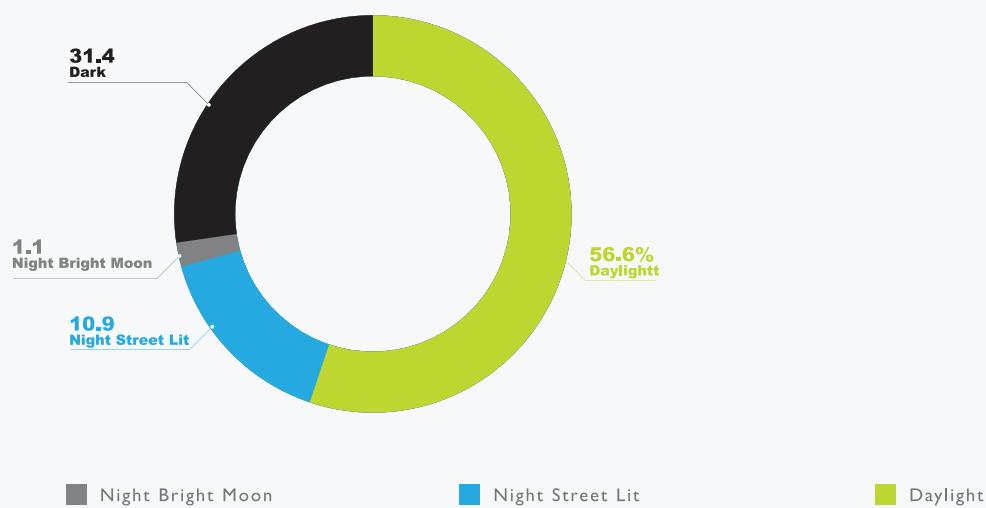
Table 17 illustrates that car crash casualties mainly occur during the day. In 2016, 56.6% of all casualties occurred during daylight, 31.4% occurred on a dark road environment while 10.9% occurred on a night street lit road environment. The severity of crashes also follows a similar pattern to total 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

Casualty	Year	Time of the Day						Total
		Daylight	Dusk	Night Street lit	Night bright moon	Dark		
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	
	2016	228	0	34	6	182	450	
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	
	2016	638	0	114	8	483	1243	
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	
	2016	2918	0	582	60	1434	4994	

Source: Botswana Police Service

Figure 10: 2016 Casualty Injuries by Light conditions in Percentages



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.

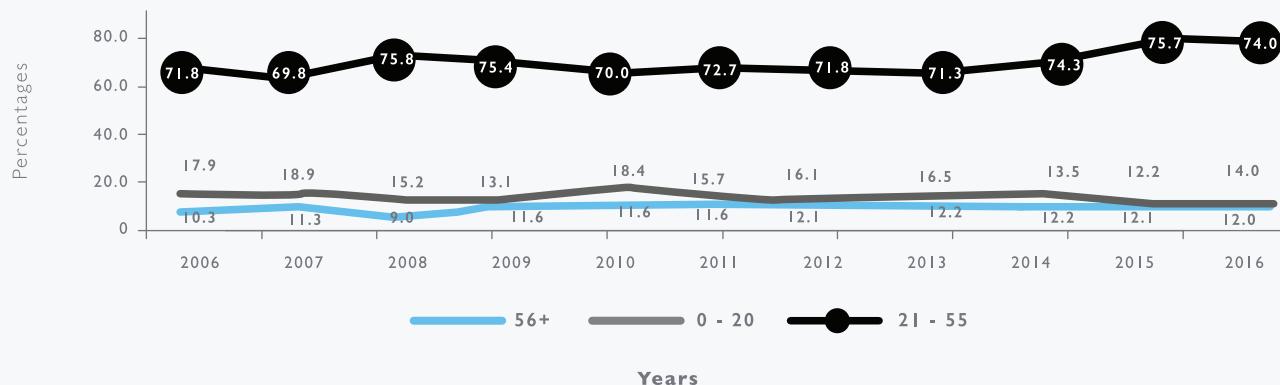
Table 18 and Figure 11 below show fatalities by age groups for the past five years and eleven years respectively and the trend indicates that youth are the most affected in road crashes. The overall trend indicates that young people aged 21-45 years accounted for around 63.0% of people killed in road crashes between 2006 and 2016. In 2016, 63.6% people killed were in the age group 21-45, 22.2% were in the age group 56+, and 14.2% were in the age group 01-20 years.

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

Number of Fatalities					Percentages					
Age Group	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
01-05	24	26	19	16	21	5.9	6.3	5.0	4.0	4.7
06-10	20	13	9	11	11	5.0	3.2	2.4	3.0	2.4
11-15	4	8	4	3	11	1.0	1.9	1.1	1.0	2.4
16-20	17	21	19	20	21	4.2	5.1	5.0	4.9	4.7
21-25	60	40	48	54	55	14.9	9.7	12.7	13.1	12.2
26-30	66	83	75	57	67	16.3	20.2	19.9	13.9	14.9
31-35	58	61	53	64	66	14.4	14.8	14.1	15.6	14.7
36-40	38	41	42	55	63	9.4	10.0	11.1	13.4	14.0
41-45	27	24	34	39	35	6.7	5.8	9.0	9.5	7.8
46-50	17	27	17	23	24	4.2	6.6	4.5	5.6	5.3
51-55	24	17	11	19	22	5.9	4.1	2.9	4.6	4.9
56-60	18	20	14	19	20	4.5	4.9	3.7	4.6	4.4
61-65	8	5	10	8	9	2.0	1.2	2.7	1.9	2.0
66-70	10	8	11	15	9	2.5	1.9	2.9	3.6	2.0
71-75	7	10	6	2	6	1.7	2.4	1.6	0.5	1.3
>75	6	7	5	6	10	1.5	1.7	1.3	1.5	2.2
Unknown	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0
Total	404	411	377	411	450	100	100	100	100	100

Source: Botswana Police Service

Figure 11: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 in table 19 below show that more passengers were killed than other road users between 2010 and 2016; passengers accounted for 47.0% over the period, followed by drivers at 26.7% and pedestrians at 26.3%. In 2016 passengers accounted for 46.9% of recorded fatalities and pedestrians accounted for 24.7% while drivers were 28.4% of the recorded fatalities. The distribution of casualties by age groups in 2016 shows that around 56.0% of casualties are people aged below 35 years of age while around 38.4% 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- 2016

Age of Groups	Fatalities														
	Drivers					Passengers					Pedestrians				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
01-05	0	0	0	0	0	15	12	10	8	13	9	14	9	8	8
06-10	0	0	0	0	0	9	3	2	2	1	11	10	7	9	10
11-15	0	0	0	0	1	3	5	2	1	5	1	3	2	2	5
16-20	2	0	1	3	3	10	14	13	15	12	5	7	5	2	6
21-25	9	9	10	11	9	36	25	30	31	36	15	6	8	12	10
26-30	24	28	22	21	20	31	40	38	22	34	11	15	15	14	13
31-35	22	17	16	19	27	23	31	27	29	30	13	13	10	16	9
36-40	19	12	13	19	22	11	17	21	21	30	8	12	8	15	11
41-45	15	7	18	15	14	9	12	12	15	11	3	5	4	9	10
46-50	4	8	5	9	9	11	11	8	8	11	2	8	4	6	4
51-55	11	6	3	5	8	7	6	6	4	9	6	5	2	10	5
56-60	6	5	6	5	7	5	10	4	8	9	7	5	4	6	4
61-65	0	2	1	3	3	4	2	6	2	4	4	1	3	3	2
66-70	1	1	2	4	3	1	6	3	5	1	8	1	6	6	5
71-75	2	2	0	1	0	5	5	3	1	3	0	3	3	0	3
76-80	0	1	0	1	2	2	0	0	1	0	1	2	1	0	4
81-85	0	0	0	0	0	1	0	0	0	2	0	1	1	2	0
86-90	0	0	0	0	0	1	0	1	1	0	1	0	1	0	1
91-95	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0
96-100	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	115	98	97	116	128	184	201	186	175	211	105	112	94	120	111

Source: Botswana Police Service

4.3 Casualties by Road User Class

Casualties by road user class shows that for the past five years passengers were the most affected road users in road crashes followed by pedestrians and then drivers. In 2016, passengers accounted for 46.3% of all casualties followed by drivers at 32.1% while pedestrians were at 21.5% of all casualties.

Table 20: Casualties by Road User Class

Casualty Class	Fatalities					Serious					Minor				
	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
Driver	115	98	97	116	128	316	344	324	324	353	1448	1454	1439	1483	1668
Passenger	184	201	186	175	211	623	698	630	743	609	1964	2011	2042	2040	2277
Pedestrian	105	112	94	120	111	346	266	280	297	281	934	973	973	1005	1049
Total	404	411	377	411	450	1285	1308	1234	1364	1243	4346	4438	4454	4528	4994

Source: Botswana Police Service

The distribution of road casualties by gender in table 21 below shows that males are the most affected in road crashes compared to females. In 2016 the proportion of males killed in road crashes was 72.0% compared to 28.0% females. The proportion of males who sustained serious injuries was 67.2% compared to 32.8% females in 2016. The trend of casualties between males and females is almost the same for the past eight 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	2012		2013		2014		2015		2016	
Casualty	Male	Female								
Fatalities	272	132	304	107	261	116	304	107	324	126
Serious	846	439	830	478	790	444	894	470	835	408
Minor	2788	1558	2886	1552	2760	1694	2898	1629	3087	1907

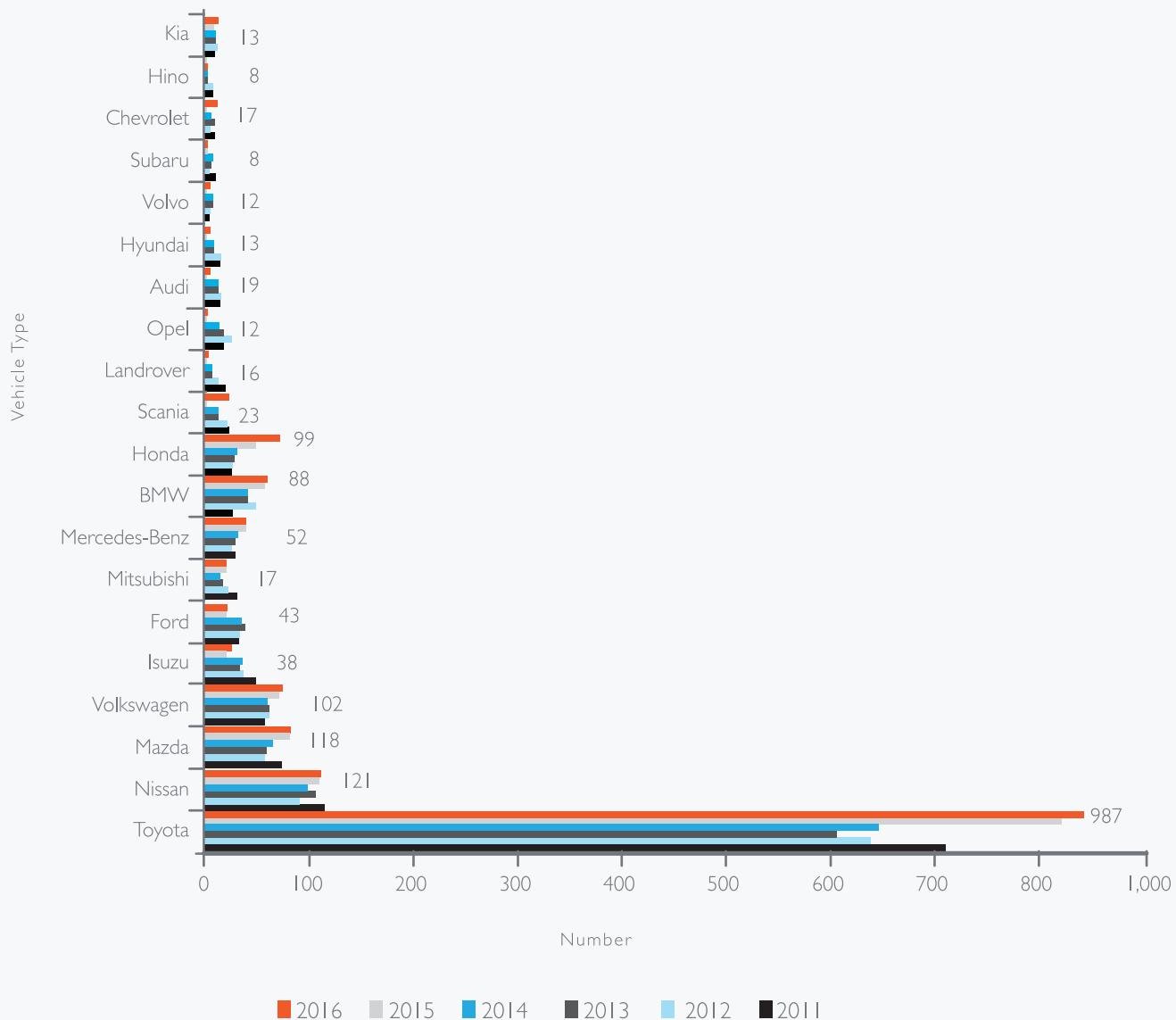
Percentages										
Year	2012		2013		2014		2015		2016	
Casualty	Male	Female								
Fatalities	67.3	32.7	74.0	26.0	69.2	30.8	74.0	26.0	72.0	28.0
Serious	65.8	34.2	63.5	36.5	64.0	36.0	65.5	34.5	67.2	32.8
Minor	64.2	35.8	65.0	35.0	62.0	38.0	64.0	36.0	61.8	38.2

Section 5: Vehicles involved in Traffic Crashes

5.1 Vehicle Involved in Crashes

The figure 12 below presents statistics of vehicles involved in road crashes from the MVA Fund claims database for the years 2011 and 2016. 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 12: Vehicle Makes Involved in Car Crashes in 2011 - 2016 (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 67.3% in 2016. The second hazardous vehicle maneuver is turning to the right accounting for 7.2% 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 (2009-2016)

Vehicle maneuvers	2012	2013	2014	2015	2016
Going straight	18 484	17 686	17416	18944	20212
Turning right	2 128	2 023	1892	1969	2170
Turning left	977	960	936	888	944
Crossing Stream	122	87	105	85	106
Overtaking	438	397	432	404	461
U-Turning	136	111	102	128	134
Merging	67	88	89	121	137
Diverging	63	64	89	73	61
Reversing	1 563	1 578	1563	1422	1439
Sudden Start	45	52	43	34	34
Sudden Stop	93	76	73	62	78
Parked off road	1 304	1 340	1296	1266	1261
Parked on road	109	122	155	156	155
Other	2 575	2 614	2751	2799	2759
Totals	28 104	27 198	26 942	28 351	30013

Source: Botswana Police Service

Section 6: MVA Fund Road Safety Initiatives and Claims Analysis

6.1 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 prevention as one of the MVA Fund core mandates is considered as a business sustainability factor because the reduction in road crashes and casualties will minimize the total cost of operating the fund. 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 2016 initiatives.

6.2 Road Safety Management

The Fund's main approach to road safety promotion is through public education. This approach is aimed at influencing positive road user behaviour amongst all road user groups. This is done in partnership with other key road safety stakeholders being the Botswana Police Service (Traffic Division), Department of Roads, Department of Road Transport and Safety, and Local Authorities.

In July 2016, key road safety stakeholders, among them Botswana Police Service (Traffic Division), Department of Road Transport and Safety, Department of Roads, Local Government authorities from the Gaborone City Council, Kgatleng District Council, South East District Council, Kweneng District Council and MVA Fund collaborated to formulate a campaign on the A1 Highway. The campaign was motivated by the realisation that the Highway had a high number of incidents of crashes which results in both fatalities and serious injuries. The campaign dubbed "Accident Free A1-Act Now" was officially launched by the Honourable Minister of Transport and Communications. The campaign was aimed at enhancing public education campaigns, enforcement campaigns as well as repair, maintenance and erecting new signage along the A1 Highway. The campaign resulted in the Roads Department erecting "High Accident Zone" signs along hotspots.

6.3 Trans-Kalahari Corridor Joint Law Enforcement Operation.

The Fund took part in a joint operation organised by the Trans-Kalahari Corridor (TKC) Secretariat. The enforcement/ education operation brought together the participation of all road safety stakeholders from South Africa, Namibia and Botswana. The aim of the campaign was to sensitise the TKC road users on road safety and the available services offered by the Funds within the Corridor i.e. MVA Fund Botswana, MVA Fund Namibia and the Road Accident Fund of South Africa. The operation was held in Zeerust, South Africa.

6.4 Speed Campaign with Variable Message System (VMS) with Speed Detector (Mobile LED Machine)

The Variable Message System (VMS) with speed detection was launched in July 2016. The Machine is used for both speed monitoring and electronic advertising to sensitize motorists about their road usage behaviour especially about their average speed. The driving speed data recorded by the machine indicated that 37.5% of vehicles detected had violated the recommended speed limits, which echoes the concern that unsafe speeding is among the key risky factors that cause road crashes. The highest violation of the speed limits was along 60KM/Hr zones, the highest proportion of violation was 53.1% vehicles above the speed limit recorded at the Glen Valley turn off and the second highest was at Sebele which is also a 60KM/hr zone. The data indicates that the lowest violations were recorded at Mmokolodi turn off at 0.3% vehicles above the recommended 120KM/Hr followed by the Tashy's Royal Gardens at 7.1% above the speed limit.

Table 23: Speed Detected by LED along A1 Road (September to November 2016).

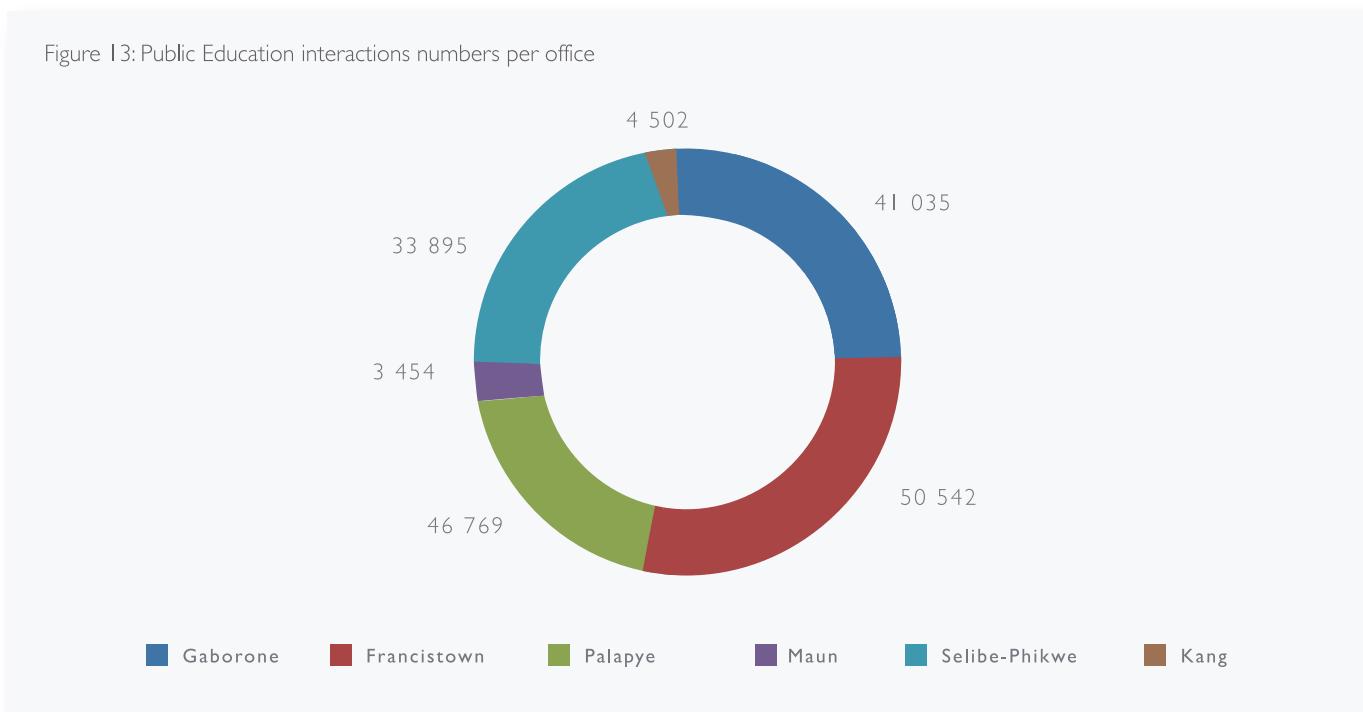
Road Name	Section of the Road	Vehicles Detected	Road Section Speed limit (km/h)	Maximum Recorded Speed (km/h)	Vehicles Above the speed Limit	Vehicles Within the Speed Limit	% of Vehicles above Speed Limit	% of Vehicles within the Speed Limit
A1	Glen Valley Turn Off	21482	60	166	11397	10085	53.1	46.9
A1	Mmokolodi Turn Off	2411	120	135	7	2404	0.3	99.7
A1	Tashy's Royal Gardens	4185	120	187	296	3889	7.1	92.9
A1	Artesia	5118	80	163	1099	4019	21.5	78.5
A1	Rasesa	7793	80	178	2299	5494	29.5	70.5
A1	Lobatse - Otse	7308	80	173	1969	5339	26.9	73.1
A1	Mmamashia	2812	80	191	1206	1606	42.9	57.1
A1	Sebele	8577	60	144	4119	4458	48	52
Total Vehicles Detected		59686			22392	37294	37.5	62.5

6.5 Public Holiday Traffic Safety Campaigns

The Fund adopted a different approach to conducting road safety educational campaigns during the holidays. They have done this by extending the running times of campaigns to not partially run during the holidays, but throughout the holidays. This approach has helped to extend interactions with motorists during the holidays thereby complementing the pre-holiday campaigns conducted by other road safety stakeholders.

6.6 Road Safety Media Campaigns and Public Education

Public Education continues to be one of the key ways used to reach out to all road users. In a call for behavioural change, the Fund conducts various activities that allow for face to face interactions. These include corporate presentations, Kgotsa meetings and workshops. In 2016 the fund interacted with a total of 180 197 people. Below is the breakdown of interactions across all MVA Fund branches.



Source: Botswana Police Service

6.7 Media campaigns

The Fund exploits every publicity opportunity it gets to enhance its visibility as well as reach out to a wider group of people. Various mediums of communication were used such as local radios, television, newspapers and social media forums. In addition, the Fund continually distributed brochures, promotional material such as t-shirts, and used banners, and sponsorships of events to heighten publicity.

Major publicity events in 2016 included, exhibitions such as the BOCCIM Northern trade fair; Tertiary Education Fair; Annual Consumer Fair; the annual road safety stakeholder engagement forum that was held in Tonota and the Accident Free AI campaign. There was media coverage at all of these events.

6.8 Outreach Programme for Special Groups

The Fund categorises the elderly, those living with disabilities and children as Special Groups. In 2016, The Fund participated at the World Day of People Living with Disabilities. In addition, the Fund continued to reach out to children through the use of the Mobile Children Traffic School as well as the establishment of road safety clubs in schools. These programs are a way of inculcating a culture of road safety amongst those with special needs despite being the most vulnerable road user group.

6.9 Community Road Safety Grant Scheme

MVA Fund continues to partner with community groups through the Community Road Safety Grant Scheme in the fight against road crashes. In 2016, six community groups from Gaborone, Mochudi, Mmankgodi, Gathwane and Mahalapye undertook road safety educational campaigns such as awareness walks, bus rank activations, kgotsa meetings, and livestock tagging with reflective material for visibility and scholar patrols.

6.10 Youth Road Safety Clubs

The Fund promotes the establishment of Road Safety Clubs to create awareness amongst the youth and motivate them to take responsibility and adopt safe road user behaviour. The Road Safety Clubs are expected to impart road safety knowledge and foster desired behaviour among members of the club and the community. These clubs are categorised as in-schools and out-of-school youths clubs. In 2016 sixteen (16) in-school clubs were formed and fifteen (15) out-of-school clubs were registered across the country. The clubs were capacitated and supported to undertake activities such as scholar patrols, road safety quizzes and mall campaigns.

6.11 Occupational Road Risk Program

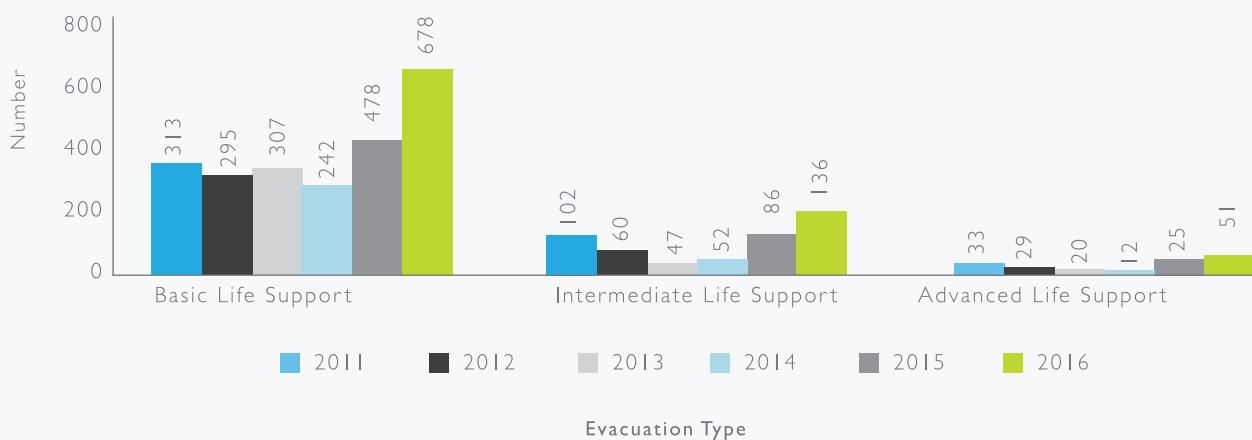
The Fund in collaboration with Botswana Couriers and Logistics undertook Occupational Road Risk Seminars for the company's drivers. The workshops were held in Gaborone, Francistown and Maun. A total number of 101 drivers were inducted in these workshops. The workshops were intended to help drivers to appreciate, among others, the importance of different safety features fitted in cars, as well as to encourage Botswana Couriers and Logistics to be more inclined towards safer vehicles in their fleet management strategies.

6.12 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 2016 was 865 an increase of 276 compared to 589 in 2015. 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



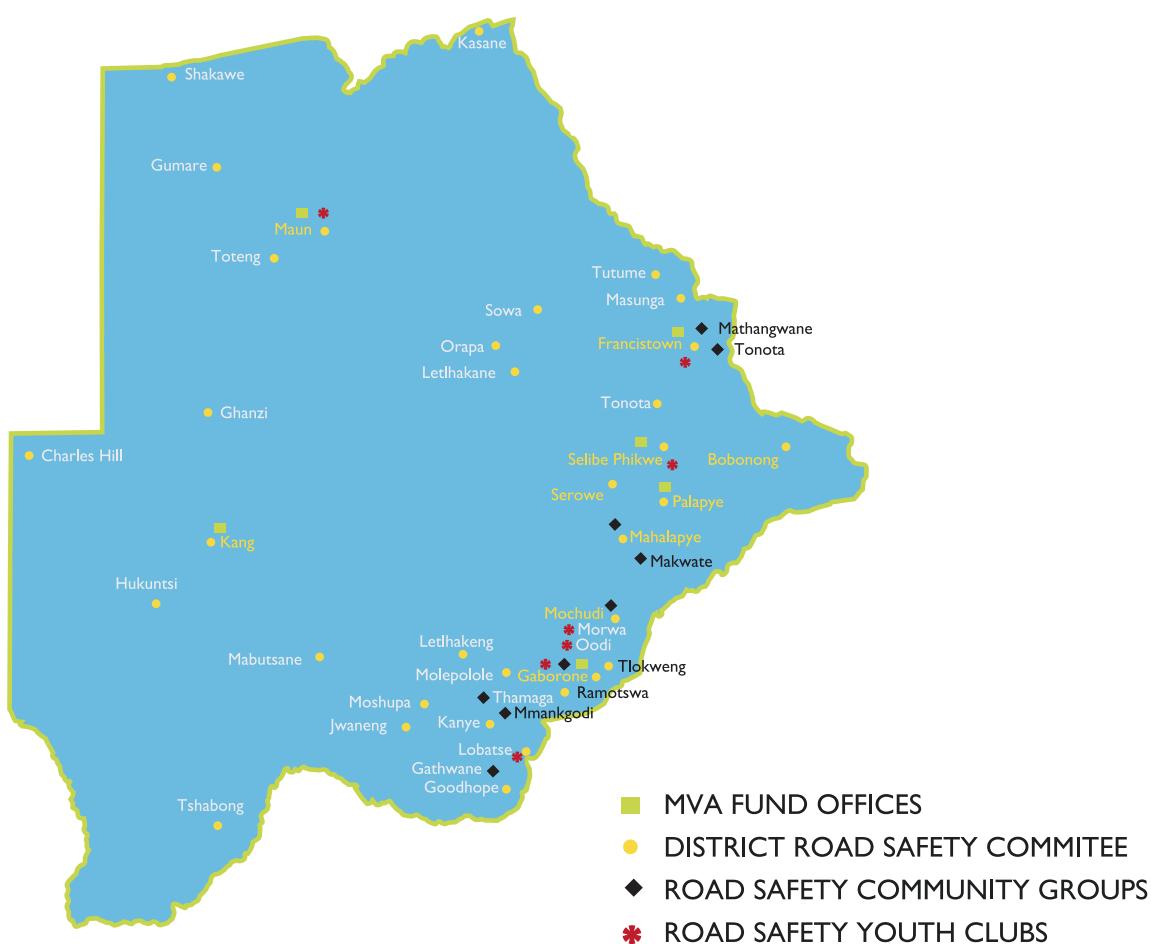
Source: MVA Fund Database

6.13 Geographic Foot Print of the Fund

The MVA Fund has a total of nine (9) 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 MVA Fund Offices and District Road Safety Committee Offices.

Figure 15: MVA Fund Offices and Support Structures

MVA Fund Offices, District Road Safety Committee, Road Safety Community Groups and Road Safety Youth Clubs



6.14 Claims Lodged with MVA Fund (1987-2016)

All road users who are involved in road crashes are eligible to lodge claims for assistance from the MVA Fund in terms of the MVA Fund Act. The total number of claims lodged with MVA Fund since 1987 to the end of 2016 was 53611. These claims were from a total of 187 795 casualties within the same period. This translates to 28.5% 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. 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 2016 the proportion of claims lodged with the Fund stood at 45.1% against 6687 reported casualties compared to 41.0% out of 6 303 casualties in 2015, an increase of 4.2% compared to 2015.

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Figure 16: Claims Lodged with MVA Fund and Total Casualties (1987-2016)



Source: MVA Fund Database

Figure 17: Annual Claims Lodged with MVA Fund and Casualties classes (Fatalities, Serious Injuries, Minor Injuries) – (2004-2016)



Source: MVA Fund Database

6.15 Total Reserves and Payments 2010 – 2016

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 P153.7 million to P195.4 million. The increase was mainly due to the increase in medical undertaking reserves from P121.8 million in 2015 to P160.1 million in 2016 and Loss of Support reserves from P29.3 million to P32.0 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 P96.3 million for all the claims during the year; an increase from P74.0 million paid in 2015.

Figure 18: Reserves by Benefit Type (BWP millions)

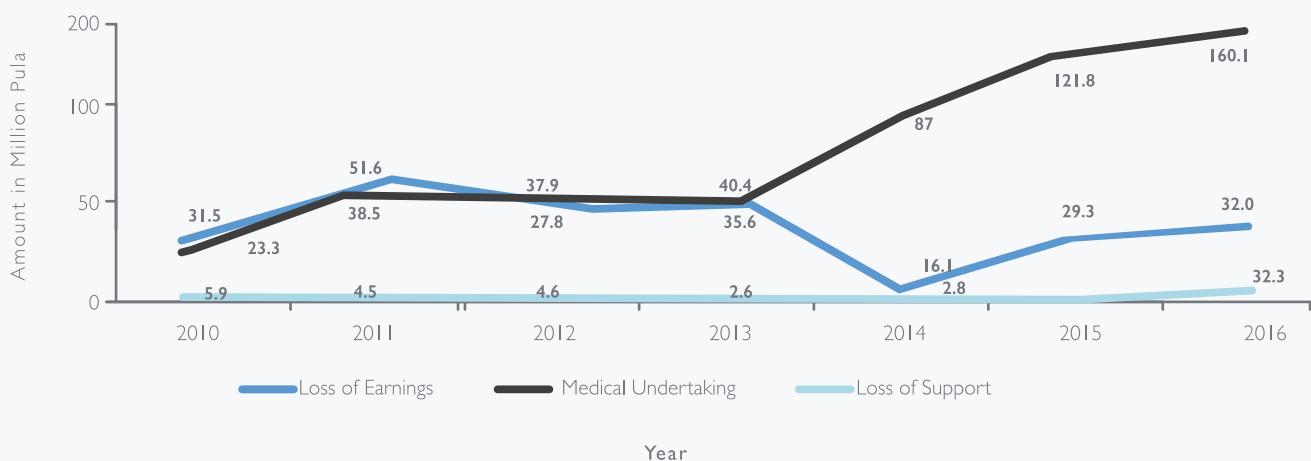


Figure 19: Payments by Benefits Type (BWP millions)

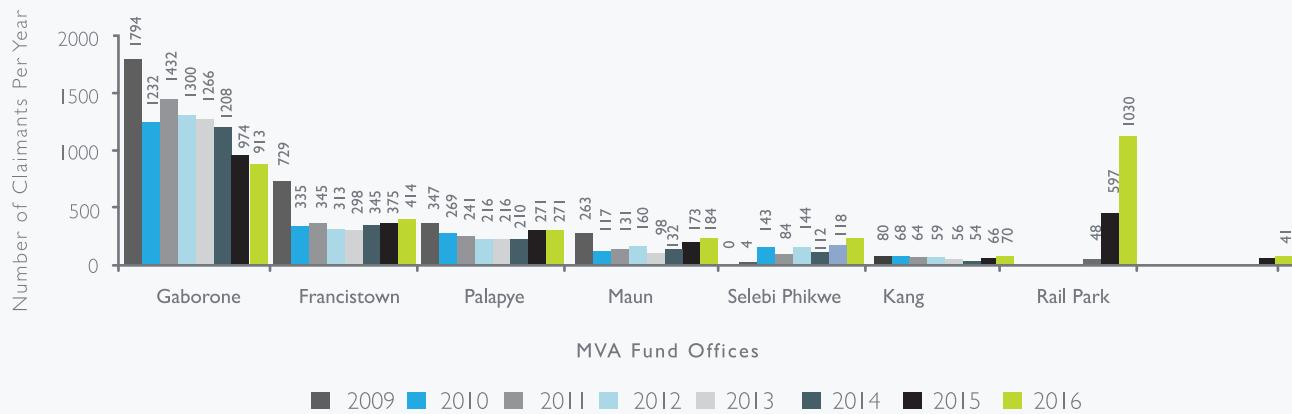


6.16 Total Claims lodged by MVA Fund Office

The analysis below shows the number of claims lodged at MVA Fund offices for the past eight (8) years, 2009 to 2016. 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, with the exception of Selebi Phikwe and Gaborone office during the year 2016 when compared to 2015 and this is in line with the number of recorded casualties during the year. The decrease at Gaborone office is due to the strategically located Rail Park Office, which has led to majority of claims being lodged at that office. This is shown by the almost 58% increase in claims lodgement at the Rail Park Office.

Figure 20: Claims Lodged with MVA Fund Offices (2009-2016)



6.17 Claimants by Region

Table 24 below shows the distribution of claims lodged with the Fund from 2012 to 2016. The number of claims received from the Gaborone region was the highest for all the years during the five year period. The other regions with high number of claims received were Molepolole, Francistown, Maun, and Kanye. The 2016 claims data shows that Molepolole, Maun and Tsabong experienced significant increases in the number of claims received between 2015 and 2016. Areas with significant drops on claims received in 2016 were Lethakane, Mahalapye and Tutume. The table further shows that the total number of claims lodged with MVA Fund increased by 16.9% between 2015 and 2016.

Table 24: Claimants by Regions (2009-2016)

Regions	Number of Claimants per Year					% Changes in Number of Claimants				
	2012	2013	2014	2015	2016	(2011 / 2012)	(2012 / 2013)	(2013 / 2014)	(2014 / 2015)	(2015 / 2016)
Gaborone	754	716	710	782	1008	3.1	-5.0	-0.8	10.1	28.9
Francistown	239	212	284	266	271	-12.8	-11.3	34.0	-6.3	1.9
Molepolole	105	99	108	168	277	-15.3	-5.7	9.1	55.6	64.9
Kanye	132	112	104	174	174	4.8	-15.2	-7.1	67.3	0.0
Maun	152	112	138	116	200	42.1	-26.3	23.2	-15.9	72.4
Selebi Phikwe	103	127	102	127	139	-34.8	23.3	-19.7	24.5	9.4
Lobatse	95	91	69	134	108	20.3	-4.2	-24.2	94.2	-19.4
Mochudi	79	84	75	124	183	-38.3	6.3	-10.7	65.3	47.6
Serowe	67	93	70	94	86	-27.2	38.8	-24.7	34.3	-8.5
Palapye	86	95	78	99	132	-3.4	10.5	-17.9	26.9	33.3
Mahalapye	90	57	61	145	99	-10.9	-36.7	7.0	137.7	-31.7
Tutume	27	33	35	93	74	-38.6	22.2	6.1	165.7	-20.4
Ramotswa	27	46	37	55	56	-57.8	70.4	-19.6	48.6	1.8
Tsabong	65	62	134	43	80	-20.7	-4.6	116.1	-67.9	86.0
Letlhakane	6	61	30	70	34	-89.3	916.7	-50.8	133.3	-51.4
Ghanzi	29	44	38	26	28	-42.0	51.7	-13.6	-31.6	7.7
Kasane	19	12	12	25	16	11.8	-36.8	0.0	108.3	-36
Foreign	57	22	24	42	26	67.6	-61.4	9.1	75.0	-38.1

6.18 Monthly Claims Lodged with MVA Fund by Office

Rail Park office received the highest number of claims lodged during the year followed by Gaborone, Francistown and Palapye. Monthly claims lodged did not vary significantly between months, save for the month of December. In December claims lodged went up mainly because car crashes go up during the period due to increased level of activity on the roads 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 25: Monthly Claims Lodged with MVA Fund by Offices 2009– 2016

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
	2016	76	67	76	70	67	97	89	75	76	63	75	82	913
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
	2016	23	35	40	35	42	52	31	31	28	35	36	26	414
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
	2016	22	12	14	25	28	41	24	29	21	13	20	22	271

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Office	Month	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
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
	2016	14	12	9	11	12	31	13	26	10	10	19	17	184
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
	2016	8	8	4	10	9	9	12	10	7	10	1	8	96
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
	2016	2	2	1	13	10	12	4	5	5	10	5	1	70
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
	2016	72	107	115	82	97	96	89	67	68	83	91	63	1030
Mobile Office	2015	0	1	1	3	2	0	0	0	0	2	0	0	9
	2016	1	2	8	2	3	0	12	4	5	4	0	0	41

Note: Rail Park office was opened in November 2014 while 2 mobile office was in operation in 2015 and 2016 respectively.

6.19 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 26 below shows the Funds collections by year and month. The Fund collected P471959.00 in 2016, which is a decrease of P39819.00 compared to P511778.00 in 2015. The highest collection was in May with a total collection amount of P55014.

Table 26: Right of Recovery Collections by year (BWP)

Month	2012	2013	2014	2015	2016
January	20905	40000	26900	42274	35320
February	38161	30471	30708	33090	40131
March	39249	26731	36109	43909	43992
April	36899	36413	32954	31728	32415
May	43495	41924	57826	37020	55014
June	56535	36150	34273	37670	48175
July	44308.28	43448	41254	28075	33915
August	49966.14	43268	57287	77005	36430
September	54583.6	23855	50850	44935	43136
October	47844.28	43225	73900	41262	38104
November	44500.14	30640	39700	47905	27410
December	35904.14	27630	46468	46905	37917
Total	512351	423755	528229	511778	471959

Section 7: Conclusion

The 2016 Crash and Claims Report has indicated that total annual recorded crashes increased between 2015 and 2016, the total number of recorded crashes in 2016 was 18373, which is an increase of 719 compared to the 17654 crashes in 2015. Of the annual total recorded crashes, 348 of them were fatal crashes resulting in 450 fatalities. The report indicates that during the year 2016, key road safety performance indicators went up compared to 2015, fatalities per 100 000 vehicles went up from 18.8 in 2015 to 20.2 in 2016 while claims/1000 vehicles increased from 4.3 in 2015 to 4.6 in 2016.

In terms of police districts with the highest number of crashes, for the past eleven years those have been recorded in Gaborone, Gaborone West, 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). In 2016 the youth being age range 21-45 years accounted for 63.6% of people killed in road crashes. Total Claims lodged with MVA Fund increased between 2015 and 2016. 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 I: Vehicle registered by Stations— 2010- 2016

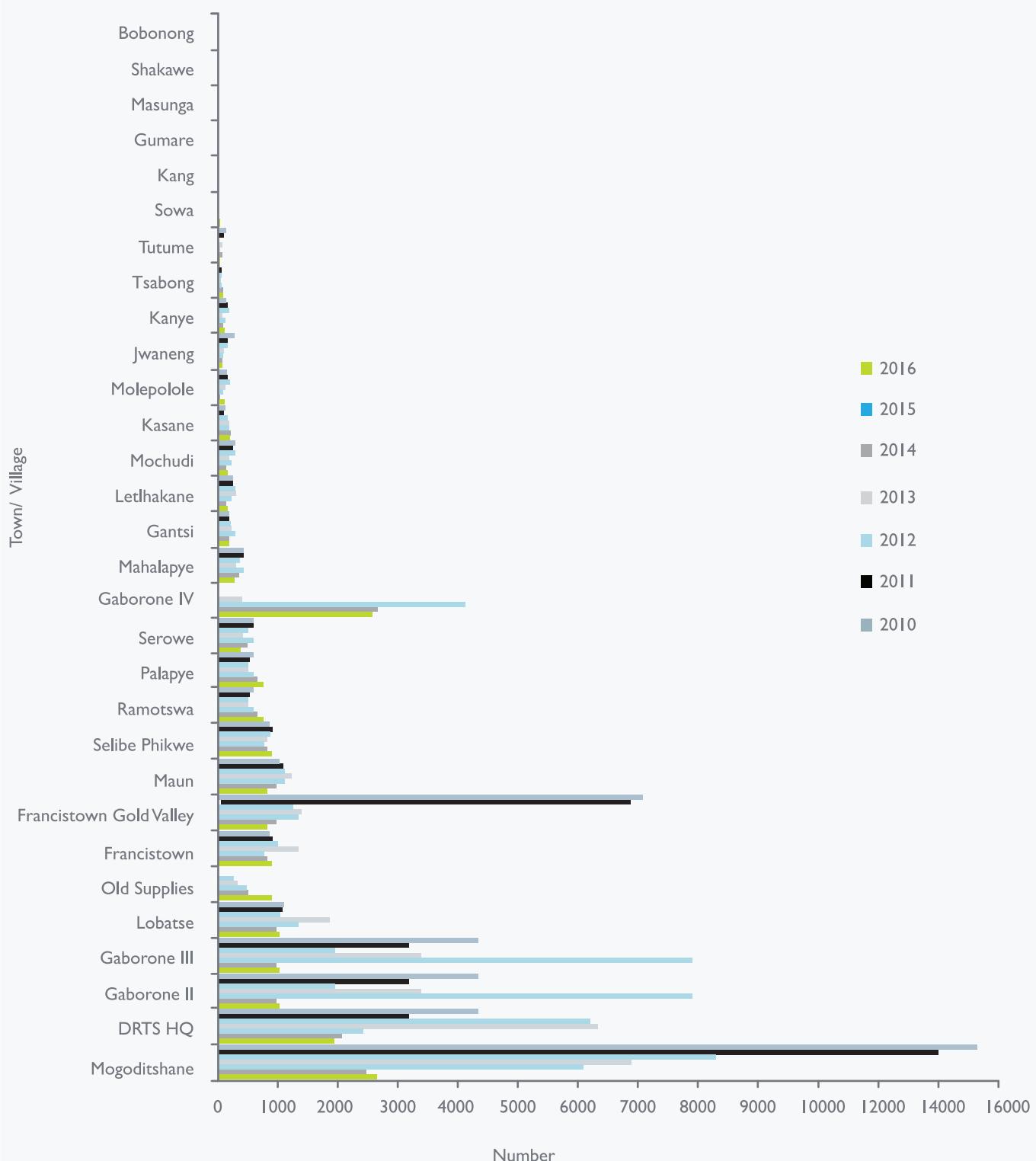


Table 1: Total Number of Registered Vehicles by DRTS offices

Station	1995-2012	2013	2014	2015	2016	TOTAL
DRTS Hq	77603	6666	7615	6386	8054	106324
Kanye	7600	112	249	216	167	8344
Palapye	9618	561	556	654	734	12123
Maun	16059	1544	1370	1360	1322	21655
Lobatse	26567	3404	1755	1762	1632	35120
Mahalapye	9902	453	489	564	560	11968
Tsabong	1672	43	31	41	61	1848
Kasane	3171	252	192	108	130	3853
Molepolole	4607	215	318	261	255	5656
S/Phikwe	21364	1071	1120	1157	1027	25739
Lethakane	4012	292	258	269	255	5086
Serowe	8960	546	618	589	589	11302
Ramotswa	5238	694	1262	1281	1454	9929
Mochudi	5935	252	435	425	448	7495
F/Town	45302	2238	1606	1558	1510	52214
Gantsi	3508	307	256	237	232	4540
Gaborone II	104191	4922	5558	6585	6477	127733
Tutume	1906	29	55	93	24	2107
Kang	87	20	14	11	13	145
Bobonong	698	4	9	19	9	739
Sowa	264	21	31	21	11	348
Jwaneng	945	212	227	237	396	2017
Gumare	94	17	16	10	23	160
Gaborone III	56523	3987	3217	4159	5757	73643
Mogoditshane	36785	8137	9982	13968	15437	84309
Masunga	32	16	20	22	18	108
Shakawe	2	9	12	1	5	29
Gaborone IV	13713	544				14257
F/Town G/Valley	5369	2137	3308	3282	3341	17437
Old Supplies	1803	3035	888	809	493	7028
Total	473530	41740	41467	46085	46103	648925

Source: DRTS

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Figure 2: Claimants By Regions (1987 - 2016)

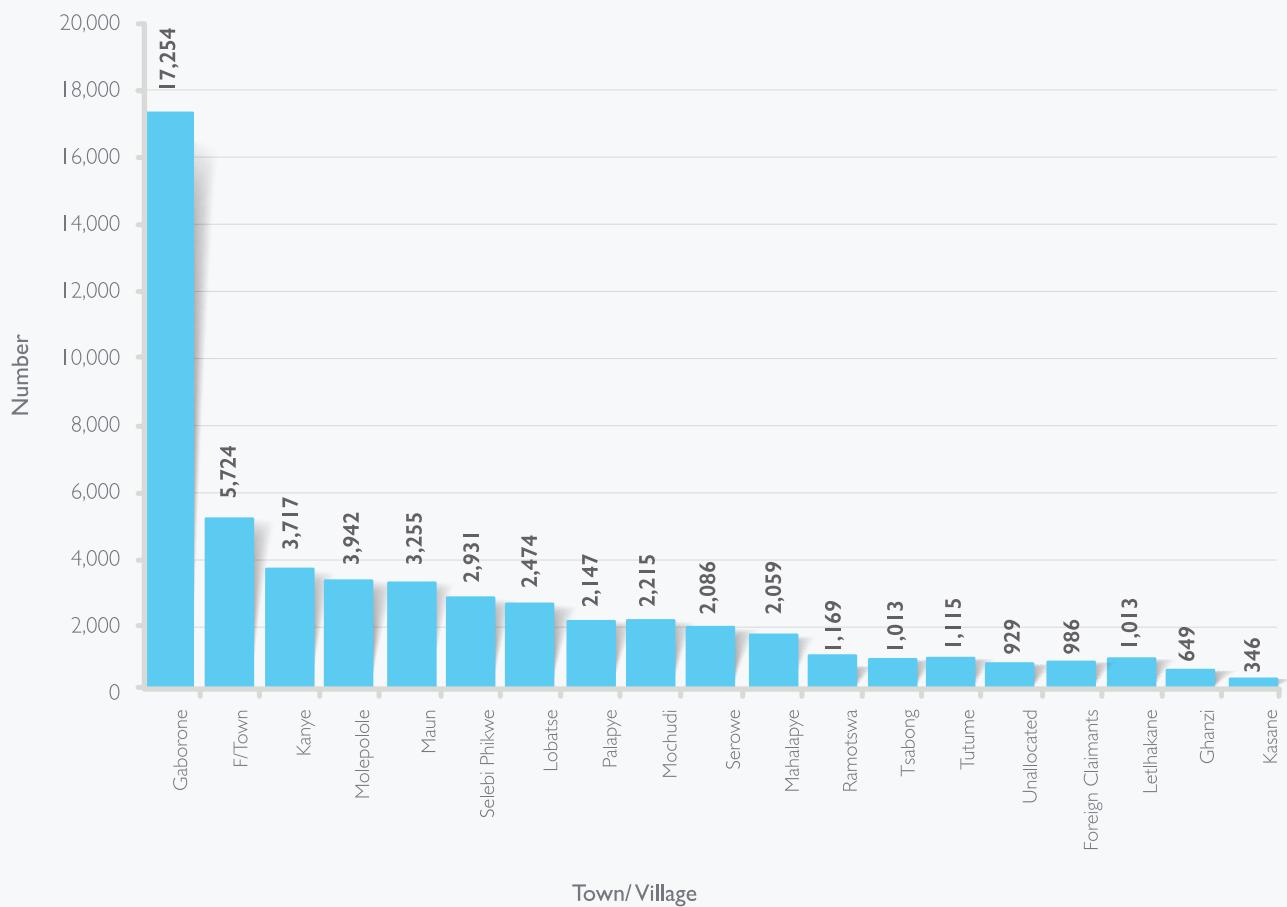


Figure 3: Claimants By Areas (2009 - 2016)



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Claimants by Villages

Figure 4: Gaborone Region Claimants by Villages (1987-2016)

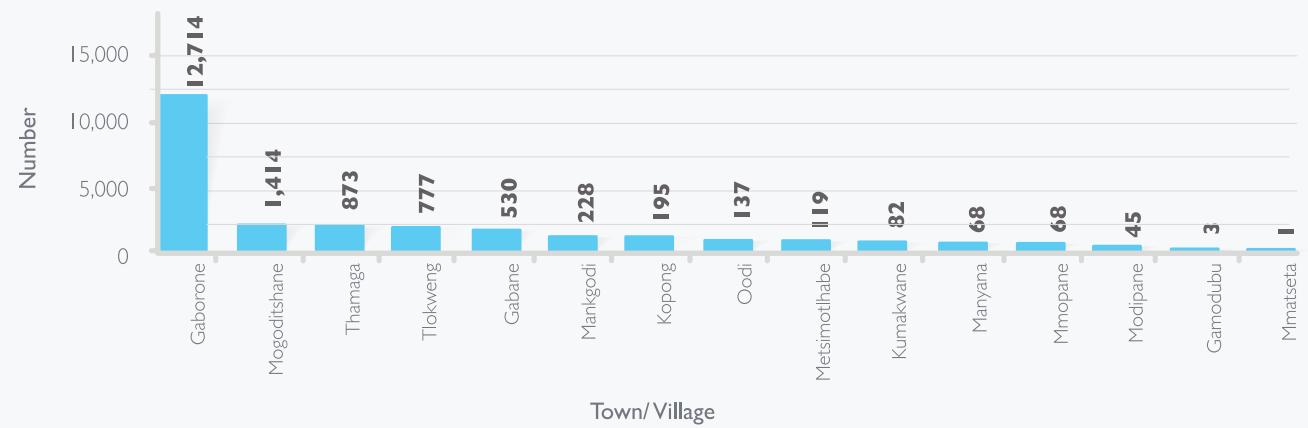


Figure 5: Francistown Region Claimants by Villages (1987-2016)

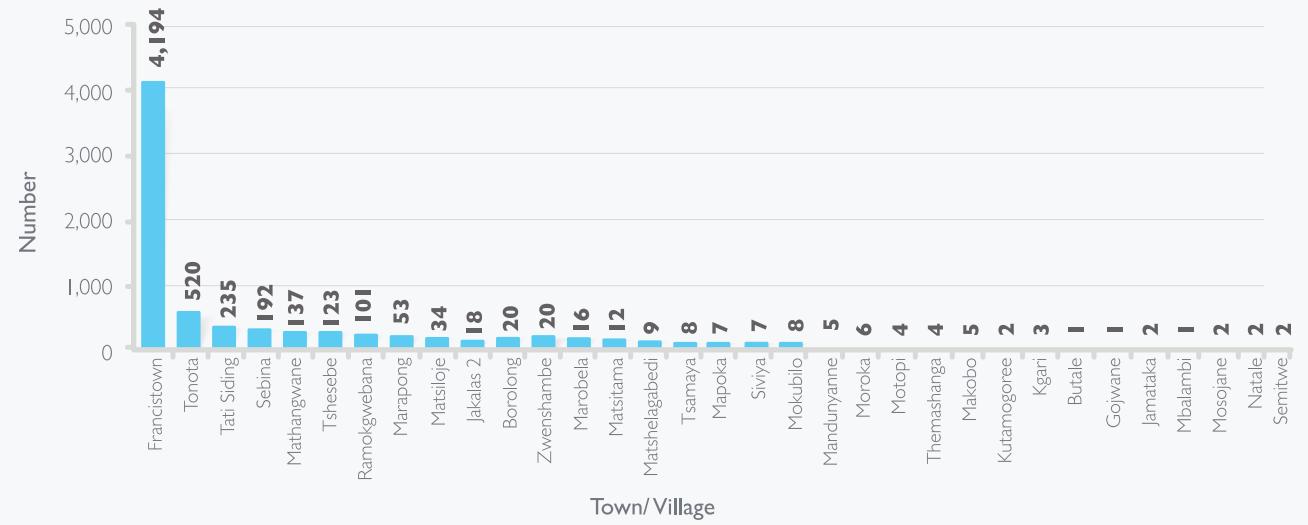


Figure 6: Molepolole Region Claimants by Villages (1987-2016)

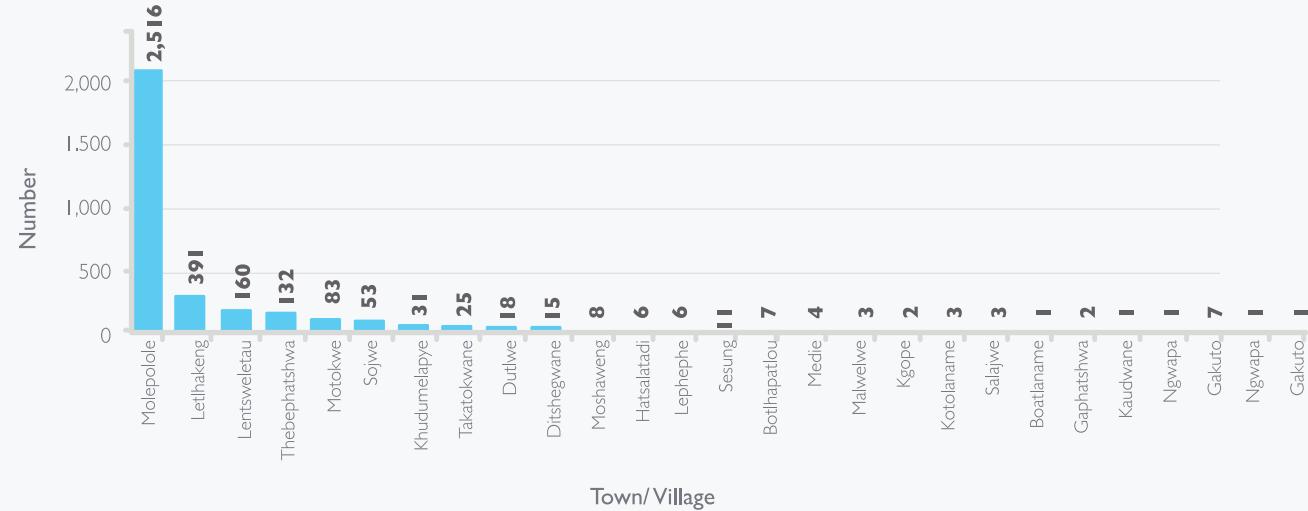


Figure 7: Kanye Region Claimants by Villages (1987-2016)

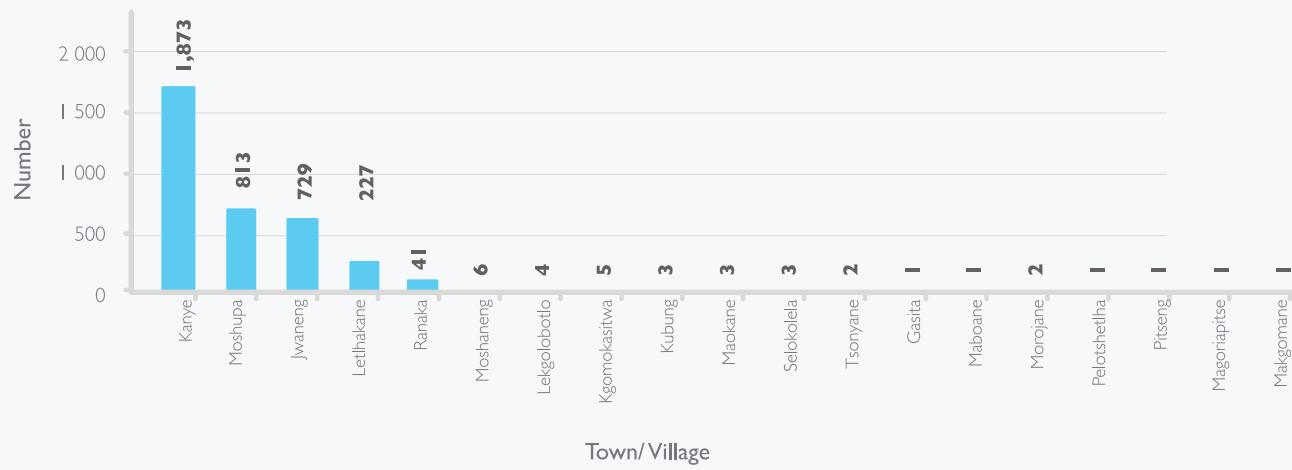


Figure 8: Maun Region Claimants by Villages (1987-2016)

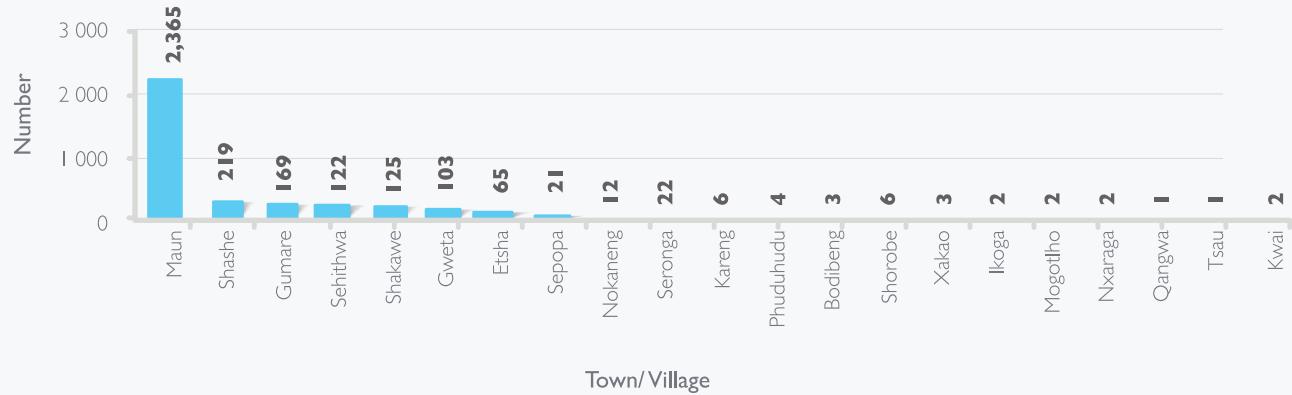


Figure 9: Selibe Phikwe Region Claimants by Villages (1987-2016)



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Figure 10: Lobatse Region Claimants by Villages (1987-2016)

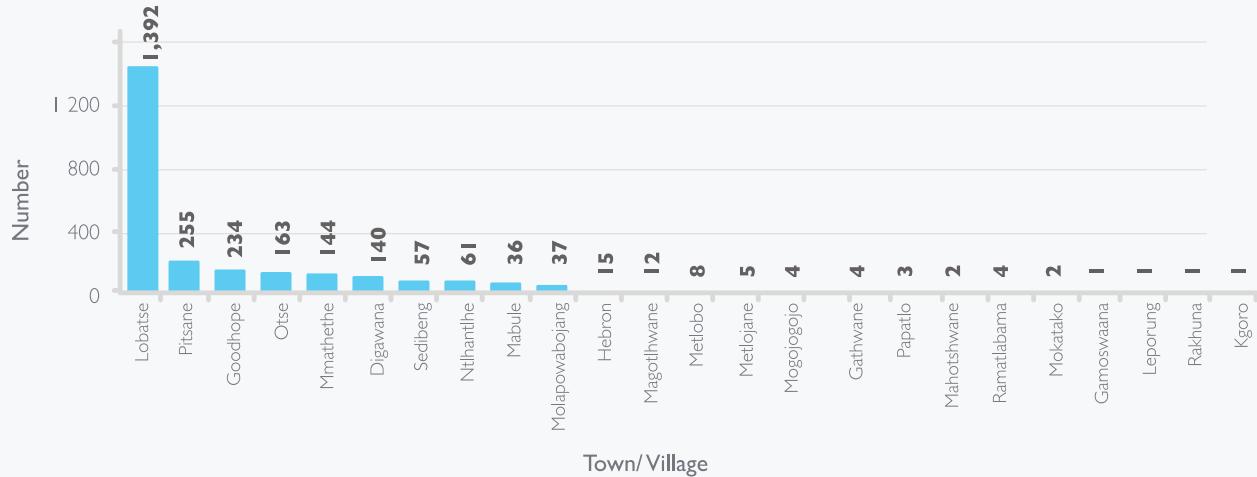


Figure 11: Mochudi Region Claimants by Villages (1987-2016)



Figure 12: Serowe Region Claimants by Villages (1987-2016)



Figure 13: Palapye Region Claimants by Villages (1987-2016)



Figure 14: Mahalapye Region Claimants by Villages (1987-2016)



Figure 15: Tutume Region Claimants by Villages (1987-2016)



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Figure 16: Ramotswa Region Claimants by Villages (1987-2016)



Figure 17: Tsabong Region Claimants by Villages (1987-2016)

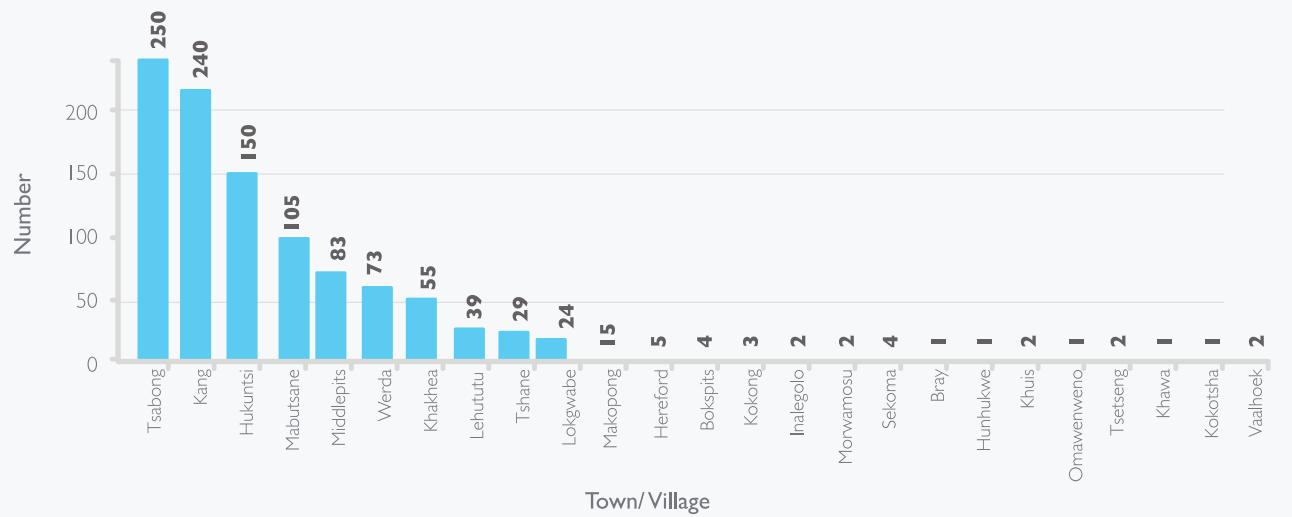


Figure 18: Lethlakane Region Claimants by Villages (1987-2016)

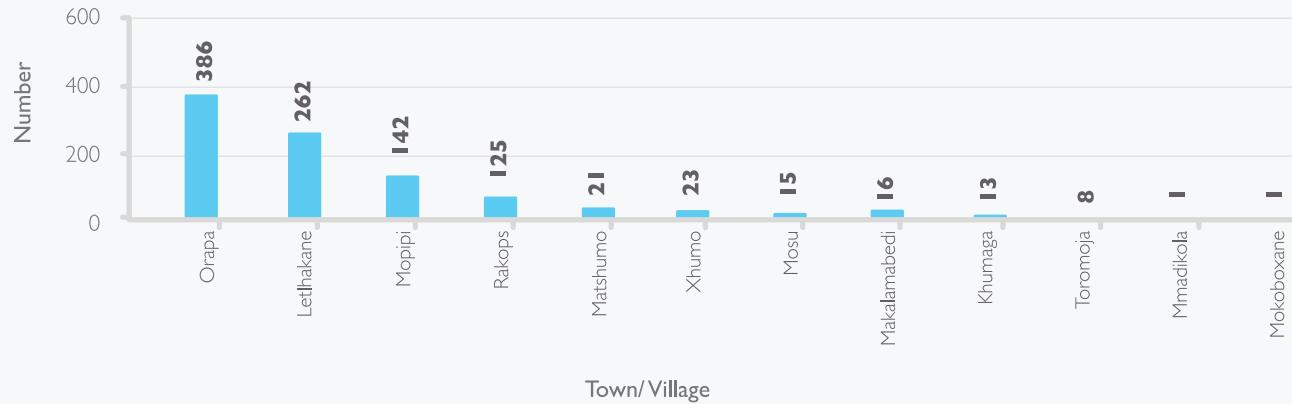


Figure 19: Ghanzi Region Claimants by Villages (1987-2016)



Figure 20: Kasane Region Claimants by Villages (1987-2016)



Figure 21: Foreign Claimants by Country of origin (1987-2016)



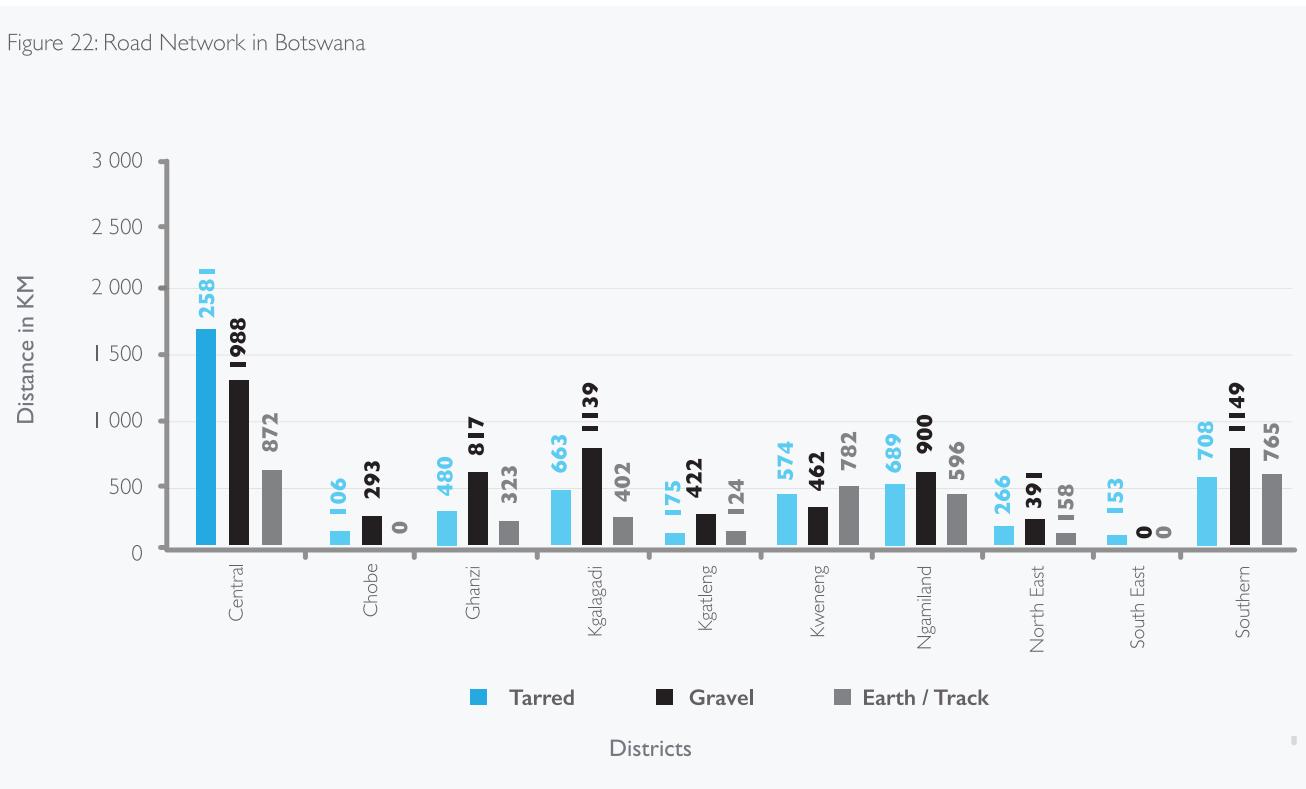
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Table 2: Possible Causes of Road Crashes

Cause	Causes of Car Crashes	2010	2011	2012	2013	2014	2015	2016
Drivers	Following to close from behind	1862	2281	2532	2591	2533	2449	2619
	Reversing negligently	1563	1363	1373	1398	1341	1365	1297
	Losing Control	1204	1382	1422	1457	1583	1525	1657
	Failing to comply with traffic sign or signal	710	631	703	658	715	707	793
	Unlicensed driver	590	569	553	524	550	721	697
	Influence of drinks or drugs	492	429	518	643	675	631	593
	Overtaking improperly	423	427	401	374	361	338	407
	Over speeding	384	269	268	208	99	188	168
	Turning without care	297	264	156	197	91	164	175
	U - turning	135	116	108	80	82	105	124
	Fatigued or asleep	83	59	67	58	54	78	57
	Swerving to the left/right carelessly	32	30	27	19	9	13	32
	Cyclist error	32	38	32	36	25	47	28
	Dazzled by oncoming traffic lights	21	8	13	11	2	5	5
	Overloading	19	8	10	13	8	7	4
	Physical defective	0	8	13	12	7	7	21
	Stopping suddenly	7	6	2	2	0	6	6
	Negligence of PSV driver	7	5	9	5	0	4	1
	Pulling off the road without care	6	2	2	1	1	0	4
	Negligently opening vehicle door	3	1	0	4	2	2	3
	Hampered by passenger; animal or luggage in the vehicle	2	2	1	0	2	0	1
Pedestrian	Other driver negligence	7056	6569	6053	5558	5690	6279	6643
	Crossing without care	327	291	209	202	188	272	
	Under influence of drinks or drugs	49	53	60	65	70	53	51
	Walking or standing on the road	19	18	7	4	6	10	12
	Playing on the road	17	16	16	14	10	3	11
	Slipping or falling when crossing the road	3	1	1	4	1	0	2
	Sudden illness	2	4	0	0		0	0
	Holding on to a vehicle	1	2	1	0	1	0	4
Passengers	Sleeping on the road	0	1	1	2	0	2	1
	Other pedestrian negligence	104	98	88	59	37	62	70
	Falling from a vehicle	25	29	33	47	41	30	21
	Boarding or alighting without care	11	8	6	18	10	14	7
	Under influence of drinks or drugs	3	2	0	3	1	2	0
	Stealing a ride	2	2	4	2	0	4	2
Animals	Other passenger negligence	52	36	40	38	38	34	46
	Cattle on the road	1883	1694	1600	1537	1432	1655	1691
	Dog on the road	167	143	143	165	150	136	150
	Animal in the Vehicle	6	1	2	1	0	1	1
Obstructions	Other animal on the road	539	449	442	486	270	229	214
	Stationary vehicle dangerously placed	3	0	2	9	0	0	0
	Collision with vehicle already involved in an accident	4	1	3	0	0	0	0
Defects	Other obstructions	167	157	169	160	127	167	124
	Tyre burst	222	181	163	136	133	138	126
	Defect unattended vehicle running away	11	19	7	0	17	11	12
Weather	Physical defective	8	0	2	0	0	0	0
	Other defects	249	171	162	174	148	133	134
	Road surface type	81	95	60	50	76	37	45
	Roads pot holes	58	33	23	27	37	24	26
	Heavy rain	13	8	4	1	2	2	11
	Strong wind	6	3	4	4	5	3	2
	Other weather factors	11	15	11	3	10	3	2
	Use of Cell phone while driving	7	3	1	2	1	3	1
Total		18978	18001	17527	17062	16641	17654	18373

Motor Vehicle Accident Fund Road Crash and Claims Report 2016

Figure 22: Road Network in Botswana



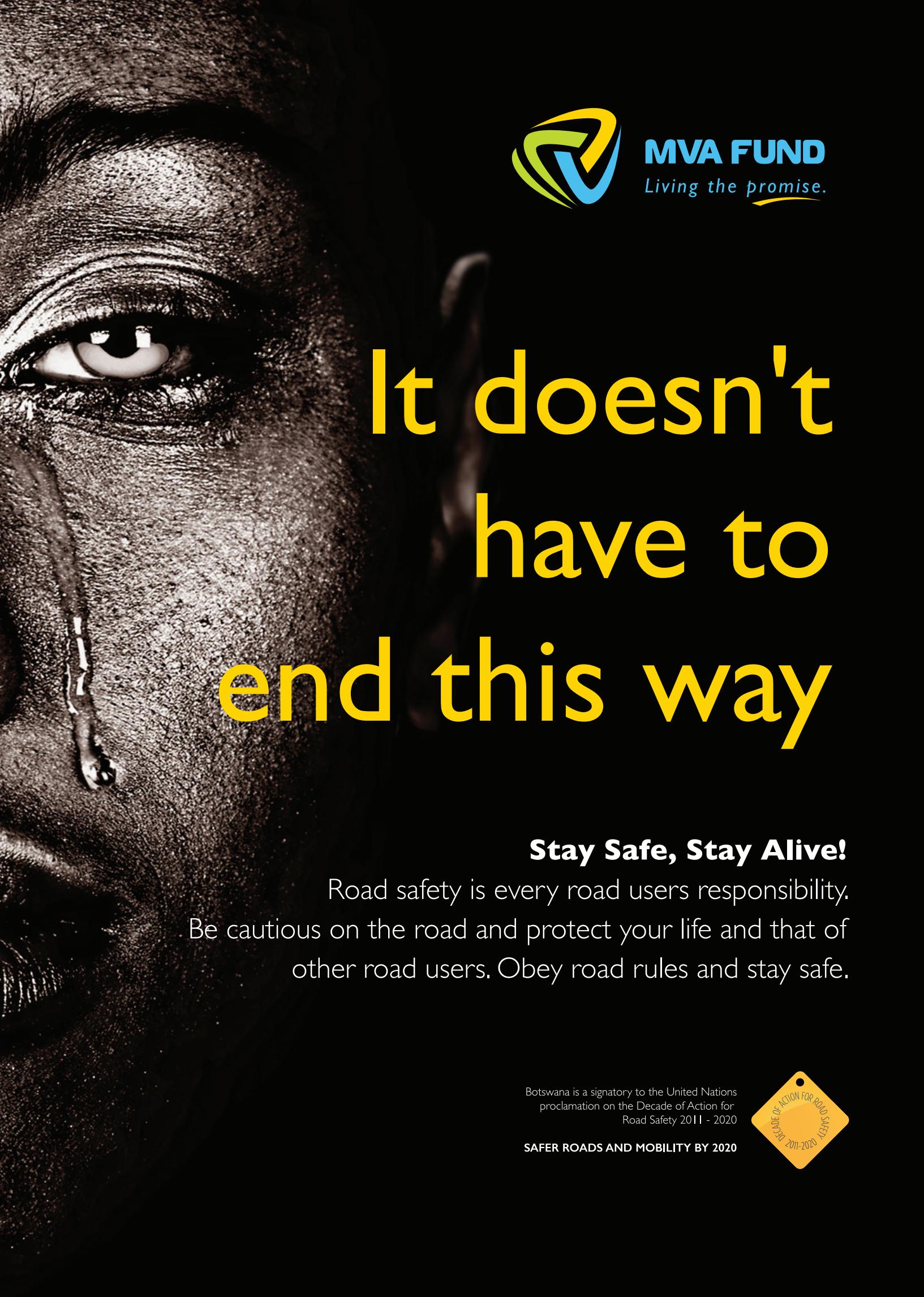
Source: Department of Road Transport and Safety

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



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Stay Safe, Stay Alive!

Road safety is every road users responsibility.
Be cautious on the road and protect your life and that of
other road users. Obey road rules and stay safe.

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proclamation on the Decade of Action for
Road Safety 2011 - 2020

SAFER ROADS AND MOBILITY BY 2020



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



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