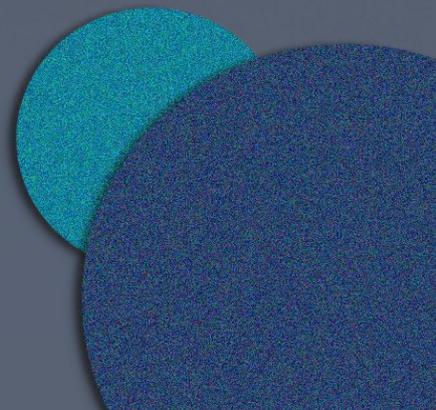




Directorate of Traffic and Road Safety
Uganda Police Force

ANNUAL PERFORMANCE REPORT, 2023





Uganda Police Force

Annual Performance Report, 2023

April 2024

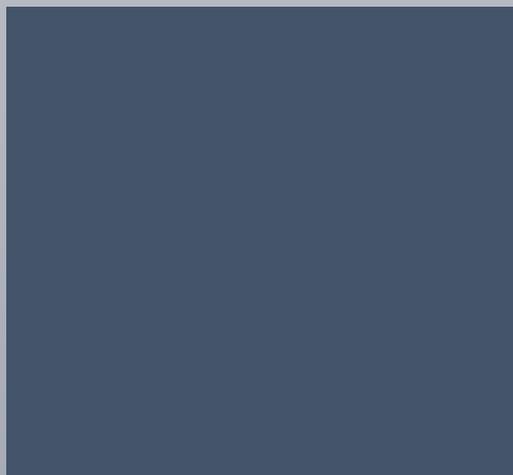


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Foreword

This report provides an annual account of the state of traffic and road safety situation in the country for the year 2023. It highlights that the trend of road traffic deaths is in the increase on Uganda. The burden of road traffic deaths is largely borne by pedestrians, passengers on boda bodas and the riders themselves. The fact is that these crashes can be prevented.

As we read into the pages of the 2023 Annual Traffic Performance Report, we are already faced with harsh reality of the urgent need and unwavering commitment to address road safety in Uganda. Every statistic, every figure, every story in this report tells the story of lives lost, disabled and property destroyed, families and communities are devastated by the impact of road traffic crashes.

The cost to lives, the strain on health systems and the economic impact calls for the urgent need to re-evaluate and strengthen road safety efforts. The purpose of this report is not only to present numbers and trends, but also to encourage accountability and advocacy.

This serves as a call to action for policy makers, law enforcement, urban planners, and all individuals who can contribute to safer roads. Road safety is a multifaceted challenge that requires a holistic approach that includes education, technology, infrastructure, and strong enforcement.

By understanding the complexity of road crashes and learning from the experiences as described in this report, we can work together to build safer roads that promote the well-being of all road users.

In a spirit of reflection and action, let us absorb the insights provided here and direct our collective energies towards building a world where every journey is safe, responsible, and caring. Let's work together for road safety and embark on a journey to a future where road crashes are just a distant memory.



SCP Niwabiine Lawrence

Ag. Director Traffic and Road Safety



List of acronyms

| | | |
|-------|---|---------------------------------------|
| CCTV | - | Closed Circuit Television |
| EAC | - | East African Community |
| IHP | - | Integrated Highway Police |
| GRSP | - | Global Road Safety Partnership |
| IOV | - | Inspectorate of Vehicles |
| KMP | - | Kampala Metropolitan Police |
| MOWT | - | Ministry of Works and Transport |
| AIGP | - | Assistant Inspector General of Police |
| SCP | - | Senior Commissioner of Police |
| CP | - | Commissioner of Police |
| ACP | - | Assistant Commissioner of Police |
| SSP | - | Senior Superintendent of Police |
| SP | - | Superintendent of Police |
| ASP | - | Assistant Superintendent of Police |
| IP | - | Inspector of Police |
| AIP | - | Assistant Inspector of Police |
| HCM | - | Head Constable Major |
| HC | - | Head Constable |
| S/SGT | - | Station Sergeant |
| SGT | - | Sergeant |
| CPL | - | Corporal |
| PC | - | Constable |
| TAR | - | Traffic Accident Register |
| TSD | - | Traffic Station Diary |
| UPF | - | Uganda Police Force |

Definition of key terms

For the purpose of this report, the following are the operational definitions of key terms used:

Traffic crashes - refer to collisions between vehicles; between vehicles and pedestrians; between vehicles and animals; or between vehicles and fixed obstacles, and single vehicle crashes.

Crash severity is determined by or classified according to the most severe casualty involved in the crash. Severity is also used to rank crashes. For instance, if a crash results in one fatal casualty, two hospitalized casualties and two non-hospitalized casualties, the crash is referred to as a fatal crash.

A fatal crash is defined as one in which death occurs at the scene of the crash and/or within one year and one day as a result of injuries sustained in the crash.

Serious crash is defined as a crash where at least one person sustains serious or minor injuries.

Minor crash is defined one where no persons are injured at all regardless of the extent of damage on the vehicle.

Killed is when someone dies instantly or within one year and one day from injuries from a collision.

Serious injury is an injury that causes permanent disfigurement or any permanent injury of any internal or external organ, or permanent disabling of any external membrane

Minor injury means any bodily hurt such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.

Casualty/victim - A person who sustains a slight, serious or fatal injury.

Motor car means a motor vehicle, not being a motorcycle, which is constructed to carry a load and passengers, the permissible maximum weight of which does not exceed thirty-five hundred kilograms, and in case of a passenger vehicle which is constructed or adapted to carry not more than seven passengers exclusive of the driver.

Motorcycle means a motor vehicle with less than four wheels, the unladen weight of which does not exceed four hundred kilograms.

Boda-boda refers to motorcycles that carry passengers for hire or reward.

Motor car means a motor vehicle, not being a motorcycle, which is constructed to carry a load or passengers, the permissible maximum weight of which does not exceed thirty-five hundred kilograms, and in case of a passenger vehicle which is constructed or adapted to carry not more than seven passengers exclusive of the driver.

Juvenile is a person below 18 years of age.

Adult is a person aged 18 years and above

Driver means a person who drives or attempts to drive or is in charge of a motor vehicle (including a cycle) or an instructor of a learner driver.

In relation to animals, means a person who guides cattle, singly or in herds, or flocks or draught, pack or saddle animals on a road; and

In relation to a towed vehicle, means a person who drives the towing vehicle.

Engineering plant means a movable plant or equipment being a self-propelled vehicle or trailer designed or constructed for special purposes of engineering operations which, where proceeding on a road, does not carry any load greater than such as is necessary for its propulsion or equipment.

Goods vehicle means a heavy motor car which is constructed or adapted for use for conveyance of goods or burden of any description.

Heavy motor car means a motor vehicle not being a motorcycle, which is constructed to carry a load or passengers, the permissible weight of which exceeds 22,500 kilograms.

Heavy goods vehicle means a heavy motor car which is constructed or adapted for use for conveyance of goods or burden of any description exceeding a weight prescribed by regulations.

Heavy omnibus means a motor vehicle having seating accommodation for more than sixty passengers exclusive of the driver.

Medium omnibus means a motor vehicle having seating accommodation for more than twenty but not exceeding sixty passengers exclusive of the driver.

Light Omnibus means a motor vehicle having seating accommodation for more than seven but not exceeding twenty passengers exclusive of the driver.

Pedestrian is any person travelling on foot.

Pedal cycle means any vehicle which has at least two wheels which is propelled by means of pedals or hand cranks solely by the muscular energy of the person riding it.

Passenger is any person, other than the driver, who is in, on, boarding, entering or falling from a motor vehicle at the time of the crash, provided a portion of the person is in/on the motor vehicle.

Classes of Driving Licenses:

- Class A:* Motorcycles exceeding 125cc
- Class A1:* Motorcycles not exceeding 125cc
- Class B:* Motor vehicles that carry up to 3500kgs and also carry up to 8 passengers including the driver
- Class B1:* These are for tricycles and quadricycle
- Class BE:* Motor vehicles of class B but coupled with a trailer
- Class C:* Motor vehicles that carry a load more than 3500kgs and can be coupled to a trailer not exceeding 750kgs
- Class C1:* Motor vehicles that carry between 3500kgs and 7500kgs and can be coupled to a trailer not exceeding 750kgs
- Class C1E:* Motor vehicles of class C1 and can be coupled to a trailer that exceeds 750kgs but the coupling shouldn't exceed 12000kgs
- Class CE:* Motor vehicles that carry a load more than 3500kgs and can be coupled to a trailer exceeding 750kgs
- Class D:* passenger motor vehicles with more than 8 seats but does not exceed 30 seats including the driver
- Class D1:* Passenger motor vehicles having more than 8 seats but not more than 16 seats in addition to the driver and can be coupled to a trailer not exceeding 750kgs.
- Class D1E:* These are passenger motor vehicles of class D1 and can be coupled to a trailer that exceeds 750kgs but the coupling does not exceed 12000kgs.
- Class DE:* Passenger motor vehicles that have more than 30 seats and can be coupled to a trailer more than 750kgs
- Class F:* These are special machinery including tractors, earth movers, graders, bulldozers and compacters.
- Class G:* Agricultural tractors

Collision types

Rear-end collisions: The front side of the first vehicle collided with the rear side of the second vehicle.

Head-on collisions: The front sides of both vehicles collided with each other.

Angle collisions: Angle collisions occur when the front of one vehicle collides with the side of another vehicle. Side-impact collisions are often caused by drivers failing to yield, failing to stop at intersections, or disregarding traffic signs and signals.

Sideswipe collisions: The vehicles collided side by side while travelling in the same direction or the vehicles collided side by side while travelling in opposite directions.

Single vehicle off road: This involves one vehicle. Single-vehicle crashes can occur when a hazard causes the vehicle to veer off the roadway, where it might hit a light pole, guard rail, or another obstacle. Single vehicle crash can be also caused by driver losing vehicle control due to drowsiness, falling asleep or when brake malfunction occurs. Depending on where the crash occurs, the vehicle may roll over or fall into a ditch.

Hit pedestrian: Crash between a vehicle and at least one pedestrian.

Hit parked vehicle: Crash between a moving vehicle and a parked vehicle. A vehicle with a driver that is just stopped is not considered as parked.

Hit animal: Crash between a moving vehicle and an animal.

Hit an object off road: This occurs when a vehicle leaves the carriage way encroaching on road surrounding normally leading to secondary events. For example, vehicle hitting railway lines, guard rails, traffic or streetlights or trees.

Other crashes: Other crash types not described above.

Executive Summary

This Traffic and Road Safety Report is an annual publication compiled by Uganda police Force which provides the statistical summary of road traffic crashes reported to Uganda Police from 1st January to 31st December 2023. The report is divided into four major chapters.

Chapter one presents the vision, mission, core values, mandate and key functions of the Directorate. Chapter two of this report presents the objectives of the report, the data sources, Data limitations, Nature of Road Traffic Crashes, age and gender of the victims, victims by road user category, the principal factors contributing to road traffic crashes, time when crashes occur, and the class of vehicles involved in crashes. Details are also given of the road user categories, nature of crashes with respect to time, age and gender groups of road users, most at risk of being killed or injured on the roads.

Nature of road traffic crashes, 2023

- Total number of crashes were 23,608
- Fatal crashes were 4,179
- Serious crashes were 12,487
- Minor crashes were 6,942

Monthly trend of crashes and fatalities

- The month of December had the highest number of crashes and these were 2,131 while January had the lowest number of crashes at 1,787.
- July had the highest number of fatalities (457), while November registered the lowest number of fatalities at 332.

Time of crashes

- 62% of all crashes occurred during day time (0700- 1859hrs).

- The highest number of crashes was recorded between 1800 and 1959hrs and these were 3,681.
- The lowest number of crashes were recorded between 0000hrs and 0159hrs.

Crashes by day of week

- More crashes were reported on Saturday than on any other day of the week and these were 3,675. Fewer crashes were reported on Tuesday as compared to other days of the week.
- Relatedly, there were more fatal crashes registered on Sunday than any other day of the week. Fewer fatal crashes were reported on Tuesday.

Crashes by collision type

- Collisions with pedestrians constituted 20% of all crashes
- Rear end collisions and side swipes accounted for 17.85 and 14.3% respectively.
- Head on collisions contributed to 11.3% whereas angle collisions contributed to 9.5% of all crashes

Causes of crashes

- More than half of all road crashes were due to careless overtaking and speeding and these accounted for 52% of all crashes.

Class of vehicles involved

- The total number of vehicles involved in crashes were 37,449
- Motorcycles accounted for 36% (13,386) of all crashes, while motor cars contributed to 28% (10,398),
- Light Omnibuses were 2,663
- Light goods vehicles were 2,043,
- Medium goods vehicles were 1,804
- Dual purpose vehicles were 1,316

- Heavy goods vehicles were 1,112
- Trailers and Semitrailers were 1,111 and
- Pedal Cycles were 554.

Victims/casualties

- Total number of casualties were 24,728
- Fatalities were 4,806
- Persons Seriously injured were 16,736
- Persons with minor injuries were 3,186

Fatalities by road user category

- The majority of road crashes involve motorcycles riders and their passengers which accounted for 45% of the total number of fatalities recorded in 2023.
- Pedestrians accounted for 37% (1,795) of deaths.
- Vehicle occupants also constituted 15 % (737) of deaths recorded in 2023.
- Pedal cyclists accounted for 3% (140) of all fatalities.

Pedestrian activity

- 632 pedestrians were killed while crossing the road.
- 566 pedestrians were killed while walking along the road.
- 145 pedestrians were killed while standing along the road.

Serious injuries by road user category

- The number of persons seriously injured in 2023 were 16,736 an increase of 10% compared to 2022 where 15,227 people sustained serious injuries.

Minor injuries

- Most of the victims who sustained minor injuries were riders and passengers on motorcycle.

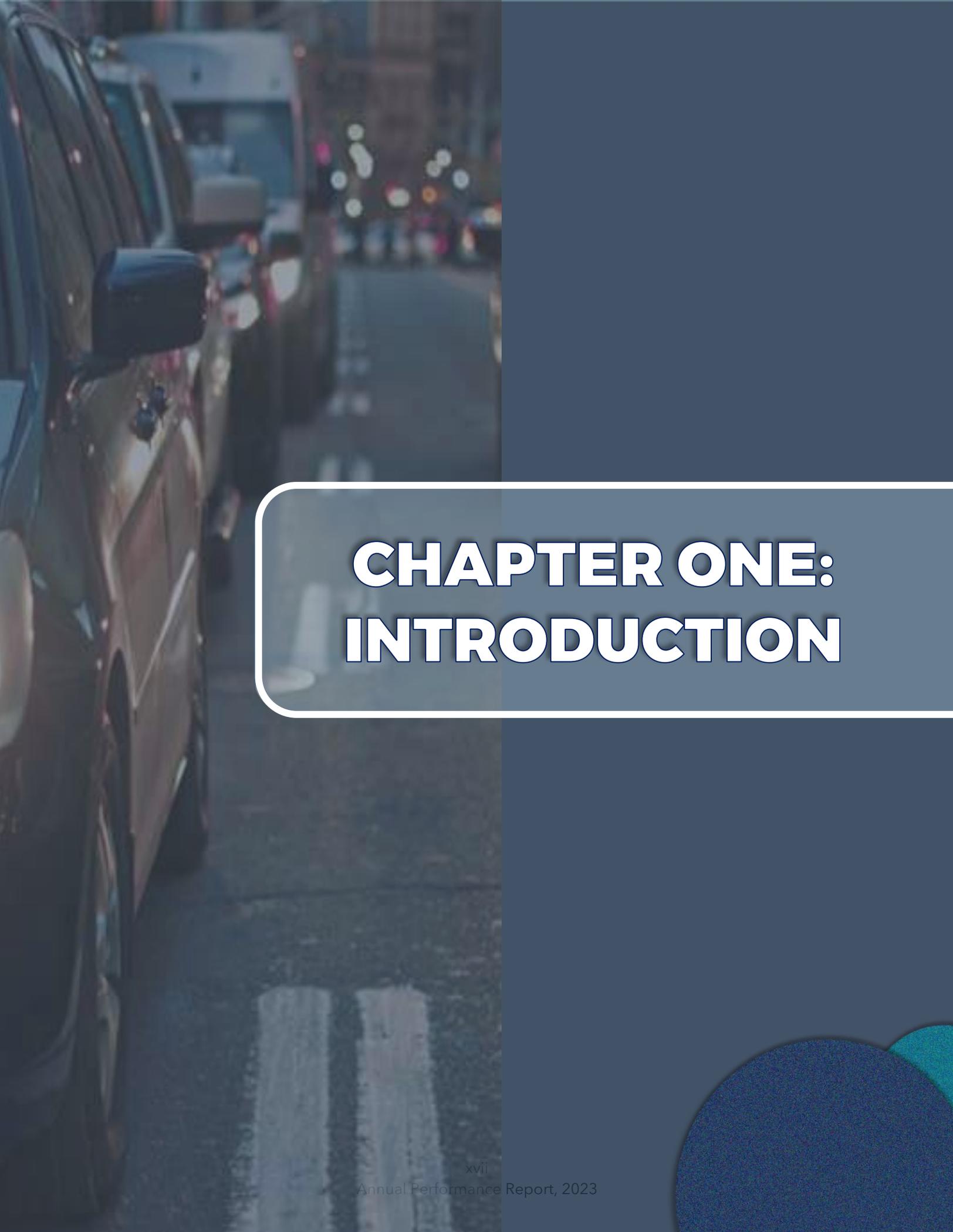
Crash victims by age and gender

- The proportion of males killed in crashes was (74%) compared to females at 26%
- More than half of the fatalities were recorded for persons below the age of 35 years and these accounted for 60 percent (2,862) of all the fatalities.
- Majority of victims that were seriously injured in road crashes were males at 67% (11,275).

Chapter two presents the various strategies that were undertaken by the directorate in a bid to reduce road crashes. The chapter includes.

- The total number of offenders that were apprehended were five hundred twenty-eight thousand two hundred and fifty (528,025)
- During the period under review, 11,351 crash vehicles were inspected countrywide indicating a reduction of 29% compared to 2022 where 15,919 crash vehicles were inspected.
- The total number of learner drivers that were tested were 109,790 representing an increase of 31% as compared to 2022 where 83,854 learner drivers were tested
- The total number of 48 television talk shows, 475 radio talk shows and 1,265 physical engagements were carried out in 2023.

Chapter three highlights challenges, conclusion and recommendations.



CHAPTER ONE: INTRODUCTION

1.0 Introduction

The Directorate of Traffic and Road Safety is one the Directorates of the Uganda Police Force. It comprises three departments namely; Operations and Enforcement, Training and Data Management, and Inspectorate of Vehicles.

1.1 Vision

A professional and people centered Police for a safe and secure society

1.2 Mission

To secure life and property in a committed and professional manner in partnership with the public, in order to promote development.

1.3 Core values

The Uganda Police Force shall be nationalistic, patriotic, professional, disciplined, competent and productive; and its members shall be citizens of Uganda of good character.

1.4 Mandate

The Directorate of Traffic and Road Safety derives its mandate from the Constitution of the Republic of Uganda 1995.

1.4.1 The Constitution of the Republic of Uganda 1995 as amended

Article 212 of the Constitution of the Republic of Uganda spells out the functions of UPF which are;

- i. To protect life and property;
- ii. To preserve law and order;
- iii. To prevent and detect crime; and
- iv. To cooperate with the civilian authority and other security organs established under this Constitution and with the population generally.

1.4.2 The Police Act

In addition, section 22 of the Police Act gives the Police powers to regulate traffic. It states that a police officer in uniform may, for the purpose of preserving public order and safety, stop, divert or otherwise direct and regulate the course of traffic.

1.4.3 The Traffic and Road Safety Act 1998

Section 142 of the Traffic and Road Safety Act 1998 (duties of police) empowers the Police to enforce traffic laws and regulations in the country.

1.5 Key functions of the Directorate

- i. Provide traffic and road safety technical advice to Police management;
- ii. Develop plans, policies and traffic standard operating procedures for traffic and road safety and ensure their implementation;
- iii. Develop and coordinate human and non-human capacity of the Directorate to handle the road safety function of the UPF;
- iv. Establish a standardized quality data recording system and provide the backend support in terms of necessary trained manpower and technology;
- v. Ensure enforcement of appropriate road safety rules and regulations for successful transport network and service markets in the member states of EAC and beyond;
- vi. Provide capacity to handle wide-spread roll-out of appropriate technologies and enhance delivery of traffic management services to the public.
- vii. Develop a public information and communication strategy as part of a wider prevention policy to help in reducing crashes.
- viii. Coordinate and collaborate with key national and international stakeholders on road safety issues.
- ix. Design, coordinate, monitor and implement traffic and road safety education and operational programs.
- x. Establish a mechanism to handle public complaints on road safety and provide feedback.
- xi. Produce periodic in-depth reports and summaries of road safety education and operational reports.
- xii. Facilitate conducting of traffic highway operations and patrols.
- xiii. Ensure inspection of crash vehicles, driving tests and coordination of IOV's operations.

1.6 Directorate strength

The Directorate is currently headed by a director at the rank of Senior Commissioner of Police. The Directorate has a total strength of 1,945 personnel deployed across the country. Out of these 591 (30%) are female officers.

Table 1: Directorate strength as at 31st December 2023

| Rank | 2023 |
|------------------|--------------|
| AIGP | 0 |
| SCP | 1 |
| CP | 2 |
| ACP | 0 |
| SSP | 5 |
| SP | 51 |
| ASP | 130 |
| IP | 77 |
| AIP | 127 |
| HCM | 0 |
| HC | 0 |
| S/SGT | 1 |
| SGT | 255 |
| CPL | 307 |
| PC | 988 |
| Office attendant | 1 |
| TOTAL | 1,945 |



CHAPTER TWO: ANNUAL TRAFFIC REPORT, 2023

2.0 Introduction

The Annual Traffic Report is an annual publication compiled by Uganda police Force which provides the statistical summary of road traffic crashes reported to Uganda Police from 1st January to 31st December 2023. It includes the nature of road traffic crashes, victims of crashes, interventions the Directorate has come up with to reduce road crashes, challenges and recommendations.

2.1 Objectives of the report

The primary goal of this Annual Traffic Performance Report (ATPR) is to present the road safety situation in Uganda and suggest measures on how the crashes can be reduced.

The specific objectives include the following:

- To study the current trends of road traffic crashes in the country
- To identify contributing causes of road crashes among different categories of road users.
- To suggest possible counter measures which include changes in road user behavior, road design and policy to improve road safety.

2.2 Methodology

2.2.1 Data collection methods

Primary data was collected from various Police Stations where crashes were reported. This data was collected using a standardized data collection instrument called the *monthly accident statistics form*. Through the territorial command, this data was submitted from Police Posts to Police Stations to Districts/Divisions to Regions and finally to Police Headquarters.

2.2.2 Data collection instruments

Data was collected using standardized data collections instruments. When a crash is reported, it is entered into a Traffic Station Dairy (TSD). The data is then transferred from a TSD to a Traffic Accident Register (TAR) and assigned a TAR number that is unique for

every crash. A case file is then opened and a crash is investigated with a view to prosecuting the blame worthy party. Data from the case file was then summarized onto Police Form 57 and this is the file cover of the case file. A monthly accident statistics form summarizing all crashes reported is filled in a given station.

2.2.3 Data limitations

It is important to note that the statistics contained in this report only reflect the number of crashes that were reported to the police.

2.3 Global Perspective

According to the Global Status Report on Road Safety 2023, there were an estimated 1.19 million road traffic deaths in 2021 - a 5% drop when compared to the 1.25 million deaths in 2010. Road traffic deaths and injuries remain a major global health and development challenge. As of 2019, road traffic crashes are the leading killer of children and youth aged 5 to 29 years and are the 12th leading cause of death when all ages are considered. Two-thirds of deaths occur among people of working age (18- 59 years), causing huge health, social and economic harm throughout society. More than half of fatalities are among pedestrians, motorcyclists and cyclists. 92% of deaths occur in low- and middle-income countries.

The African Region has the highest fatality rate at 19 deaths per 100 000 population, and the European Region has the lowest fatality rate at seven deaths per 100 000 population. The fatality rate for Uganda was slightly lower than that of the African Region at 16 deaths per 100,000 population. Details are shown in Table 2 below.

Fatality rate across the EAC region

| S/NO. | Country | Reported Fatalities 2021 | WHO Estimated Road traffic fatalities | WHO estimated Road traffic fatalities per 100,000 population |
|-------|-------------|--------------------------|---------------------------------------|--|
| 1 | Kenya | 4,579 | 14,926 | 28 |
| 2 | South Sudan | 350 | 2,500 | 23 |
| 3 | Tanzania | 1,368 | 10,052 | 16 |
| 4 | DRC | 3,364 | 15,615 | 16 |
| 5 | Uganda | 4,159 | 7,315 | 16 |
| 6 | Rwanda | 655 | 1,563 | 12 |
| 7 | Burundi | 592 | 1,546 | 12 |

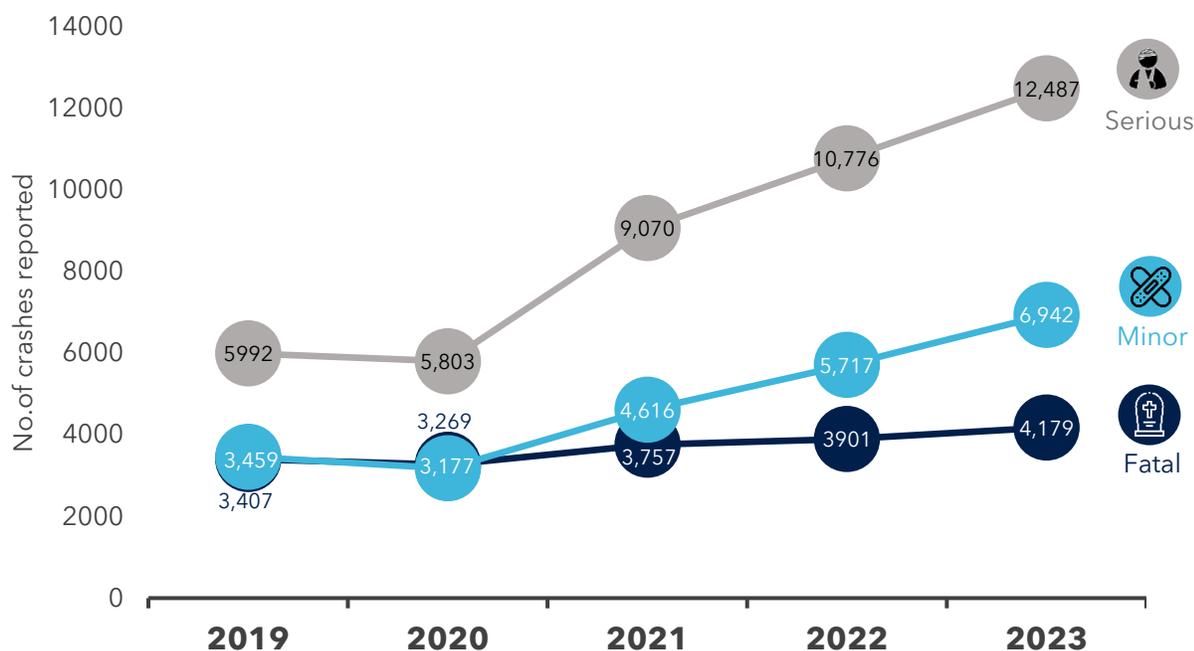
Source: Global Status Report, 2023

2.4 Nature of road traffic crashes

The number of reported road crashes increased by 16% in 2023, from 20,394 in 2022 to 23,608 in 2023. The number of reported fatal crashes also increased by 7%, from 3,901 in 2022 to 4,179 in 2023.

The number of serious crashes increased by 16%, from 10,776 in 2022 to 12,487 in 2023. The number of minor crashes increased from 5,717 in 2022 to 6,942 in 2023 (Figure 1).

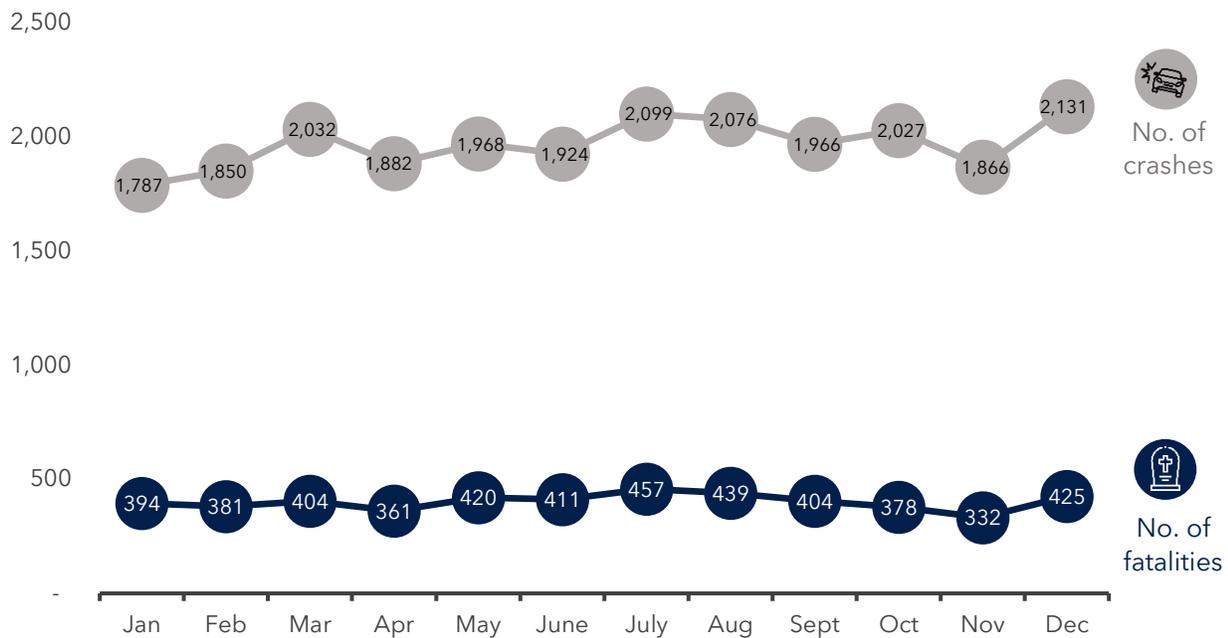
Figure 1: Trend of road traffic crashes, 2019-2023



2.4.1 Monthly trend of crashes and fatalities

The highest number of crashes (2,131) was recorded in December (Figure 2) while the lowest was recorded in January (1,787). Regarding fatalities, the highest number of fatalities (457) was recorded in July while the lowest (332) was recorded in November.

Figure 2: Monthly trend of crashes and fatalities, 2023



2.4.2 Crashes by time of day

The highest number of crashes in 2023 (3,681) occurred between 18:00hrs and 19:59hrs (Figure 3). Similarly, fatal crashes were also highest between 18:00hrs and 19:59hrs (Figure 4).

Figure 3: Crashes by time of day

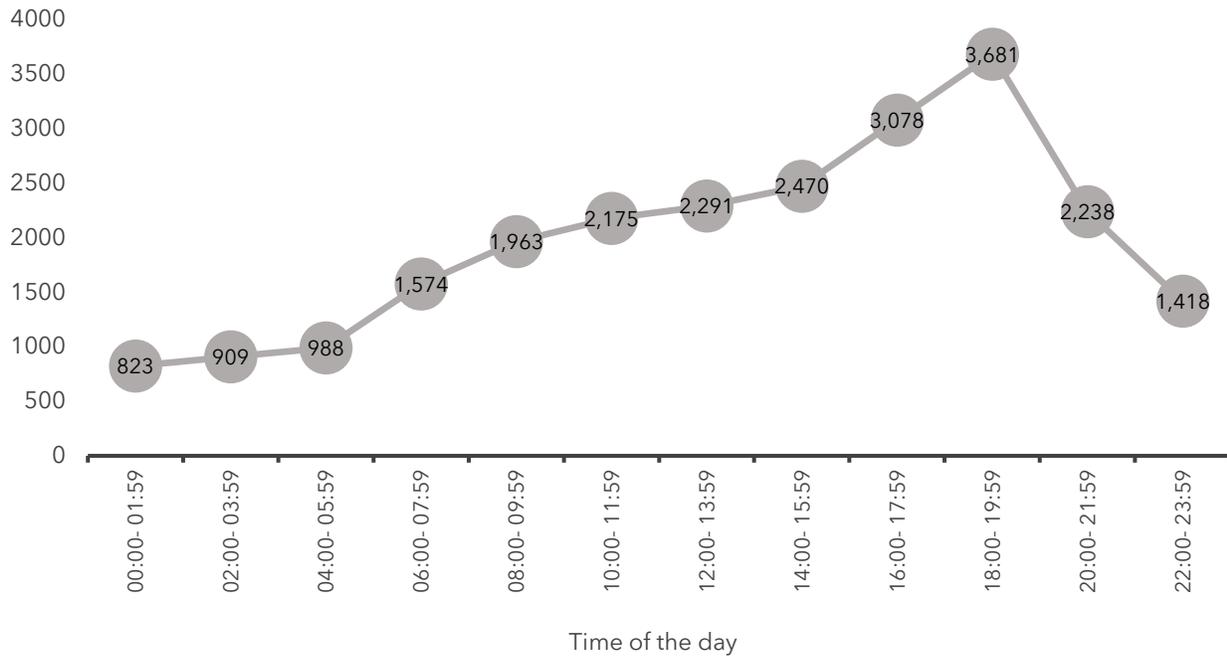
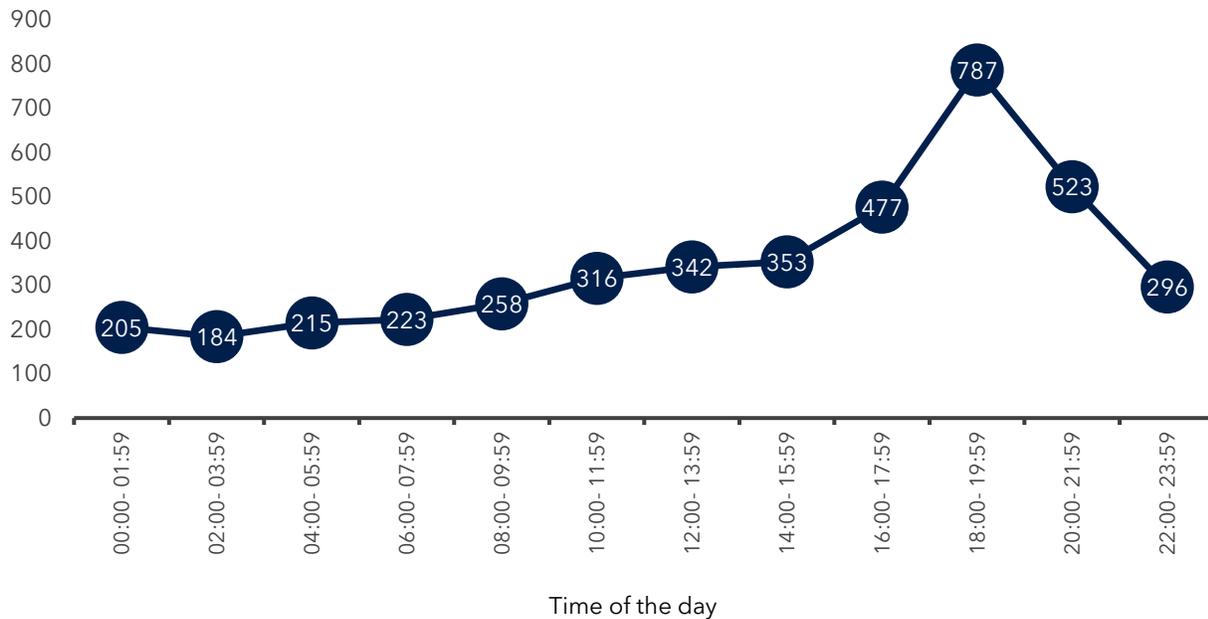


Figure 4: Fatal crashes by time of day



2.4.3 Comparison of fatal crashes by time of day for Kampala Metropolitan Regions and the Upcountry Regions

Figure 2: Fatal crashes by time of day for Kampala Metropolitan policing region

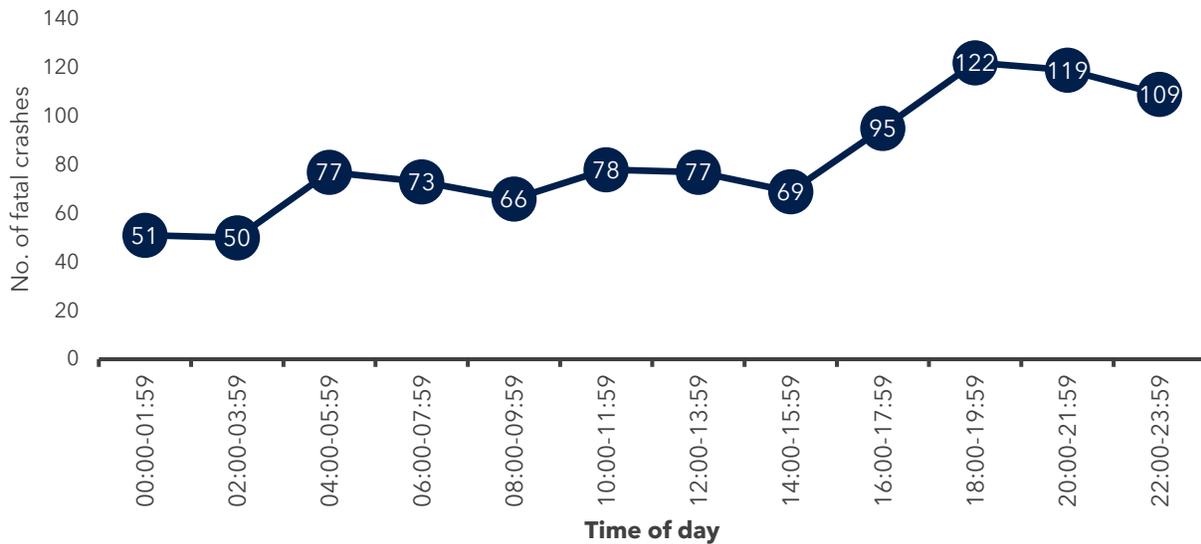
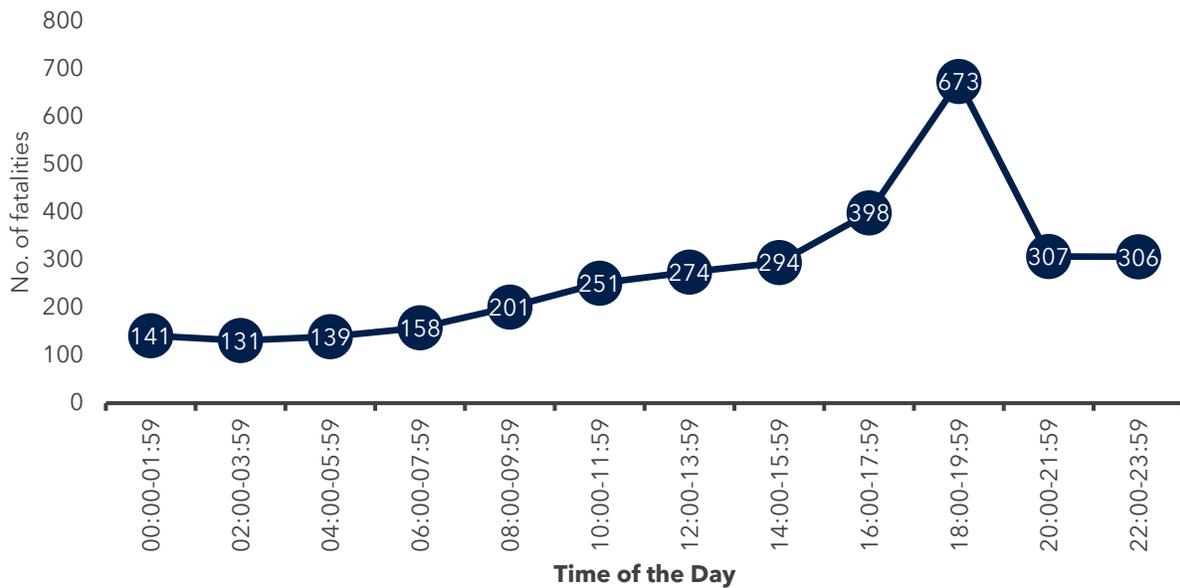


Figure 3: Fatal crashes by time of day for the up-country regions

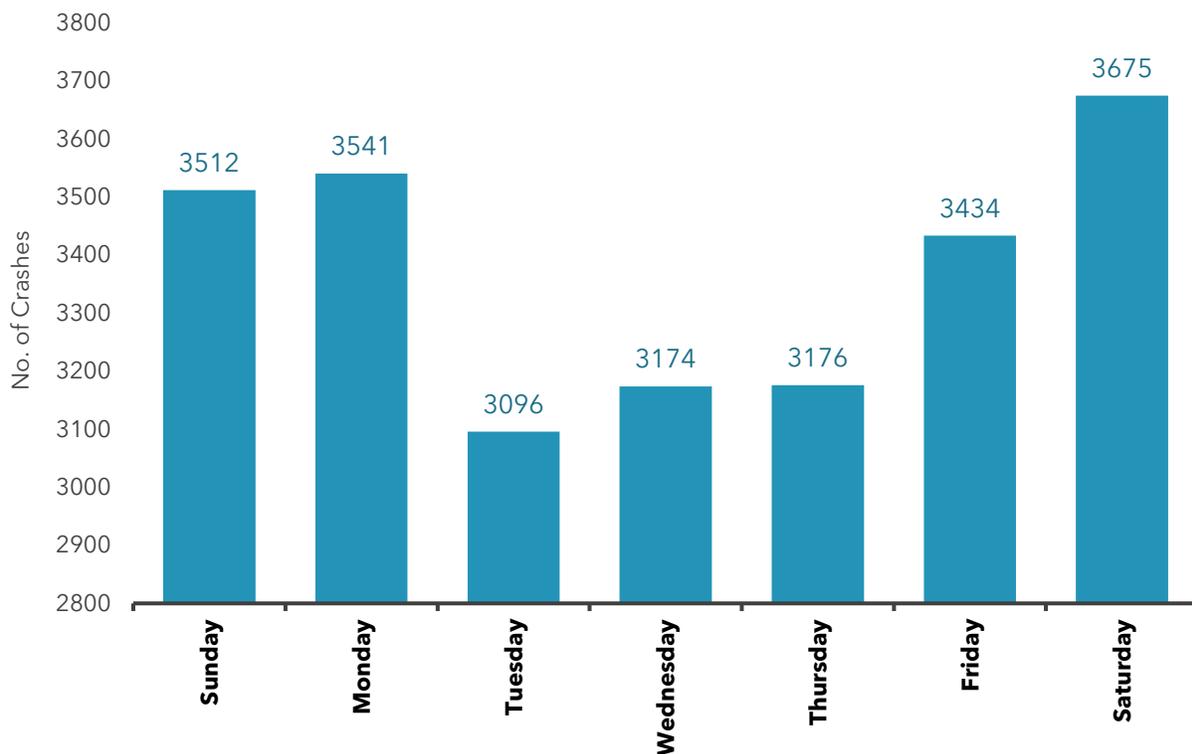


A comparison of fatal crashes for Kampala Metropolitan and the rest of the country revealed that the highest number of crashes are reported between 1800 and 1959 hours in 2023. However, there was a drastic drop in the number of fatal crashes reported after 2000 hours unlike Kampala Metropolitan where the reduction was gradual. The findings suggest a need for enhanced enforcement between 1600 hours and midnight.

2.4.4 Crashes by day of the week

There were more crashes (3,675) reported on Saturdays than any other day of the week in 2023. In addition, 3,541 and 3,512 crashes were reported on Mondays and Sundays. Fewer crashes (3,096) were reported on Tuesdays compared to the other days of the week (Figure 7).

Figure 7: Crashes by day of week

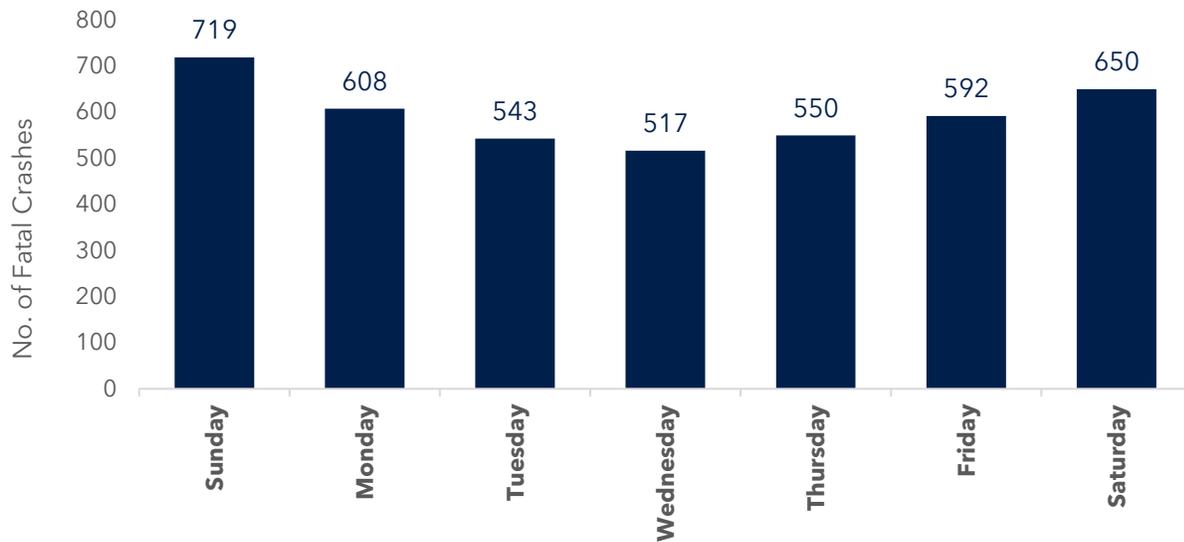


2.4.5 Fatal crashes by day of the Week

There were more fatal crashes (719) registered on Sundays than any other day of the week. This was followed by Saturdays (650 fatal crashes) and Mondays (608 fatal crashes) as shown below in Figure 8. The findings show that 75% of all the fatal crashes were reported from Friday and Monday.

According to an observational study on speeding conducted by Makerere University School of Public Health in Kampala City, speeding was high on Sundays (18%), Saturdays (18%) and Mondays (17%). This may explain why there are more fatal crashes reported on these days.

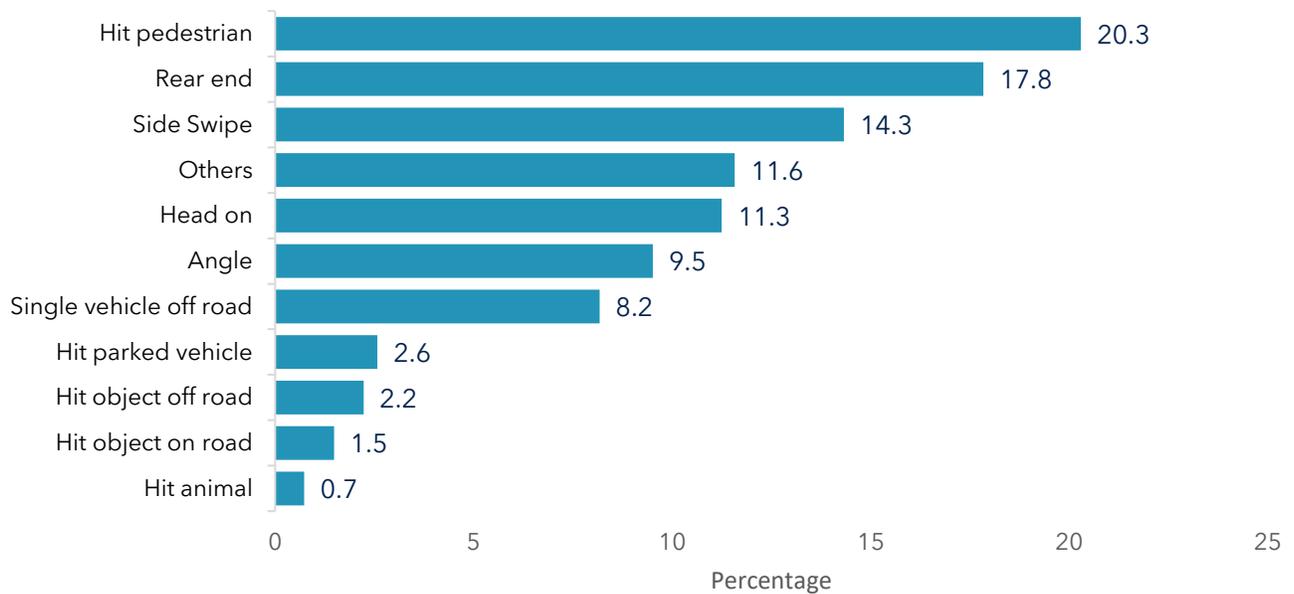
Figure 8: Fatal Crashes by day of week



2.4.6 Crashes by Collision Types

Collisions with pedestrians constituted 20% of all crashes. Rear end collisions and side swipes accounted for 18% and 14% respectively. Head on collisions accounted for 11% and angle collisions for 10% of all crashes. 8% of all crashes were single vehicle crashes. Collisions where vehicles hit other parked vehicles, hit objects on road, hit objects off road and hit animals accounted for 3%, 2%, 2% and 1% respectively (Figure 9).

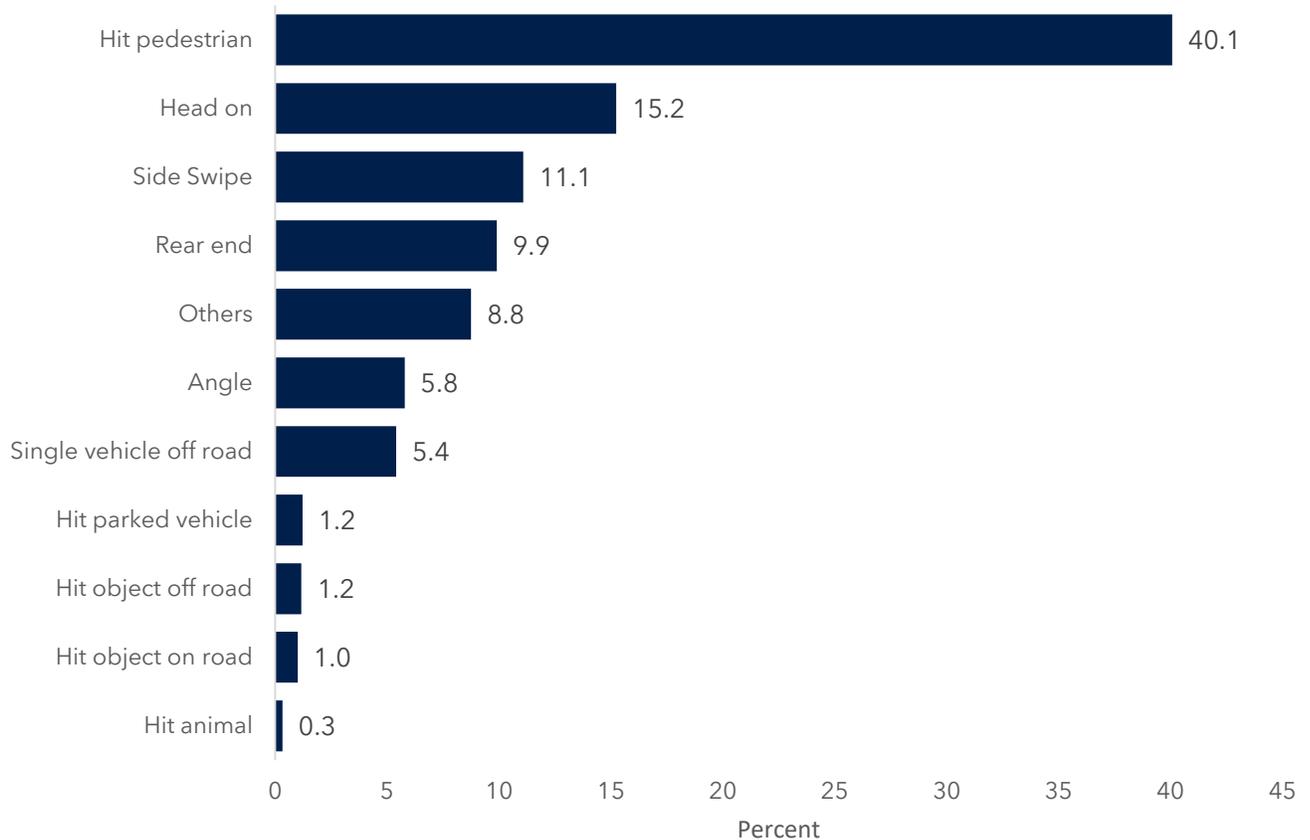
Figure 9: Percentage of crashes by collision type, 2023



2.4.7 Fatal Crashes by Collision Types

Collisions with pedestrians made up 40% of all fatal crashes. Head on collisions constituted 15% of fatal crashes. This means that more than half of all fatal collisions involved vehicles hitting pedestrians and vehicles hitting each other head-to-head. The percentages of fatal crashes involving side swipes and rear end collisions were 11% and 10% respectively. Angle collisions accounted for 6% whereas single vehicle crashes were 5%. (Figure 10).

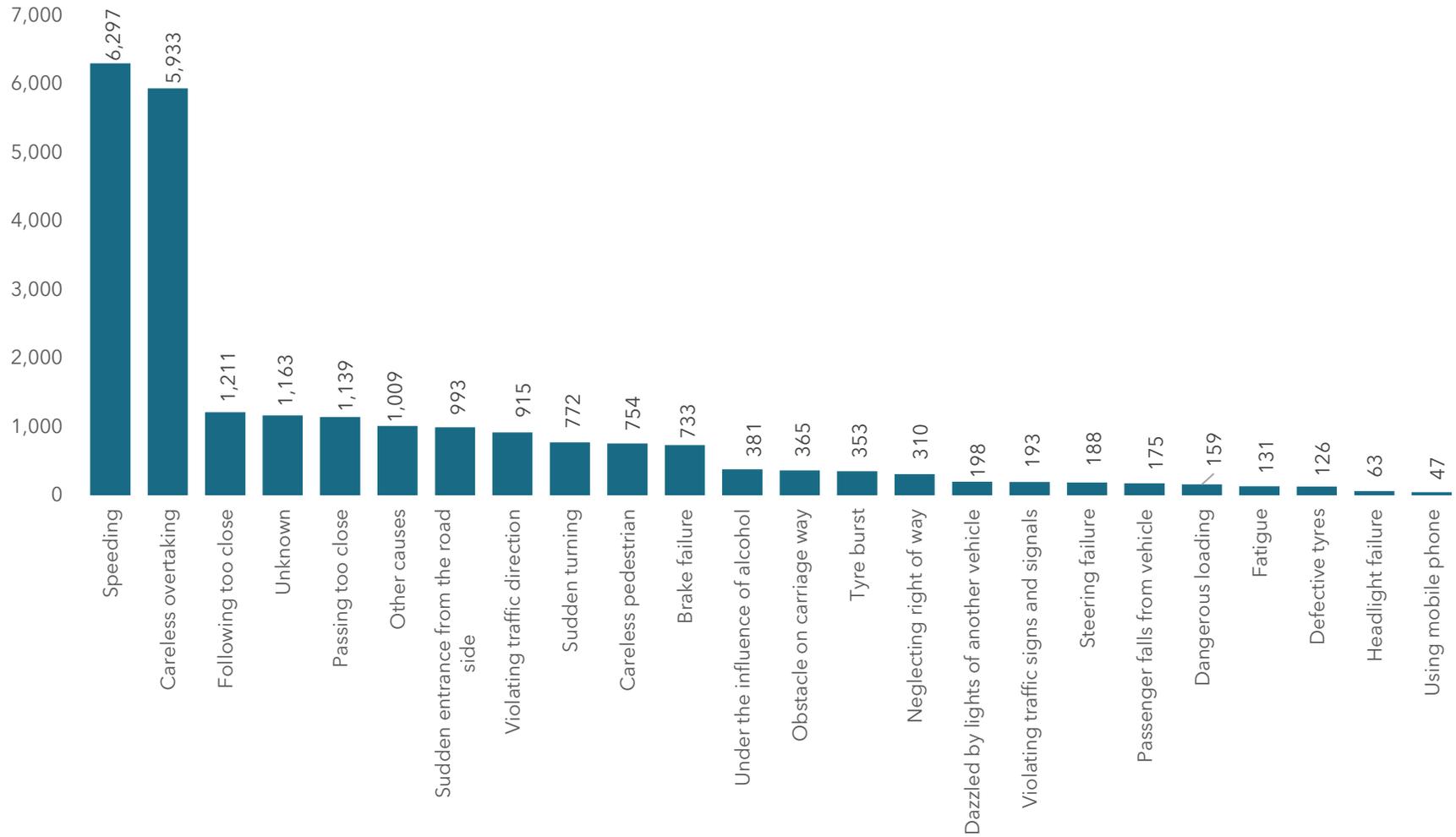
Figure 10: Percentage of fatal crashes by collision type



2.4.8 Causes of crashes

Figure 1 shows the causes of crashes in 2023. Speeding and careless overtaking were the leading causes of road crashes in the year 2023 accounting for more than half (52%) of all crashes.

Figure 11: Main causes of crashes



2.4.9 Distribution of crashes by police region

Table 2: Crash distribution by police region

| Region | Fatal | Serious | Minor | Total |
|----------------------------|--------------|---------------|--------------|---------------|
| Kampala Metropolitan East | 301 | 1712 | 1738 | 3,751 |
| Kampala Metropolitan North | 333 | 1708 | 1175 | 3,216 |
| Kampala Metropolitan South | 319 | 1519 | 1056 | 2,894 |
| Rwizi | 283 | 620 | 289 | 1,192 |
| West Nile | 143 | 675 | 132 | 950 |
| Albertine | 310 | 383 | 120 | 813 |
| Greater Masaka | 229 | 341 | 212 | 782 |
| Elgon | 106 | 503 | 161 | 770 |
| Savannah | 171 | 364 | 202 | 737 |
| Wamala | 247 | 356 | 96 | 699 |
| Busoga East | 173 | 335 | 166 | 674 |
| Bukedi South | 93 | 402 | 177 | 672 |
| Sezibwa | 107 | 352 | 213 | 672 |
| North Kyoga | 162 | 374 | 109 | 645 |
| Aswa West | 103 | 347 | 177 | 627 |
| Rwenzori West | 175 | 302 | 117 | 594 |
| Katonga | 154 | 269 | 147 | 570 |
| East Kyoga | 136 | 325 | 92 | 553 |
| Kigezi | 126 | 247 | 119 | 492 |
| Kiira | 64 | 235 | 91 | 390 |
| Bukedi North | 89 | 181 | 40 | 310 |
| North West Nile | 40 | 190 | 54 | 284 |
| Greater Bushenyi | 66 | 141 | 65 | 272 |
| Busoga North | 74 | 117 | 22 | 213 |
| Sipi | 39 | 132 | 40 | 211 |
| Aswa East | 61 | 110 | 34 | 205 |
| Rwenzori East | 45 | 115 | 43 | 203 |
| Kidepo | 11 | 81 | 39 | 131 |
| Mt. Moroto | 19 | 51 | 16 | 86 |
| Total | 4,179 | 12,487 | 6,942 | 23,608 |

The table above highlights the crash situation within the various policing regions in Uganda. Crashes were lowest in Mt. Moroto region (Napak, Nakapipirit, Amudat and Nabilatuk districts) while the highest were found in the Kampala Metropolitan Area (Kampala East, Kampala North, and Kampala South in that order). In addition, the majority of the fatal crashes (77%) occurred outside the Kampala Metropolitan Policing Area.

2.4.10 Crash severity index by police region

The Crash Severity Index measures the seriousness of a crash. It is defined as number of people killed per 100 crashes.

Table 3: Crash Severity Index by police region 2023

| Region | Fatalities | Total Crashes | Crash Severity Index |
|----------------------------|--------------|---------------|----------------------|
| Albertine | 374 | 813 | 46 |
| Busoga North | 89 | 213 | 41.8 |
| Wamala | 291 | 699 | 41.6 |
| Rwenzori West | 207 | 594 | 34.9 |
| Greater Masaka | 262 | 782 | 33.5 |
| Aswa East | 68 | 205 | 33.2 |
| Bukedi North | 102 | 310 | 32.9 |
| Busoga East | 212 | 674 | 31.5 |
| East Kyoga | 173 | 553 | 31.3 |
| Katonga | 171 | 570 | 30 |
| Kigezi | 146 | 492 | 29.7 |
| North Kyoga | 188 | 645 | 29.2 |
| Mt. Moroto | 24 | 86 | 27.9 |
| Savannah | 204 | 737 | 27.7 |
| Rwizi | 322 | 1,192 | 27 |
| Rwenzori East (Kasese) | 52 | 203 | 25.6 |
| Sipi (Kapchorwa) | 53 | 211 | 25.1 |
| Greater Bushenyi | 67 | 272 | 24.6 |
| Kiira | 78 | 390 | 20 |
| Aswa West | 122 | 627 | 19.5 |
| North West Nile (Moyo) | 52 | 284 | 18.3 |
| Sezibwa | 117 | 672 | 17.4 |
| Elgon | 125 | 770 | 16.2 |
| Bukedi South | 107 | 672 | 15.9 |
| West Nile | 150 | 950 | 15.8 |
| Kampala Metropolitan North | 373 | 3,216 | 11.6 |
| Kampala Metropolitan South | 331 | 2,894 | 11.4 |
| Kidepo | 13 | 131 | 9.9 |
| Kampala Metropolitan East | 333 | 3,751 | 8.9 |
| Total | 4,806 | 23,608 | 20.4 |

Table 3 shows the Crash Severity Index. The Crash Severity Index was highest in the Albertine Region where 46 people died in every 100 road crashes. This is more than double for the whole country where 20 people died in every 100 road crashes. Busoga North Region and Wamala Region also had a high severity index where 42 people died in each of these regions for every 100 road crashes.

2.4.11 Class of vehicle involved

Table 4: Comparison of class of vehicle involved in crashes, 2023

| Class of Vehicles | Fatal | Serious | Minor | Total |
|--------------------------------|--------------|----------------|---------------|---------------|
| Motor cycles | 2,498 | 9,668 | 1,220 | 13,386 |
| Motor cars | 808 | 4221 | 5369 | 10,398 |
| Light omnibus | 325 | 1360 | 978 | 2,663 |
| Light goods vehicles | 370 | 923 | 750 | 2,043 |
| Medium goods vehicles | 361 | 681 | 762 | 1,804 |
| Unknown | 666 | 607 | 267 | 1,540 |
| Trailers & semi-trailers | 175 | 397 | 539 | 1,111 |
| Dual-purpose vehicles | 123 | 535 | 658 | 1,316 |
| Heavy goods vehicles | 206 | 377 | 529 | 1,112 |
| Pedal cycles | 135 | 381 | 38 | 554 |
| Heavy omnibus | 69 | 150 | 152 | 371 |
| Medium omnibus | 56 | 146 | 133 | 335 |
| Fuel truck | 45 | 58 | 96 | 199 |
| Tractors | 49 | 124 | 27 | 200 |
| Engineering plant | 23 | 43 | 42 | 108 |
| Tri-cycles | 36 | 176 | 52 | 264 |
| Pedestrian controlled vehicles | 17 | 16 | 12 | 45 |
| Total | 5,962 | 19,863 | 11,624 | 37,449 |

Table 4 above shows a total of 37,449 vehicles were involved in crashes in 2022. The motorcycles involved in crashes were 13, 386 accounting for 36% of the total number of vehicles involved. These were followed by motorcars and these accounted for 28%. The Light omnibuses involved in crashes were 2,663. Light goods vehicles involved were 2,043.

2.4.12 Ownership of vehicles involved in crashes 2023

Table 5: Ownership of vehicles involved in crashes, 2023

| Ownership of vehicles | No. of Vehicles | Percentage |
|-----------------------|-----------------|------------|
| Central Government | 255 | 1.8 |
| Local Government | 92 | 0.7 |
| Parastatals | 37 | 0.3 |
| Army | 76 | 0.5 |
| Police | 91 | 0.6 |
| Prison | 11 | 0.1 |
| Diplomatic | 38 | 0.3 |
| Foreign Registered | 846 | 6 |
| NGO | 147 | 1.2 |
| Private | 20,210 | 82 |
| Unregistered | 143 | 1 |
| Unknown | 1254 | 5.5 |
| Total | 23,200 | 100 |

Table 5 shows the ownership of vehicles involved in crashes. Majority of the vehicles involved in crashes were privately owned - 20,210 vehicles accounting for 87% of all crashes. Government vehicles involved in crashes were 562. The foreign registered and NGOs vehicles involved were 846 and 147 respectively. The ownership of 1,254 vehicles was unknown.

2.4.13 Ownership of motorcycles involved in crashes, 2023

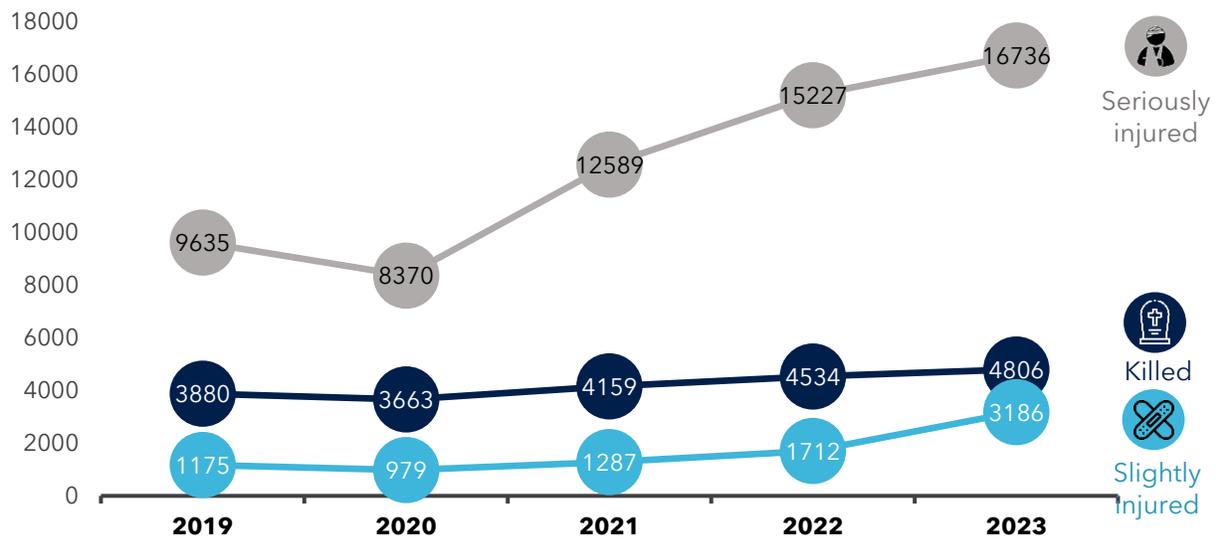
Table 6: Ownership of motorcycles involved, 2023

| Ownership of vehicles | No. of Vehicles | Percentage |
|-----------------------|-----------------|------------|
| Central Government | 50 | 0.4 |
| Local Government | 46 | 0.5 |
| Parastatals | 2 | 0.03 |
| Army | 7 | 0.1 |
| Police | 78 | 0.5 |
| Prison | 7 | 0.1 |
| Diplomatic | 5 | 0.08 |
| Foreign Registered | 263 | 2.04 |
| NGO | 34 | 0.35 |
| private | 12,057 | 88.6 |
| Unregistered | 169 | 1.6 |
| Unknown | 668 | 5.7 |
| Total | 13,386 | 100 |

2.5 Road traffic deaths and injuries

The number of reported fatalities in Uganda increased by 6%, from 4,534 in 2022 to 4,806 in 2023. The number of serious injuries increased by 10% from 15,227 in 2022 to 16,736 in 2023 and those that sustained minor injuries increased by 86%, from 1,712 in 2022 to 3,186 in 2023 (Figure 12).

Figure 12: Trend of road traffic deaths and injuries, 2019-2023



2.5.1 Deaths and serious injuries by road user category

2.5.1.1 Deaths by road user category

Pedestrian deaths increased by 14% – from 1,579 in 2022 to 1,795 in 2023. Motorcyclist deaths also increased by 10% in 2023 compared to the previous year as indicated in Figure 13.

However, fatalities among pedal cyclists reduced to 140 in 2023 from 164 in 2022. Relatedly, fewer fatalities were recorded for vehicle occupants in 2023 compared to 2022.

There has been an upward trend of pedestrian and motorcyclist fatalities since 2019 (Figure 13). Stakeholders need to come up with long term interventions to protect these vulnerable road users.

Figure 13: Trend of deaths by road user category, 2019-2023

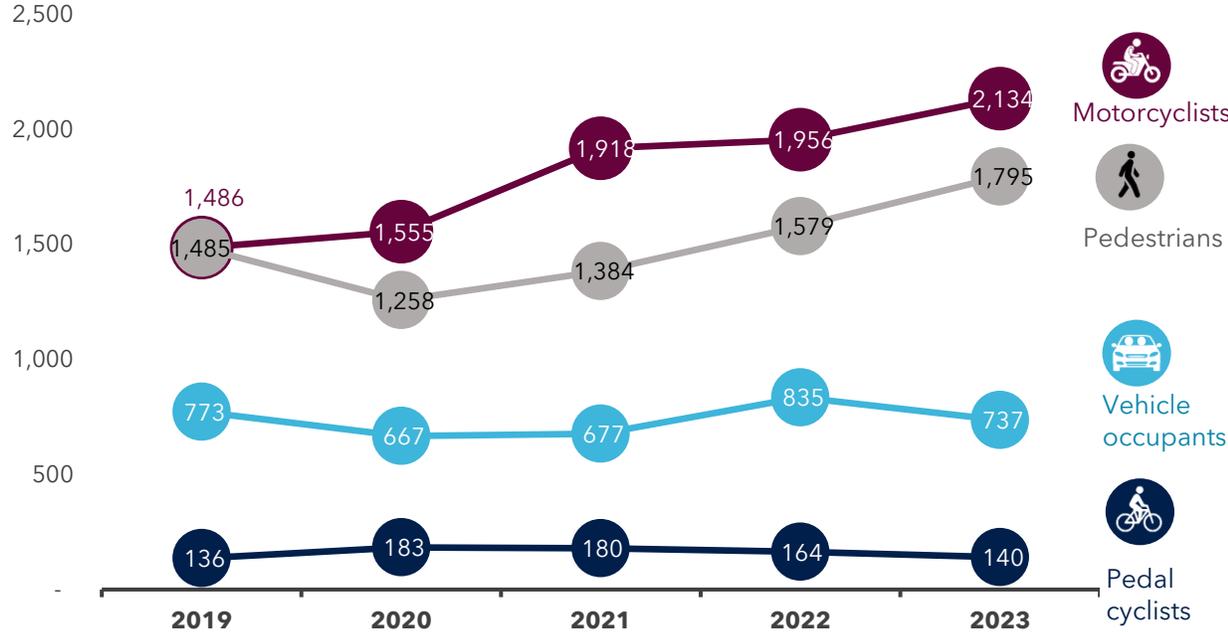
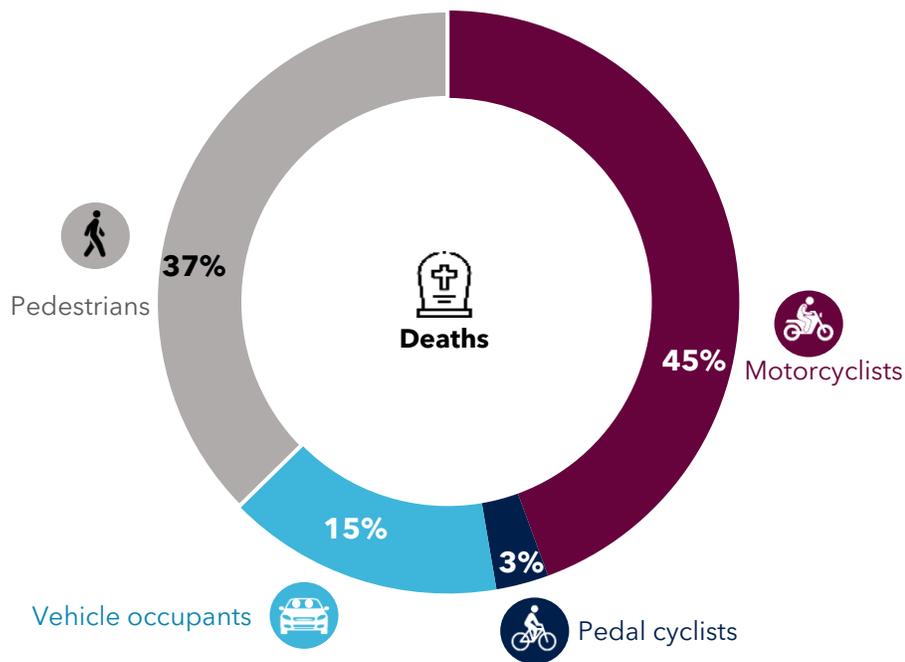


Figure 14: Percentage distribution of deaths by road user category, 2023¹



Vulnerable road users – motorcyclists, pedestrians, and pedal cyclists – made up 85% of the reported deaths in 2023 (Figure 14). Motorcyclists alone accounted for 45% of these deaths, while pedestrians accounted for 37%. Vehicle occupants accounted for 15% of all road traffic deaths in 2023.

2.5.1.2 Pedestrian Fatalities by road activity

Figure 13 shows that 632 pedestrians (representing 38%) were knocked while crossing the road. In addition, 566 pedestrians died (34%) while walking along the road. 145 pedestrians were fatally knocked down while standing along the road.

¹ Vehicle occupants include the driver and passengers in a vehicle.

Figure 15: Pedestrian deaths by road activity

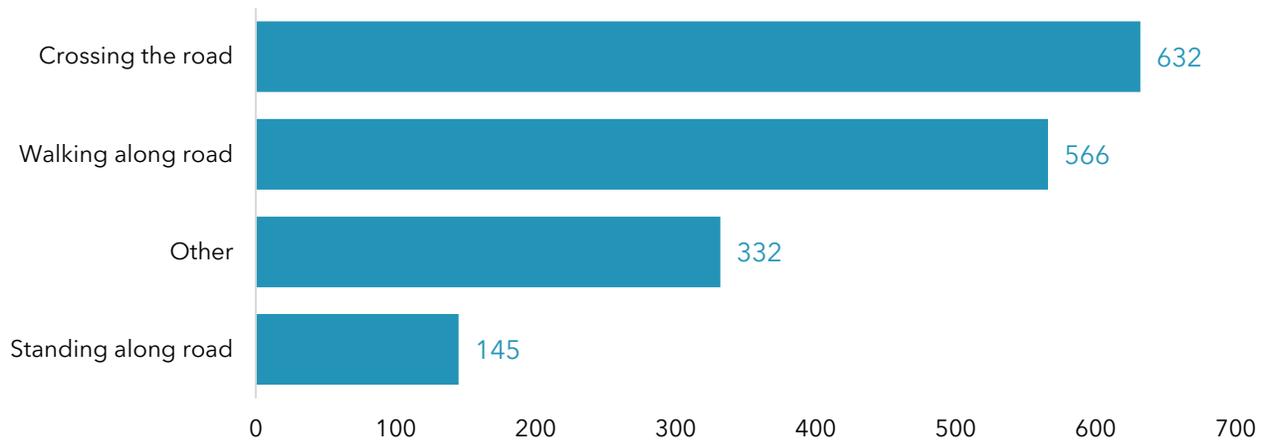
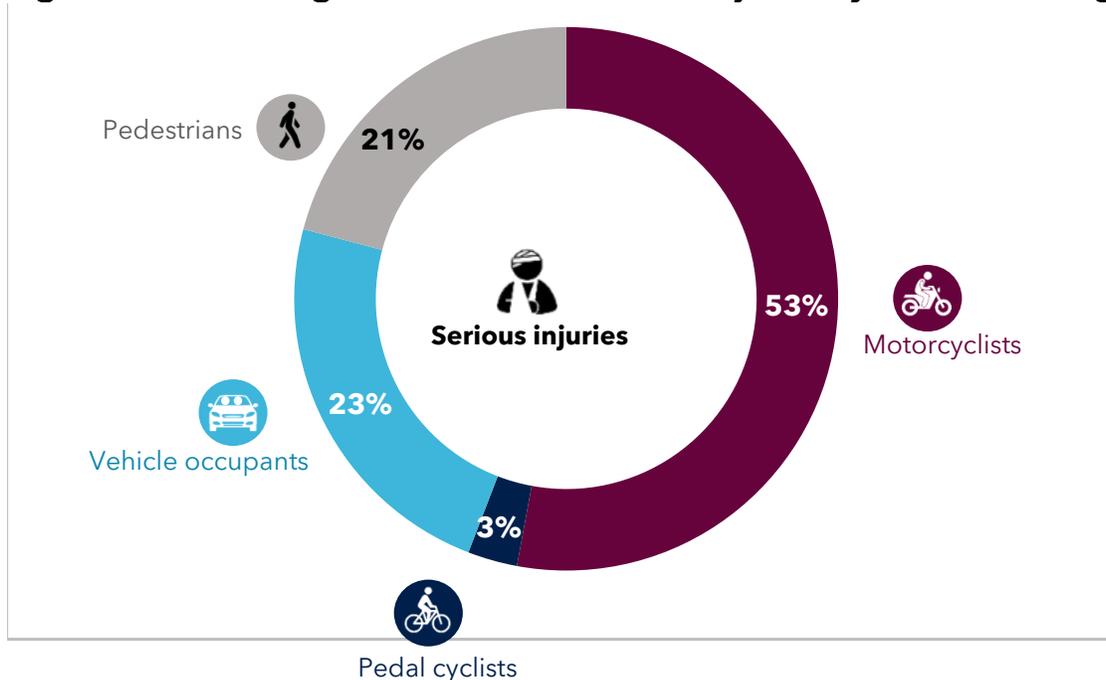


Figure 15 shows that 632 (38%) pedestrian deaths happened while they were crossing. In addition, 566 (34%) pedestrian deaths occurred while they were walking along the road representing.

2.5.1.3 Serious injuries by road user category

Motorcyclists (riders and passengers) made up the highest proportion (53%) of seriously injured victims in 2023 (Figure 16).

Figure 16: Percentage distribution of serious injuries by road user category, 2023

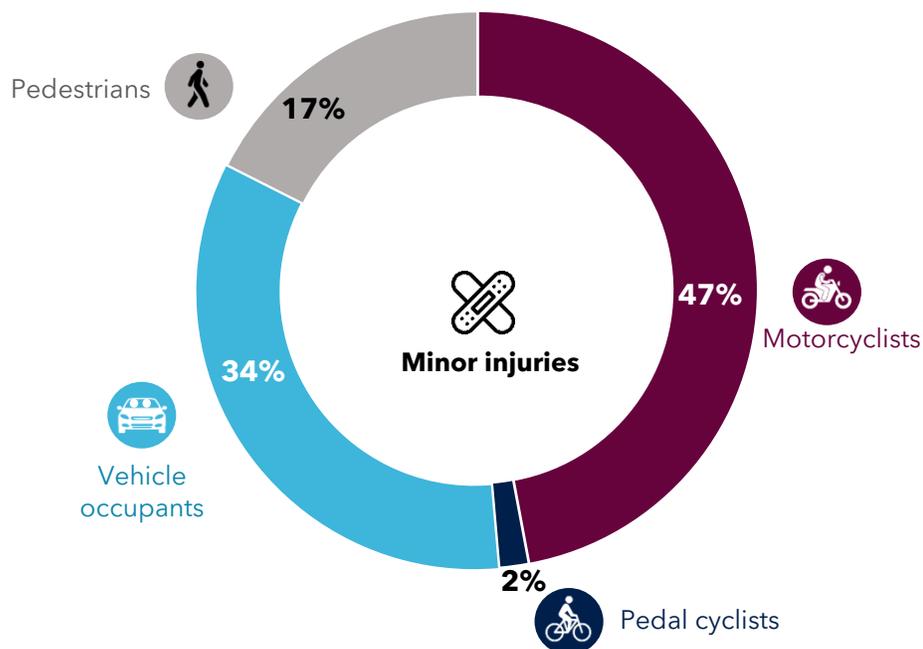


The number of persons seriously injured in 2023 increased by 9.9% as compared to 2022 from 15,227 in 2022 to 16,736 in 2023. The increase was in all road user categories (see appendix).

2.5.1.4 Minor injuries by road user type

Motorcyclists accounted for 47% of all victims that sustained minor injuries as shown in Figure 17.

Figure 17: Percentage distribution of minor injuries by road user category, 2023



2.5.2 Death and serious injuries by gender, 2023

Males accounted for 74% of traffic crash deaths and 67% of serious injuries in Uganda in 2023 (Figures 18 and 19). The males are exposed because they are dominant in the transport sector.

Figure 18: Deaths by gender, 2023

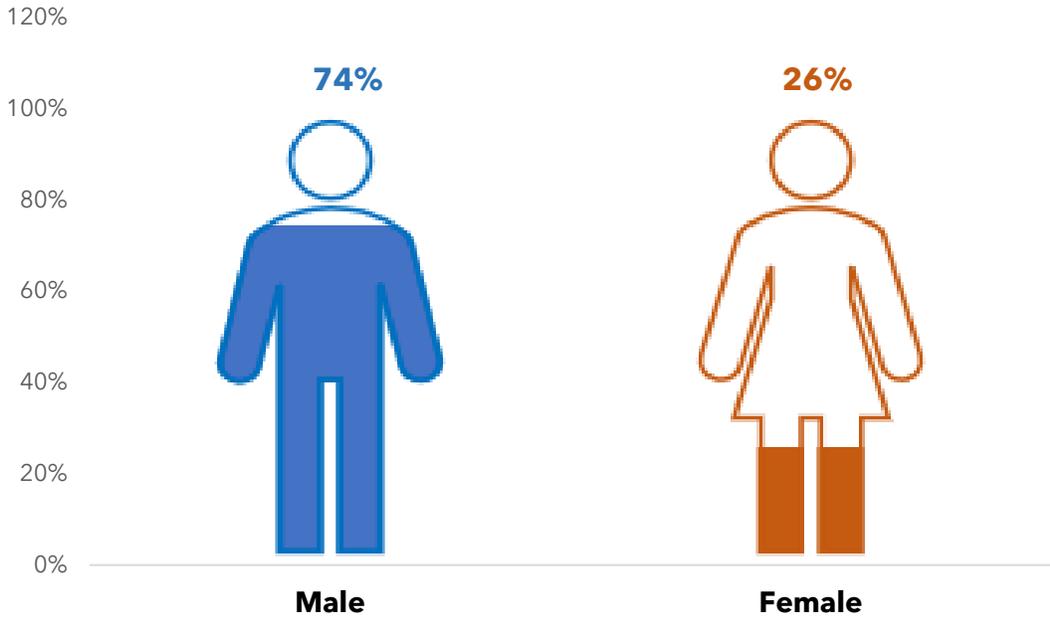
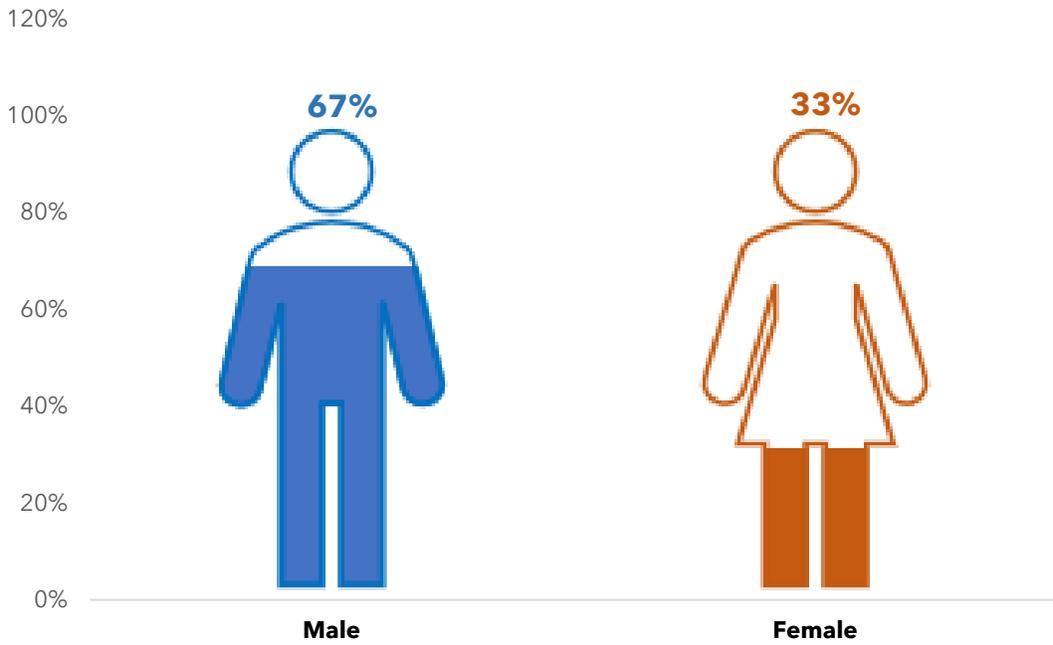
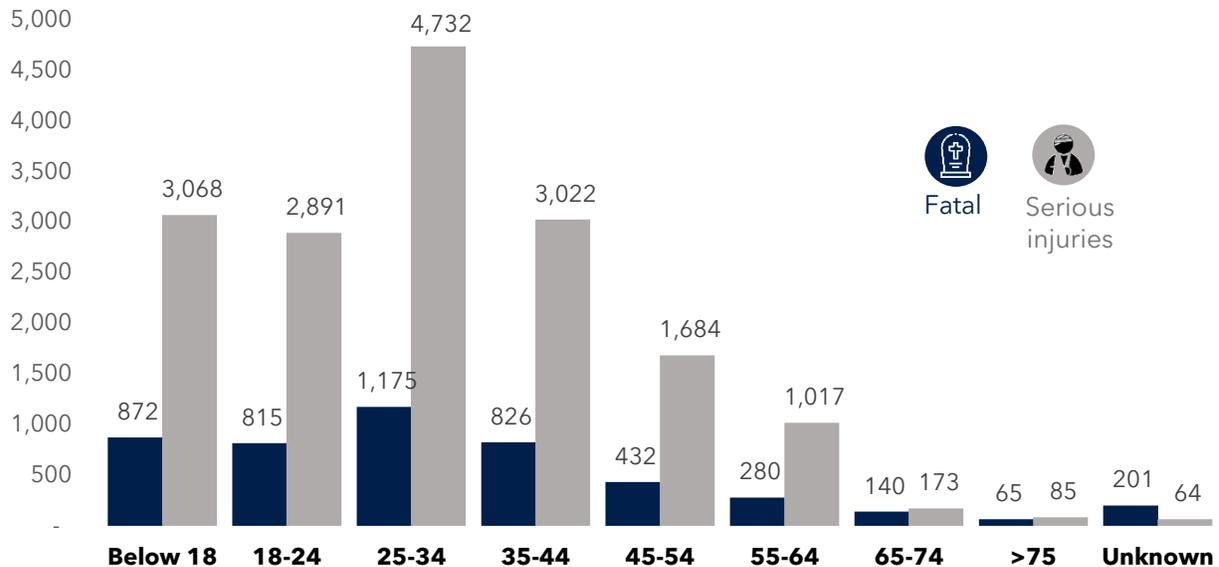


Figure 19: Serious injuries by gender, 2023



2.5.3 Deaths and serious injuries by age group

Figure 20: Deaths and serious injuries by age group



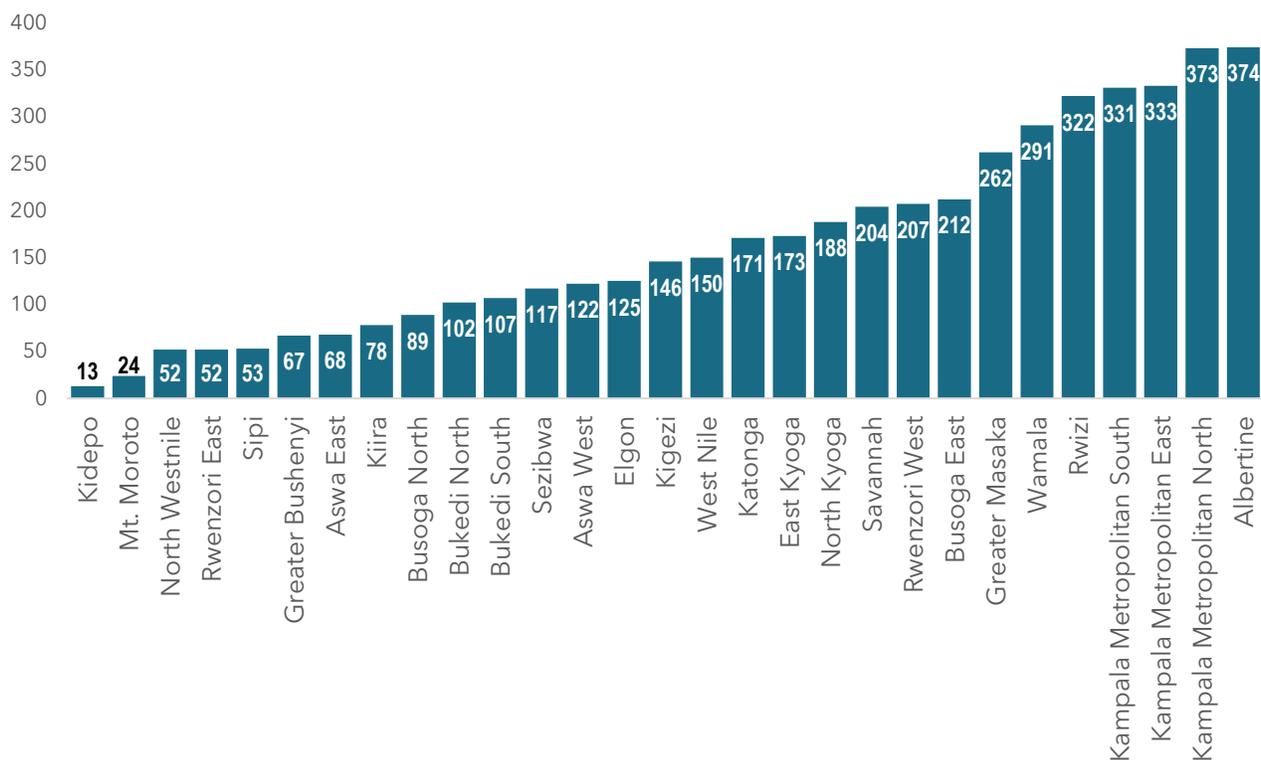
More fatalities were recorded for persons below the age of 35 years - accounting for 60% (2,862) of all fatalities. This could partly be attributed to the fact that the highest proportion of Uganda's population is young. This bracket also includes school going children most of whom have to commute to and from school which increases their risk of involvement in crashes. It also includes the youth who are actively engaged in various productive activities to earn a living and others are at university.

1% of fatalities were recorded for persons aged over 75 years. The age for 265 victims was unknown mainly because there was no one to identify the victim after crash and no identification document was found on the victim (Figure 20).

In addition, there were more victims seriously injured between the ages of 25 and 34 years compared to other age groups. On the other hand, those over 75 years had the least number of persons seriously injured.

2.5.4 Deaths and serious injuries by policing region

Figure 21: Fatalities by policing region



²Albertine Region had the highest number of fatalities and these were 374 and this region contributed to 8% of all road traffic deaths. This was followed by KMP North, KMP East, and KMP South that registered 373, 333, and 331 fatalities respectively. Overall, Kampala Metropolitan registered over 1,000 fatalities representing 22% of all road traffic fatalities. ³Rwizi Region registered 322 fatalities, ⁴Wamala had 291 fatalities and 262 fatalities were registered in Greater Masaka region. Details are shown in Figure 21 below. ⁵Kidepo region registered the lowest number of fatalities, and these were 13. In addition, the Regions of ⁶Mt. Moroto, ⁷North West Nile, ⁸Rwenzori East and ⁹Sipi reported 24, 52, 52, and 53 fatalities respectively.

² Albertine Region comprises the districts of Hoima, Masindi, Kiryandongo, Kagadi, Kakumiro, Kibale, Kikuube and Bullisa.

³ Rwizi Region comprises the districts of Mbarara, Rwampara, Isingiro, Ibanda, Kazo and Kiruhura

⁴ Wamala Region is made up of the districts of Mityana, Mubende Kiboga, Kyankwanzi and Kasanda

⁵ Kidepo Region comprises Kotido, Kabong, Abim, and Karenga

⁶ Mt. Moroto Region comprises, Moroto, Nakapiripirit, Nabilatuk, Amudat and Napak

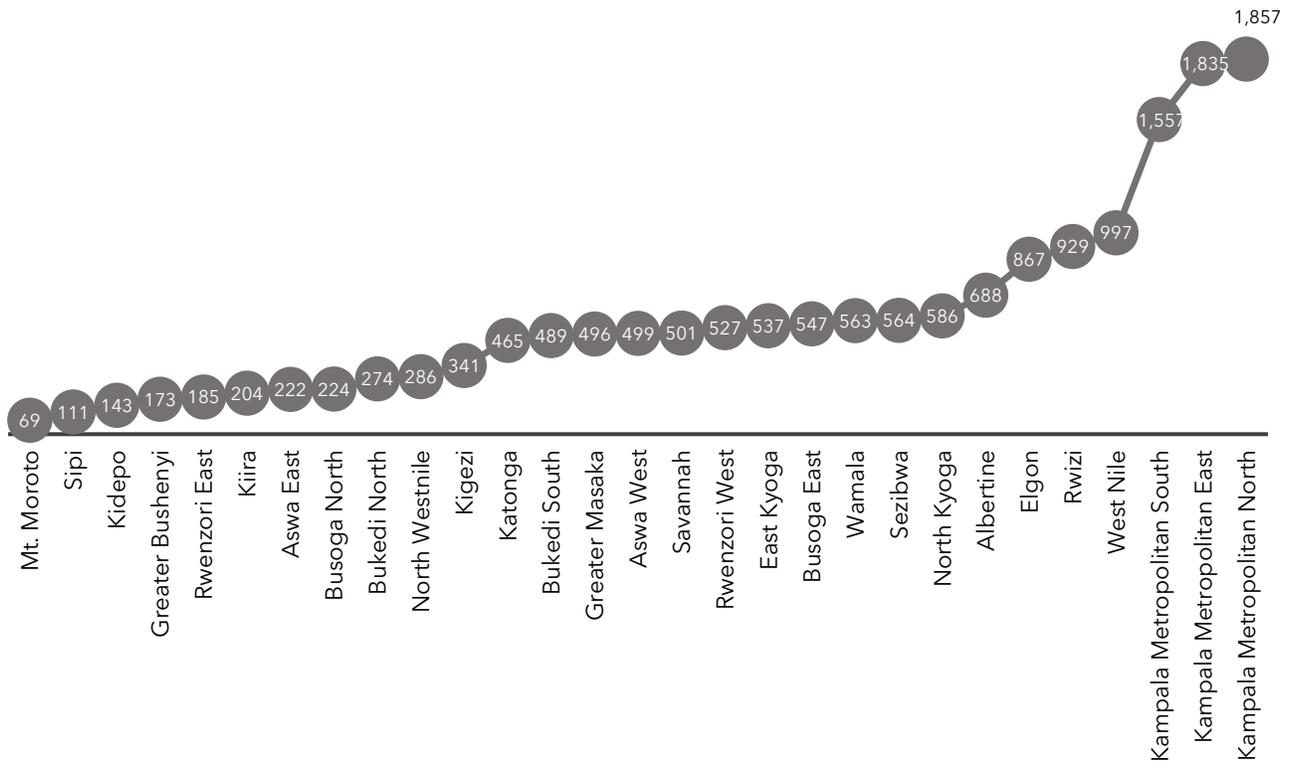
⁷ North West Nile Region comprises Moyo, Adjumani, Yumbe, and Obongi

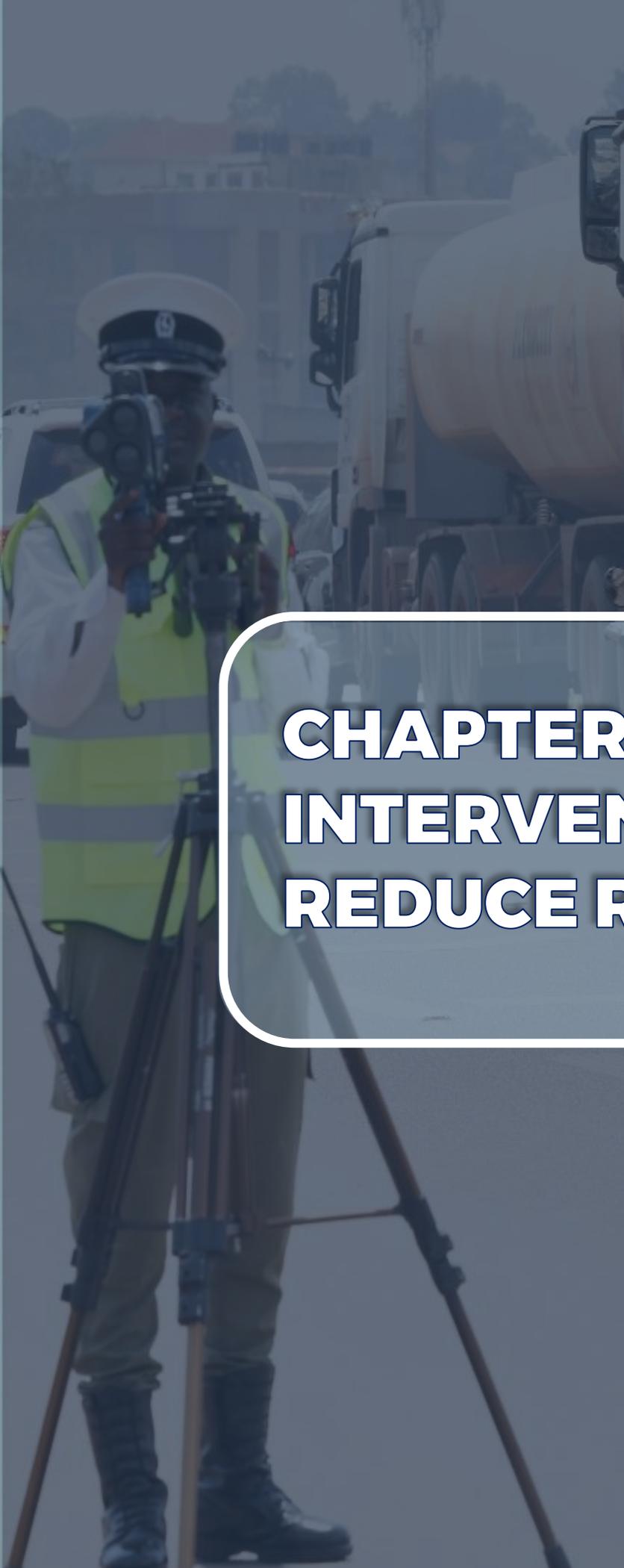
⁸ Rwenzori East comprises Kasese, Hima, Katwe-Kabatoro and Bwera

⁹ Sipi Region comprises Kapchorwa, Kween and Bukwo

Kampala Metropolitan Regions registered 5,249 people who sustained minor injuries. West Nile and Rwizi regions had 997 and 929 victims with serious injuries (Figure 22). Additional information is contained in the appendix.

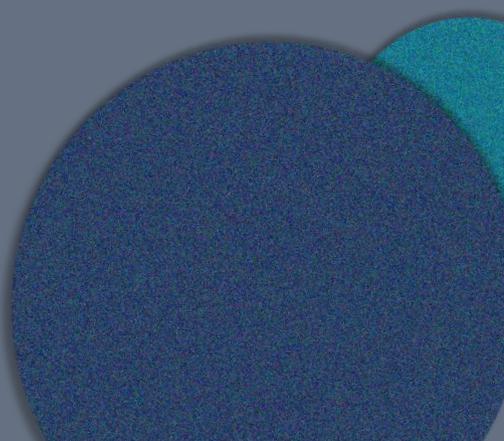
Figure 22: Serious injuries by policing region





CHAPTER THREE: INTERVENTIONS TO REDUCE ROAD CRASHES

2023



3.1 Introduction

This chapter presents the various interventions that the Uganda Police Force has put in place to reduce road crashes.

3.2 Enforcement of traffic laws and regulations

Enforcement of traffic laws and regulations through general and targeted operations mainly focusing on the major risk factors like speeding, wearing of crash helmet for boda bodas and driving under the influence of alcohol. In addition, there were operations against drivers especially of government vehicles who drive in the opposite direction of traffic and had installed swiveling lights on their vehicles were impounded and punished. The IOV carried out, inspection of vehicles suspected to be in a dangerous mechanical condition. The photograph below shows traffic officers on speed enforcement.



Photo 1: Traffic personnel conduct speed enforcement operations along Kampala - Entebbe Expressway

3.2.1 Common offences handled

Table 7 below highlights the various offences that were handled in 2023 and the number of offenders apprehended.

Table 7: Common offences handled, 2023

| S/NO | Offence | No. of Offenders | |
|------|--|------------------|----------------|
| | | 2022 | 2023 |
| 1. | Driving a motor vehicle in a dangerous mechanical condition | 92,029 | 99,068 |
| 2. | Riding a motorcycle without a valid driver's permit | 20,063 | 95,676 |
| 3. | Careless or inconsiderate use of a motor vehicle | 78,693 | 77,430 |
| 4. | Driving without a valid driving permit | 39,447 | 39,293 |
| 5. | Riding a motorcycle without wearing a crash helmet | 41,224 | 37,160 |
| 6. | Using or permitting use on road a m/v, trailer or engineering plant without any insurance law for that use | 39,532 | 35,632 |
| | Driver in a vehicle not wearing a safety belt | 31,041 | 26,154 |
| 7. | Using a m/v for carriage of goods or passengers when not licensed to do so | 23,808 | 25,048 |
| 8. | Speeding | 20,416 | 19,630 |
| 9. | Using a motor vehicle without warning signs and/or reflectors | 11,325 | 18,436 |
| 10. | Obstructing a road or waiting or being left parked or being loaded or unloaded on a road | 16,161 | 12,162 |
| 11. | Using a hand-held mobile phone while driving | 9,058 | 9,322 |
| 12. | Using a vehicle operator's license in breach of the license issued | 6,954 | 8,113 |
| 13. | Dangerous loading | 7,522 | 6,983 |
| 14. | Carrying more than one passenger on a motorcycle | 8,906 | 6,691 |
| 15. | Interference with safe driving | 4,699 | 4,849 |
| 16. | Using a motor vehicle whose registration plate is obscured | 3,571 | 2,454 |
| 17. | Passenger in a vehicle not wearing a safety belt | 1,161 | 2,003 |
| 18. | Permitting driving without a valid driving permit | 1,026 | 1,000 |
| 19. | Driving under the influence of alcohol | 124 | 752 |
| 20. | Failing to give right of way to authorized emergency vehicle | 117 | 81 |
| 21. | Permitting a person not enrolled as a student in a driving school to drive | 78 | 59 |
| 22. | Using a m/v for instructing learner driver without a valid certificate of fitness | 24 | 18 |
| 23. | Driving a public service vehicle without a valid badge | 8 | 09 |
| 25. | Failing to stop at a railway crossing | 6 | 2 |
| | Total | 456,993 | 528,025 |

Table 7 above shows that a total of five hundred twenty-eight thousand two hundred and fifty (528,025) traffic offenders were arrested for the various offences committed in 2023.

The number of persons apprehended for using a motor vehicle which is not in a good mechanical condition were 99,068 accounting for 19% of the total number of offenders and those arrested for careless driving were 77,430 accounting for 18%. Those that were driving without a valid driving permit were 39,293 while 26,154 drivers were arrested for driving a vehicle without third party insurance, Further, those arrested for speeding were 19,630.

In regard to motor cycles, 37,160 riders were arrested for not wearing a crash helmet, 95,676 for riding a motor cycle without a valid driving permit, and 6,691 riders were arrested for carrying more than one passenger on a motorcycle.

3.2.2 Recovery of unpaid fines from EPS defaulters

The Directorate enhanced its operations against EPS defaulters throughout the country and shs. 41,451,520,000 was collected, including arrears, from traffic offenders as shown in Table 8 below.

Table 8: Value of tickets issued out to offenders, 2023

| Month | Tickets issued out | Value of ticket issued out | Amount paid |
|--------------|--------------------|----------------------------|------------------------|
| January | 53,454 | 3,965,700,000 | 2,708,730,000 |
| February | 47,925 | 3,561,840,000 | 2,852,900,000 |
| March | 43,214 | 3,387,640,000 | 4,065,930,000 |
| April | 38,344 | 3,104,400,000 | 1,957,750,000 |
| May | 42,164 | 3,460,860,000 | 2,189,680,000 |
| June | 36,586 | 3,005,980,000 | 4,819,450,000 |
| July | 40,742 | 3,306,540,000 | 5,012,640,000 |
| Aug | 48,963 | 3,710,480,000 | 5,012,790,000 |
| Sept | 46,651 | 3,687,760,000 | 3,532,750,000 |
| October | 50,380 | 3,993,540,000 | 3,711,680,000 |
| November | 53,684 | 4,225,260,000 | 3,776,870,000 |
| December | 25,921 | 2,041,560,000 | 1,388,640,000 |
| Total | 528,027 | 41,451,520,000= | 41,030,180,000= |

3.3 Use of CCTV cameras in enforcement and crash investigations

The Directorate has enhanced enforcement of Traffic Laws and Regulations using CCTV cameras with particular emphasis on speed enforcement. We have also used cameras in crash investigations especially for hit and run crashes where the vehicles were not identified at the scene.



Photo 2: Officers monitoring cameras at the National Command and Control Centre Naguru

3.4 Road safety awareness

3.4.1 Sensitization by Region

A total number of 48 television talk shows, 475 radio talk shows and 1,265 physical engagements were carried out in 2023 as shown in Table 9 below.

Table 9: Sensitization activities, 2023

| S/NO | Region | No. of t/v talk shows | No. of radios talk shows | Physical engagements |
|------|----------------------|-----------------------|--------------------------|----------------------|
| 01 | Traffic Headquarters | 21 | 30 | 27 |
| 02 | KMP East | | 11 | 36 |
| 03 | KMP North | 07 | 06 | 50 |
| 04 | KMP South | | 13 | 51 |
| 05 | Albertine | | 23 | 33 |
| 06 | Aswa | | 12 | 28 |
| 07 | Bukedi South | | 09 | 13 |
| 08 | Busoga East | | 04 | 21 |
| 09 | Busoga North | | | 17 |
| 10 | Elgon-Mbale | | 17 | 75 |
| 11 | Greater Bushenyi | | 17 | 22 |
| 12 | Greater Masaka | | 19 | 39 |
| 13 | Kigezi | | 14 | 38 |
| 14 | Kidepo | | 02 | 12 |
| 15 | Kiira | | 24 | 43 |
| 16 | Mt Moroto | | 14 | 12 |
| 17 | East Kyoga | | 11 | 36 |
| 18 | North Kyoga | | 08 | 24 |
| 19 | Rwizi | 04 | 27 | 31 |
| 20 | Rwenzori East | | 05 | 10 |
| 21 | Rwenzori West | | 15 | 36 |
| 22 | Wamala | | 04 | 42 |
| 23 | Savana | | 02 | 17 |
| 24 | Katonga | | 01 | 20 |
| 25 | Sipi | | | 11 |
| 26 | West Nile | 02 | 26 | 42 |
| 27 | North Westnile | | 03 | 06 |
| 28 | Bukedi North | | 01 | 19 |
| 29 | Ssezibwa | | 02 | 19 |
| | TOTAL | 48 | 475 | 1,265 |

3.4.2 Particular groups targeted in the sensitization campaigns

The Directorate has carried out a number of sensitization activities with particular focus to vulnerable road users who include riders, pedestrians, school children and market vendors.

3.4.2.1 School going children

The Directorate carried out sensitization campaigns in various schools throughout the country.



Photo 3: The Community Liaison Officer of the Directorate sensitizing pupils in Masaka



Photo 4: The directorate of Traffic together with VIVO Energy sensitizing school children in Mbarara

3.4.2.2 Sensitization of boda boda riders

The Directorate also carried out an engagement of boda boda riders to explain to them the importance of acquiring a driver's license, wearing of a crash helmet and a reflective jacket.



Photo 5: Traffic officers sensitize boda boda riders of Nakawa Division

3.4.2.3 Sensitization campaigns for Taxi drivers

The Directorate carried out engagements in the taxi industry to share with them the various regulations concerning them.



Photo 6: Road Safety Awareness in KMP South at Kibuye @ Sekawa Motel meeting Tax Operators

3.4.2.4 Sensitization campaigns for market vendors

The team talked to market vendors about road safety and urged them to sell their merchandise from the markets and leave the pedestrian walkways.



Photo 7: Road safety awareness of Market Vendors in KMP North in Kalelwe @ Kalelwe Lufula

3.5 Road safety training

3.5.1 In house Training

The directorate carried out inhouse training of the newly regraded officers into the Directorate. Resource persons were drawn from the directorate and these took officers through the traffic laws and regulations and crash investigations. A total of 19 officers were trained.

3.5.2 Other specialized trainings

The Directorate of traffic and road Safety with support from Bloomberg Philanthropies for Global Road Safety together and Global Road Safety Partnership (GRSP) carried out a number of trainings to build capacity of the officers in the various areas. The officers were trained in the following areas as indicated in Table 10 below.

Table 10: Trainings conducted

| S/No | Course | No. of participants | Period |
|------|---------------------------------------|---------------------|------------|
| 1. | Intelligence Led Policing Course | 45 | Jan 2023 |
| 2. | Strategic/ Operational Planning | 15 | Jan 2023 |
| 3. | Speed/ Seatbelts Enforcement Course | 40 | April 2023 |
| 4. | Speed/ Seatbelts/ Helmets Enforcement | 45 | June 2023 |
| 5. | Speed/ Seatbelts/ Helmets Enforcement | 45 | Sept 2023 |
| 6. | Crash Investigations | 45 | Oct 2023 |
| | Total | 235 | |



Photo 8: Speed enforcement training held at Golden Tulip Hotel in September 2023



Photo 9: Officers undergo practical exercises of speed enforcement along Yusuf Lule Road

3.6 Establishment of the Data Management Unit

The directorate of Traffic and Road Safety has established a Data Management Unit. This has enabled the Directorate to have a central depository for crash data. The Unit has undertaken the following activities

3.6.1 Review of the data collection tool for road crashes

The Unit reviewed the data collection form for road crashes to cater for variables that were missing. The variables that were included were:

- a) Passengers on Tricycles under road user category
- b) Crashes by day of the week
- c) Data on drivers with or without driver's licenses
- d) Character of road way and this includes straight road, slight curve road, blind bend, hill crest, roundabout, cross roads, T and Y junctions, and others
- e) Pedestrian activity that is no activity, crossing the road, walking along the road, playing on the road, walking on a foot path, others
- f) Collision type that is head on, rear end, side swipe, angle, hit pedestrian, hit object on the road, hit object off road, hit parked vehicle, hit animal and single vehicle off road.
- g) The age group for crash victims was revised to include those Below 5, 6 to 11 years, and 12- 17 years.
- h) Causes were updated according to the Traffic and Road Safety Amendment Act 2020 and these are careless overtaking, over speeding, following too close, passing too close, violating traffic direction, violating traffic signals or signs, neglecting right of way, sudden turning, sudden entrance from a road side, fatigue, under influence of drinks/ drugs, and tyre burst
- i) The form also included the vehicle condition before the crash and this included defective tyres and defective wipers.

The above variables have tremendously improved the quality of crash data collected.

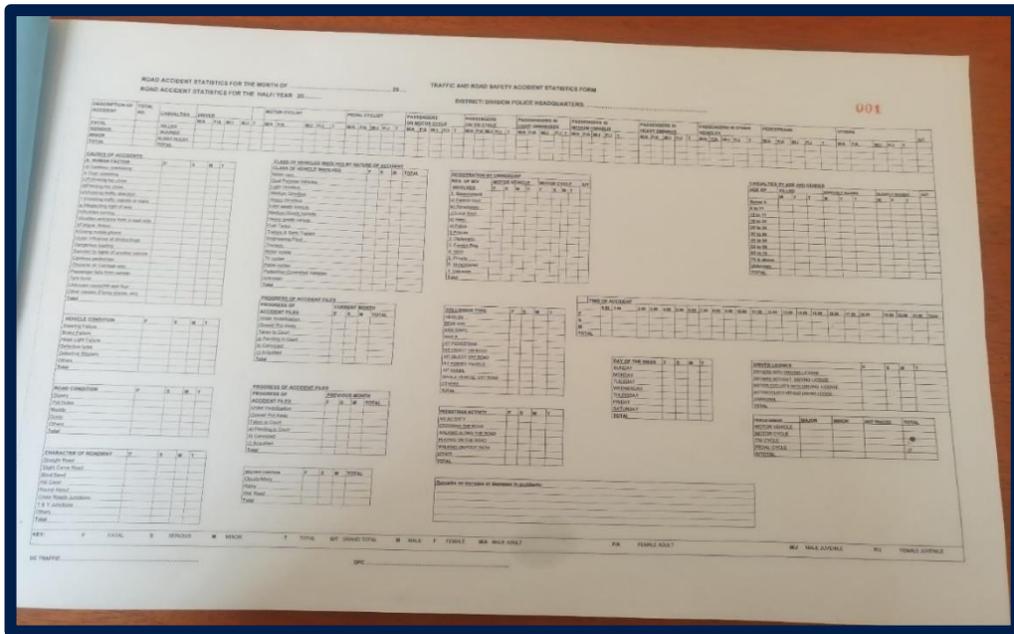


Photo 10: A copy of the revised data collection form for road crashes

The revised data collection forms were printed on A3 paper, bound into a booklet and distributed to all stations in the country to facilitate submission of crash data using the revised forms.

3.6.2 Training of officers on the revised data collection form

A one-day course was conducted for the records personnel drawn from regions of KMP, Sezibwa, G/Masaka, Albertine, Savanah, Rwizi, Katonga, Wamala and Kiira West Nile, North West Nile, Aswa, North Kyoga, East Kyoga, Mt. Moroto, Elgon Bukedi South, Bukedi North, Busoga East, Busoga North, greater Bushenyi, Kigezi, and Rwenzori West. The training was conducted in at the Directorate of Traffic and Road Safety headquarters in Natete.

A total of one hundred fifty-one (151) traffic personnel were trained. The training was aimed at equipping the Traffic Records Personnel with knowledge in completing the traffic accident statistics data form, good record keeping and data collection to enhance accurate and timely data collection.



Photo 11: Director Traffic addresses participants of the data management training

3.6.3 Digitalization of the road crash database system

The Directorate carried out digitization of the Road Crash Data using the survey 123 software tool. Officers from nine Police Stations within Kampala Metropolitan were trained on using the tool for data collection and entry.

The Pilot commenced on 1st October 2023 and will run for a period of six months after which it will be rolled out to the rest of the country.

This application will help the directorate to know the exact location where crashes are happening in order to deploy its resources appropriately and also carry out targeted enforcement.

The Directorate has secured a server at the Directorate of ICT to enable storage of data.



Photo 8: Officers pose for a photo after the training in Data Collection. In the middle is the main facilitator Dr. Raphael Awuah, Regional Technical Advisor for Africa on Road Injury Surveillance at Vital Strategies and Ms. Stellah Namatovu, the BIGRS Surveillance Coordinator

3.7 Testing of learner drivers and routine Inspection of vehicles

The department of Inspectorate of Vehicles carried out the following activities.

3.7.1 Testing learner drivers for competence

The Department of Inspectorate of Vehicles tested a total of 109,790 learner drivers for competence throughout the country reflecting a 31% increase as compared to 2022 where 83,854 learner drivers were tested. The descriptions of the classes are indicated on page x and xi of this report. Details are shown in Table 11 below.

Table 11: Drivers tested per class of driving permit, 2022 and 2023

| Driving permit class | 2022 | 2023 | Percent |
|----------------------|---------------|----------------|-----------|
| A1 | 3,015 | 1,927 | -36 |
| A | 4,469 | 9,200 | 106 |
| B1 | 160 | 412 | 158 |
| B | 59,209 | 81,480 | 38 |
| BE | 8 | 42 | 425 |
| C1 | 7,397 | 7,423 | 0 |
| C1E | 61 | 5 | -92 |
| C | 1,634 | 1,426 | -13 |
| CE | 1,704 | 1,394 | -18 |
| D1 | 3,682 | 3,980 | 8 |
| D1E | 4 | 198 | 4850 |
| D | 779 | 704 | -10 |
| DE | 177 | 209 | 18 |
| F | 381 | 281 | -26 |
| G | 1,174 | 1,109 | -6 |
| Total | 83,854 | 109,790 | 31 |

Table 12 above shows the number of drivers tested for the period under review.

Class B for motor vehicles having a permissible maximum mass not exceeding 3,500 kg and not more than eight seats in addition to the driver's seat; had the highest number of learner drivers tested at 74% followed by Class A for motorcycles with cubic capacity exceeding 125cm³ (8%), Class C1 for motor vehicles having a permissible maximum mass of which exceeds 3,500 kg but does not exceed 7,500kg at 7%. , D1 for motor vehicles having more than 8 seats but not more than 16 seats in addition to the sixteen seats (4%).

3.7.2 Inspection of crash vehicles to ascertain their road worthiness before the crash

During the period under review 11,351 crash vehicles were inspected countrywide indicating a reduction of 29% as compared to 2022 where 15,919 crash vehicles were inspected. Generally, there was an increase in all categories of crash vehicles inspected save for diplomatic vehicles that reduced by 20% as shown in the Table 12 above, Majority of the crash vehicles that were inspected (88%) were privately owned.

Table 12: Comparison of crash vehicle inspection, 2022 and 2023

| Ownership of motor vehicles | 2022 | 2023 | Percentage change |
|-----------------------------|---------------|---------------|-------------------|
| Private | 14,526 | 10,007 | -31 |
| Foreign | 749 | 668 | -11 |
| Police | 266 | 257 | -3 |
| Government | 295 | 308 | 4 |
| Army | 40 | 54 | 35 |
| Diplomatic | 42 | 56 | 33 |
| Prisons | 1 | 1 | 0 |
| Total | 15,919 | 11,351 | -29 |

Table 13: Mechanical condition of vehicles inspected that were involved in crashes

| Mechanical condition | Number |
|----------------------|---------------|
| Not DMC | 10,331 |
| DMC | 536 |
| Unfit | 441 |
| Written off | 43 |
| Total | 11,351 |

Majority of the vehicles that were inspected were found to be in a good mechanical condition before the crash. The vehicles that were found to be in a dangerous mechanical condition were

536 (5%) while 441 (3.8%) were unfit for road use. The vehicles that were written off were 43 (0.4%).

3.7.3 Automation of the vehicle inspection process

The Directorate has started automation of the vehicle inspection process at the Inspectorate of vehicles department. Modern inspection equipment was acquired to undertake this process. The Directorate of Logistics and Engineering is currently working on the structure to house the equipment. This is aimed at improving the mechanical condition of vehicles through periodic inspections of motor vehicles.

3.7.4 Automation of the driver testing process

The Directorate has started developing a digital system for driver testing and control. The system intended to manage scheduling of learner drivers for testing, capture all test results and Certificate of competence numbers issued to tested drivers, share test results with the Uganda Driver Licensing System (UDLS), and verify test receipts to ensure that no one is using a forged receipt. The Directorate is ready to integrate the system with the Uganda Driver Licensing System and the Motor Vehicle Registration System.

In addition, the Directorate has introduced an online theory examination for learner drivers at all the testing centers. The learner theory test is accessed through a link by the learner drivers and the outcome of the exam is instant. This has reduced corruption at the driver testing centers in the country.

3.7.5 Collection of revenue from vehicle inspection and driver testing

3.7.5.1 Revenue collected for Driver Testing

The total amount that was collected from learner drivers tested throughout the country was shs. 2,930,300,000. Details are shown in Table 14 below.

Table 14: Revenue collected from learner drivers tested, January-October 2023

| Region | Amount collected |
|-------------------|-------------------------|
| Naguru | 1,323,550,000 |
| Sezibwa | 199,150,000 |
| Rwizi | 171,775,000 |
| Katonga | 219,100,000 |
| Kiira | 147,075,000 |
| Greater Masaka | 121,850,000 |
| Elgon | 117,575,000 |
| Aswa | 69,150,000 |
| Wamala | 66,550,000 |
| East Kyoga | 12,475,000 |
| Albertine | 37,975,000 |
| Rwenzori | 89,725,000 |
| Greater Bushenyi | 42,575,000 |
| Busoga East | 12,600,000 |
| West Nile | 53,225,000 |
| Bukedi | 51,550,000 |
| Savanah | 62,075,000 |
| Kigezi | 21,525,000 |
| North Kyoga | 79,075,000 |
| Mobile enrollment | 31,725,000 |
| Total | 2,930,300,000 |

3.7.5.2 Revenue collected from vehicle inspections

The total amount that was collected from motor vehicle inspections throughout the country was shs.661,850,000. Details are shown in Table 15 below.

Table 15: Revenue collected from vehicle inspections, January-October 2023

| Region | Amount collected |
|----------------|-------------------------|
| Naguru | 176,638,000 |
| Sezibwa | 12,152,000 |
| Savanah | 5,022,000 |
| Katonga | 27,776,000 |
| Elgon | 50,840,000 |
| Albertine | 36,518,000 |
| Kiira | 31,806,000 |
| Wamala | 41,850,000 |
| Rwizi | 70,556,000 |
| Greater Masaka | 46,686,000 |
| G. Bushenyi | 9,610,000 |
| Aswa | 23,870,000 |
| West Nile | 30,504,000 |
| Rwenzori | 17,732,000 |
| Busoga East | 7,254,000 |
| East Kyoga | 29,512,000 |
| Bukedi | 12,338,000 |
| Bukedi North | 4,650,000 |
| North Kyoga | 4,154,000 |
| Kigezi | 22,382,000 |
| Total | 661,850,000 |

3.8 Enforcement of discipline of personnel

In 2023, there was an improvement in the discipline of personnel in the Directorate based on the reduction in the number of complaints received. A Traffic Directorate Standby Court was setup to try all the officers who go against the Disciplinary Code of Conduct. Below is a summary of the disciplinary cases that have been handled by the Directorate's Standby Court.

Table 16: Disciplinary cases handled, 2023

| S/NO | No. of cases reported | No. of officers involved | No. of cases concluded | No. of officers convicted |
|------|-----------------------|--------------------------|------------------------|---------------------------|
| 1 | 30 | 58 | 58 | 57 |



Photo 9: A witness taking oath at the Traffic Headquarter Standby Court

The directorate endeavors to ensure all mechanisms of improving discipline are exploited.

3.9 Review of the Standard Operating Procedures

The Standard Operating procedures (SOPs) were reviewed and to incorporate emerging issues due to technological advancement and emphasize the discipline of personnel while on duty. This is aimed at enhancing performance. The SOPs are divided into the following areas;

- i. General rules
- ii. Road crash investigations
- iii. Guidelines on conducting operations
- iv. Data management
- v. Express Penalty Scheme
- vi. Handling of Traffic Equipment
- vii. Inspectorate of Vehicles
- viii. Discipline of personnel

3.10 Partnerships with stakeholders

The Directorate held regular meetings with stakeholders who included Ministry of Works and Transport, Ministry of Health, and Uganda National Roads Authority in an effort to come up with solutions to reduce road crashes. This followed a spate of road crashes where drivers were ramming into broken down vehicles. The committee was able to lobby the Director general of Health Services in the Ministry of Health to lift the ban on drink drive operations that had been suspended in 2020 following the COVID 19 pandemic. The ban was lifted and we were able to resume these operations in August 2023.



CHAPTER FOUR: CHALLENGES, CONCLUSION AND RECOMMENDATIONS

4.0 Challenges

The Directorate encountered several challenges as listed below.

- 1) Lack of recovery trucks to remove broken down vehicles.
- 2) Deteriorating road infrastructure (potholes) have increased congestion, risk of crashes and broken down vehicles on all roads.
- 3) Several training gaps were identified to match the global automobile technological advancements.
- 4) Inadequate vehicle inspection and driver testing equipment.
- 5) Limited land for carrying out driver testing.
- 6) Inadequate funds for Road Safety Education
- 7) Inadequate enforcement equipment like speed guns and breath analyzers to enable the Directorate to carry out operations throughout the country.
- 8) Inadequate personnel to dominate major black spots along highways.
- 9) Inadequate vehicles and motorcycles to carry out motorized patrols along highways and major roads.
- 10) Inadequate ANPR cameras to support enforcement and crash investigations.
- 11) Welfare of traffic police that may lead to inefficiency, ethical and health challenge.

4.1 Conclusion

The data highlighted in this report shows that vulnerable road users in categories of motorcycle riders, passengers on motorcycle, pedestrians and pedal cyclists continue to die in large numbers accounting for 85% of all road traffic deaths. It was further established that more than half of the fatal crashes involved vehicles hitting pedestrians and head on collisions. In addition, 72% of the pedestrians who died were either knocked while crossing the road or walking along the road.

This report also shows that there is an increase in the number of fatal crashes reported between Saturday and Monday but these are the days where there are less vehicles and no congestion. This implies that the drivers end up speeding. Therefore, there is need

to enhance speed enforcement during the identified days to force drivers to comply with speed limits.

The Report observes that it is crucial for all stakeholders – Ministry of Works and Transport, Ministry of Health, Uganda Police Force, Civil Society Organizations, the Academia, road users, and the general public – to collaboratively address the root causes of these deaths and come up with preventive measures to reduce their occurrences. Public awareness campaigns, stricter enforcement of traffic laws, building infrastructure that protects pedestrians and riders are some of the interventions that can help in minimizing these deaths.

As we move forward, it is imperative to learn from the patterns and trends identified in this report, adapting our strategies to mitigate the risks associated with road travel. By fostering a safe systems approach, we can significantly reduce the alarming figures presented in this report and ultimately create roadways that prioritize the well-being of all users. It should be noted that the pursuit of safer roads requires a collective commitment to change, and it is only through sustained efforts and synergies that we can aspire to significantly decrease road crashes and build a safer, more secure future for our communities.

4.2 Recommendations

The Traffic and Road Safety Directorate will emphasize the following measures to further reduce road carnage. The recommendations are anchored in 4 broad categories of Enforcement, Engineering, Education and Use of Technology.

- 1) Carry out speed enforcement with particular focus on black spots and built-up areas in order to protect the vulnerable road users.
- 2) Strengthen sensitization of vulnerable road users on traffic laws and regulations.
- 3) Enhance enforcement of helmet use for the rider and the passenger.

- 4) Liaise with the Ministry of Works and Transport to ensure that they design and build infrastructure that protects vulnerable road users, especially pedestrians.
- 5) Carry out periodic inspection of motor vehicles to ensure that the vehicles are in a good mechanical condition.
- 6) Increase modern enforcement equipment for effective operations and Non-Tax Revenue collections.
- 7) Increase traffic fleet to improve response and enhance motorized patrols in cities and along highways.
- 8) Increase ANPR cameras on highways to support enforcement.
- 9) Building capacity of the UPF in detecting and enforcing driving under the influence of drugs.
- 10) Enhance visibility, safety and security along highways by equipping Integrated Highway Police.
- 11) Conduct additional training of traffic officers to build capacity to handle the ever-increasing road safety challenges.
- 12) Enhance road safety coordination and management through effective involvement of the public, private and civil society organizations.
- 13) Recruitment and deployment of more personnel to cover the existing gaps.
- 14) Acquire land country wide enough for vehicle inspection and driver testing centers.
- 15) Establishment of traffic courts to expeditiously handle traffic cases.
- 16) Establish a Traffic Offender Biometric System.

Appendix

Comparison of nature of road traffic crashes, 2019- 2023

| Nature of Crashes | 2019 | 2020 | 2021 | 2022 | 2023 | Percent change |
|-------------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Fatal | 3407 | 3,269 | 3,757 | 3901 | 4,179 | 7.1 |
| Serious | 5992 | 5,803 | 9,070 | 10776 | 12,487 | 15.9 |
| Minor | 3459 | 3,177 | 4,616 | 5717 | 6,942 | 21.4 |
| Total | 12,858 | 12,249 | 17,443 | 20,394 | 23,608 | 16 |

Crashes and fatalities by month, 2023

| Month | No. of Crashes | No. of Fatalities |
|--------------|----------------|-------------------|
| January | 1,787 | 394 |
| February | 1,850 | 381 |
| March | 2,032 | 404 |
| April | 1,882 | 361 |
| May | 1,968 | 420 |
| June | 1,924 | 411 |
| July | 2,099 | 457 |
| August | 2,076 | 439 |
| September | 1,966 | 404 |
| October | 2,027 | 378 |
| November | 1,866 | 332 |
| December | 2,131 | 425 |
| Total | 23,608 | 4,806 |

Time of crashes, 2023

| Time | Fatal | Serious | Minor | Total |
|---------------|--------------|---------------|--------------|---------------|
| 00:00 - 00:59 | 107 | 172 | 158 | 437 |
| 01:00 - 01:59 | 98 | 157 | 131 | 386 |
| 02:00 - 02:59 | 103 | 203 | 196 | 502 |
| 03:00 - 03:59 | 81 | 167 | 159 | 407 |
| 04:00 - 04:59 | 97 | 172 | 147 | 416 |
| 05:00 - 05:59 | 118 | 254 | 200 | 572 |
| 06:00 - 06:59 | 102 | 331 | 268 | 701 |
| 07:00 - 07:59 | 121 | 469 | 283 | 873 |
| 08:00 - 08:59 | 127 | 498 | 292 | 917 |
| 09:00 - 09:59 | 131 | 611 | 304 | 1046 |
| 10:00 - 10:59 | 141 | 580 | 301 | 1022 |
| 11:00 - 11:59 | 175 | 660 | 318 | 1153 |
| 12:00 - 12:59 | 160 | 622 | 325 | 1107 |
| 13:00 - 13:59 | 182 | 699 | 303 | 1184 |
| 14:00 - 14:59 | 169 | 733 | 333 | 1235 |
| 15:00 - 15:59 | 184 | 699 | 352 | 1235 |
| 16:00 - 16:59 | 218 | 816 | 409 | 1443 |
| 17:00 - 17:59 | 259 | 959 | 417 | 1635 |
| 18:00 - 18:59 | 295 | 896 | 464 | 1655 |
| 19:00 - 19:59 | 492 | 1074 | 460 | 2026 |
| 20:00 - 20:59 | 268 | 558 | 347 | 1173 |
| 21:00 - 21:59 | 255 | 493 | 317 | 1065 |
| 22:00 - 22:59 | 147 | 353 | 236 | 736 |
| 23:00 - 23:59 | 149 | 311 | 222 | 682 |
| Total | 4,179 | 12,487 | 6,942 | 23,608 |

Crashes by day of week, 2023

| Day of the week | Fatal | Serious | Minor | Total |
|-----------------|--------------|---------------|--------------|---------------|
| Sunday | 719 | 1884 | 909 | 3512 |
| Monday | 608 | 1852 | 1081 | 3541 |
| Tuesday | 543 | 1633 | 920 | 3096 |
| Wednesday | 517 | 1719 | 938 | 3174 |
| Thursday | 550 | 1674 | 952 | 3176 |
| Friday | 592 | 1785 | 1057 | 3434 |
| Saturday | 650 | 1940 | 1085 | 3675 |
| Total | 4,179 | 12,487 | 6,942 | 23,608 |

Crashes by collision type, 2023

| Collision | Fatal | Serious | Minor | Total |
|---------------------------------|--------------|---------------|--------------|---------------|
| Crash with two or more vehicles | 1,756 | 5,798 | 4,942 | 12,496 |
| Hit pedestrian | 1,675 | 3,056 | 61 | 4,792 |
| Single vehicle crash | 226 | 831 | 872 | 1,929 |
| Crash with parked vehicle | 51 | 428 | 129 | 608 |
| Crash with object off road | 49 | 316 | 161 | 526 |
| Crash with object on road | 42 | 213 | 96 | 351 |
| Crash with animal | 14 | 56 | 103 | 173 |
| Others | 366 | 1,789 | 578 | 2,733 |
| Total | 4,179 | 12,487 | 6,942 | 23,608 |

Distribution of crashes by police region, 2023

| Region | Fatal | Serious | Minor | Total |
|----------------------------|-------|---------|-------|-------|
| Kampala Metropolitan East | 301 | 1712 | 1738 | 3,751 |
| Kampala Metropolitan North | 333 | 1708 | 1175 | 3,216 |
| Kampala Metropolitan South | 319 | 1519 | 1056 | 2,894 |
| Rwizi | 283 | 620 | 289 | 1,192 |
| West Nile | 143 | 675 | 132 | 950 |
| Albertine | 310 | 383 | 120 | 813 |
| Greater Masaka | 229 | 341 | 212 | 782 |
| Elgon | 106 | 503 | 161 | 770 |
| Savannah | 171 | 364 | 202 | 737 |
| Wamala | 247 | 356 | 96 | 699 |
| Busoga East | 173 | 335 | 166 | 674 |
| Bukedi South | 93 | 402 | 177 | 672 |
| Sezibwa | 107 | 352 | 213 | 672 |
| North Kyoga | 162 | 374 | 109 | 645 |
| Aswa West | 103 | 347 | 177 | 627 |
| Rwenzori West | 175 | 302 | 117 | 594 |
| Katonga | 154 | 269 | 147 | 570 |
| East Kyoga | 136 | 325 | 92 | 553 |
| Kigezi | 126 | 247 | 119 | 492 |
| Kiira | 64 | 235 | 91 | 390 |

| | | | | |
|------------------|--------------|---------------|--------------|---------------|
| Bukedi North | 89 | 181 | 40 | 310 |
| North West Nile | 40 | 190 | 54 | 284 |
| Greater Bushenyi | 66 | 141 | 65 | 272 |
| Busoga North | 74 | 117 | 22 | 213 |
| Sipi | 39 | 132 | 40 | 211 |
| Aswa East | 61 | 110 | 34 | 205 |
| Rwenzori East | 45 | 115 | 43 | 203 |
| Kidepo | 11 | 81 | 39 | 131 |
| Mt. Moroto | 19 | 51 | 16 | 86 |
| Total | 4,179 | 12,487 | 6,942 | 23,608 |

Causes of crashes, 2023

| Causes | Fatal | Serious | Minor | Total |
|--------------------------------------|--------------|---------------|--------------|---------------|
| Speeding | 1,306 | 3,233 | 1,758 | 6,297 |
| Careless overtaking | 1,105 | 3,172 | 1,656 | 5,933 |
| Other causes | 160 | 471 | 378 | 1,009 |
| Unknown | 261 | 481 | 421 | 1,163 |
| Following too close | 117 | 591 | 503 | 1,211 |
| Passing too close | 122 | 565 | 452 | 1,139 |
| Violating traffic direction | 77 | 406 | 432 | 915 |
| Sudden entrance from the road side | 95 | 582 | 316 | 993 |
| Sudden turning | 103 | 580 | 89 | 772 |
| Careless pedestrian | 154 | 565 | 35 | 754 |
| Brake failure | 133 | 387 | 213 | 733 |
| Under the influence of alcohol | 102 | 172 | 107 | 381 |
| Obstacle on carriage way | 76 | 176 | 113 | 365 |
| Tyre burst | 82 | 182 | 89 | 353 |
| Neglecting right of way | 30 | 195 | 85 | 310 |
| Steering failure | 56 | 81 | 51 | 188 |
| Violating traffic signs and signals | 16 | 127 | 50 | 193 |
| Dangerous loading | 16 | 101 | 42 | 159 |
| Fatigue | 18 | 74 | 39 | 131 |
| Dazzled by lights of another vehicle | 11 | 150 | 37 | 198 |
| Passenger falls from vehicle | 95 | 72 | 8 | 175 |
| Defective tyres | 16 | 68 | 42 | 126 |
| Headlight failure | 20 | 35 | 8 | 63 |
| Using mobile phone | 8 | 21 | 18 | 47 |
| Total | 4,179 | 12,487 | 6,942 | 23,608 |

Traffic death and injuries, 2019-2023

| Victim | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|---------------|---------------|---------------|---------------|---------------|
| Killed | 3,880 | 3,663 | 4,159 | 4,534 | 4,806 |
| Seriously injured | 9,635 | 8,370 | 12,589 | 15,227 | 16,736 |
| Slightly injured | 1,175 | 979 | 1,287 | 1,712 | 3,186 |
| Total | 14,690 | 13,012 | 18,035 | 21,473 | 24,728 |

Comparison of fatalities by road user group 2019 - 2023

| Road User Category | 2019 | 2020 | 2021 | 2022 | 2023 |
|------------------------------|--------------|--------------|--------------|--------------|--------------|
| Driver | 194 | 182 | 200 | 198 | 232 |
| Motor cyclist | 1,064 | 1,146 | 1,390 | 1,404 | 1,520 |
| Passenger on Motorcycle | 422 | 409 | 528 | 552 | 614 |
| Pedal cyclist | 136 | 183 | 180 | 164 | 140 |
| Passengers in Tri-cycles | N/A | N/A | N/A | N/A | 24 |
| Passenger in Light Omnibus | 82 | 83 | 64 | 114 | 93 |
| Passenger in Medium Omnibus | 8 | 10 | 13 | 24 | 10 |
| Passenger in Heavy Omnibus | 27 | 12 | 16 | 38 | 54 |
| Passengers in other vehicles | 462 | 380 | 384 | 461 | 324 |
| Pedestrians | 1,485 | 1,258 | 1,384 | 1,579 | 1,675 |
| Others | N/A | N/A | N/A | N/A | 120 |
| Total | 3,880 | 3,663 | 4,159 | 4,534 | 4,806 |

Pedestrian activity, 2023

| Pedestrian Activity | Killed | Seriously injured | Minor injuries | Total |
|---------------------|--------------|-------------------|----------------|-------------|
| Crossing the road | 632 | 1,280 | 64 | 1,976 |
| Walking along road | 566 | 1,100 | 53 | 1,719 |
| Other | 332 | 435 | 121 | 888 |
| Standing along road | 145 | 310 | 138 | 593 |
| Total | 1,675 | 3,125 | 376 | 5176 |

Comparison of persons seriously injured by road user group, 2022 and 2023

| Road User Category | 2022 | 2023 | Percentage change |
|------------------------------|---------------|---------------|-------------------|
| Driver | 1,043 | 1,073 | 2.9 |
| Motorcyclist | 5,096 | 5,567 | 9.2 |
| Passenger on Motor cycle | 2,957 | 3,213 | 8.7 |
| Pedal cyclist | 495 | 494 | -0.2 |
| Passengers in Tri-cycles | N/A | 74 | N/A |
| Passenger in Light Omnibus | 768 | 762 | -0.8 |
| Passenger in Medium Omnibus | 91 | 122 | 34.1 |
| Passenger in Heavy Omnibus | 171 | 260 | 52 |
| Passengers in other vehicles | 1,786 | 1,678 | -6.1 |
| Pedestrians | 2,820 | 3,123 | 10.7 |
| Others | N/A | 370 | N/A |
| Total | 15,227 | 16,736 | 9.9 |

Comparison of persons who sustained minor injuries by road user group, 2022 and 2023

| Road User Category | 2022 | 2023 | Percentage change |
|------------------------------|--------------|--------------|-------------------|
| Driver | 206 | 379 | 83.9 |
| Motor cyclist | 378 | 908 | 140.2 |
| Passenger on Motor cycle | 238 | 580 | 143.7 |
| Pedal cyclist | 124 | 50 | -59.7 |
| Passengers in Tri-cycles | N/A | 11 | N/A |
| Passenger in Light Omnibus | 136 | 112 | -17.7 |
| Passenger in Medium Omnibus | 103 | 209 | 102 |
| Passenger in Heavy Omnibus | 108 | 83 | -23.2 |
| Passengers in other vehicles | 187 | 295 | 57.8 |
| Pedestrians | 232 | 483 | 108.2 |
| Others | N/A | 76 | N/A |
| Total | 1,712 | 3,186 | 86.1 |

Fatalities by age and gender, 2023

| Age Group | Male | Female | Total |
|--------------|--------------|--------------|-------------|
| Below 5 | 135 | 128 | 263 |
| 5 to 11 | 181 | 137 | 318 |
| 12 to 17 | 186 | 105 | 291 |
| 18-24 | 622 | 193 | 815 |
| 25-34 | 897 | 278 | 1175 |
| 35-44 | 719 | 107 | 826 |
| 45-54 | 356 | 76 | 432 |
| 55-64 | 184 | 96 | 280 |
| 65-74 | 87 | 53 | 140 |
| >75 | 40 | 25 | 65 |
| Unknown | 172 | 29 | 201 |
| Total | 3,579 | 1,227 | 4806 |

Persons with serious injuries by age and gender, 2023

| Age group | Male | Female | Total |
|--------------|---------------|--------------|---------------|
| Below 5 | 473 | 481 | 954 |
| 5-11 | 531 | 454 | 985 |
| 12-17 | 624 | 505 | 1,129 |
| 18-24 | 2,034 | 857 | 2,891 |
| 25-34 | 3,559 | 1,173 | 4,732 |
| 35-44 | 2,109 | 913 | 3,022 |
| 45-54 | 1,123 | 561 | 1,684 |
| 55-64 | 589 | 428 | 1,017 |
| 65-74 | 126 | 47 | 173 |
| >75 | 51 | 34 | 85 |
| Unknown | 56 | 8 | 64 |
| Total | 11,275 | 5,461 | 16,736 |

Persons who sustained minor injuries by age and gender, 2023

| Age group | Male | Female | Total |
|-----------|------|--------|-------|
| Below 5 | 90 | 107 | 197 |
| 5 to 11 | 50 | 48 | 98 |
| 12 to 17 | 103 | 63 | 166 |
| 18-24 | 480 | 136 | 616 |
| 25-34 | 715 | 228 | 943 |
| 35-44 | 432 | 151 | 583 |

| | | | |
|--------------|--------------|------------|--------------|
| 45-54 | 179 | 59 | 238 |
| 55-64 | 55 | 21 | 76 |
| 65-74 | 10 | 11 | 21 |
| >75 | 6 | 6 | 12 |
| Unknown | 166 | 70 | 236 |
| Total | 2,286 | 900 | 3,186 |

Fatalities and serious injuries by policing region, 2023

| Region | No. of People Killed | No. of People Seriously Injured |
|----------------------------|----------------------|---------------------------------|
| Albertine | 374 | 688 |
| Kampala Metropolitan North | 373 | 1857 |
| Kampala Metropolitan East | 333 | 1835 |
| Kampala Metropolitan South | 331 | 1557 |
| Rwizi | 322 | 929 |
| Wamala | 291 | 563 |
| Greater Masaka | 262 | 496 |
| Busoga East | 212 | 547 |
| Rwenzori West | 207 | 527 |
| Savannah | 204 | 501 |
| North Kyoga | 188 | 586 |
| East Kyoga | 173 | 537 |
| Katonga | 171 | 465 |
| West Nile | 150 | 997 |
| Kigezi | 146 | 341 |
| Elgon | 125 | 867 |
| Aswa West | 122 | 499 |
| Sezibwa | 117 | 564 |
| Bukedi South | 107 | 489 |
| Bukedi North | 102 | 274 |
| Busoga North | 89 | 224 |
| Kiira | 78 | 204 |
| Aswa East | 68 | 222 |
| Greater Bushenyi | 67 | 173 |
| Sipi (Kapchorwa) | 53 | 111 |
| North Westnile (Moyo) | 52 | 286 |
| Rwenzori East (Kasese) | 52 | 185 |
| Mt. Moroto | 24 | 69 |
| Kidepo | 13 | 143 |
| Total | 4,806 | 16,736 |

Fatalities by Region/District/Division, 2023

| KMP EAST | DRIVERS | MOTOR CYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
|------------------|-----------|----------------|----------------|--------------------------|--------------------------|-------------------------------|--------------------------------|-------------------------------|------------------------------|-------------|----------|-------------|
| JINJA ROAD | 4 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 25 |
| KIRA ROAD | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 64 |
| KIRA DIVISION | 2 | 34 | 2 | 16 | 0 | 2 | 0 | 0 | 0 | 24 | 0 | 80 |
| NAGALAMA | 10 | 8 | 1 | 11 | 0 | 1 | 0 | 0 | 3 | 15 | 2 | 51 |
| MUKONO | 4 | 47 | 2 | 22 | 0 | 3 | 0 | 0 | 2 | 33 | 0 | 113 |
| SUB TOTAL | 20 | 110 | 5 | 59 | 0 | 6 | 0 | 0 | 5 | 126 | 2 | 333 |
| KMP NORTH | | | | | | | | | | | | |
| KAWEMPE | 1 | 32 | 3 | 12 | 1 | 1 | 0 | 1 | 10 | 26 | 0 | 87 |
| WANDEGEYA | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 27 |
| NANSANA | 1 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 44 |
| OLD KAMPALA | 0 | 24 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 15 | 0 | 50 |
| KASANGATI | 3 | 27 | 1 | 14 | 0 | 3 | 0 | 0 | 5 | 19 | 1 | 73 |
| WAKISO | 1 | 24 | 1 | 9 | 0 | 1 | 0 | 0 | 1 | 14 | 2 | 53 |
| KAKIRI | 2 | 14 | 0 | 4 | 0 | 3 | 0 | 0 | 2 | 13 | 1 | 39 |
| SUB TOTAL | 11 | 145 | 5 | 60 | 1 | 8 | 0 | 2 | 21 | 116 | 4 | 373 |
| KMP SOUTH | | | | | | | | | | | | |
| KATWE | 3 | 22 | 1 | 6 | 0 | 0 | 0 | 0 | 2 | 43 | 2 | 79 |
| CPS KAMPALA | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 15 |
| NATETE | 1 | 16 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 38 |
| KABALAGALA | 1 | 18 | 2 | 10 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 42 |

| | | | | | | | | | | | | |
|------------------|----------------|-----------------------|-----------------------|---------------------------------|---------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-------------------------------------|--------------------|---------------|--------------------|
| KAJJANSI | 4 | 12 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 54 |
| ENTEBBE | 3 | 13 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 49 |
| NSANGI | 2 | 23 | 1 | 7 | 0 | 0 | 0 | 0 | 4 | 17 | 0 | 54 |
| SUB TOTAL | 14 | 108 | 9 | 41 | 2 | 0 | 0 | 0 | 9 | 144 | 4 | 331 |
| WAMALA | | | | | | | | | | | | |
| MUBENDE | 1 | 42 | 2 | 10 | 0 | 0 | 0 | 0 | 7 | 29 | 1 | 92 |
| MITYANA | 8 | 16 | 1 | 11 | 0 | 3 | 0 | 0 | 6 | 24 | 1 | 70 |
| KIBOGA | 2 | 9 | 1 | 11 | 0 | 1 | 1 | 1 | 12 | 11 | 0 | 49 |
| KYANKWAZI | 3 | 12 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | 1 | 40 |
| KASANDA | 3 | 10 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 16 | 3 | 40 |
| SUB TOTAL | 17 | 89 | 5 | 43 | 1 | 4 | 1 | 1 | 26 | 98 | 6 | 291 |
| KATONGA | DRIVERS | MOTOR CYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
| MPIGI | 3 | 30 | 1 | 13 | 0 | 0 | 0 | 0 | 7 | 49 | 5 | 108 |
| GOMBA | 7 | 9 | 3 | 5 | 0 | 0 | 0 | 2 | 3 | 7 | 4 | 40 |
| BUTAMBALA | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 23 |
| SUB TOTAL | 12 | 47 | 4 | 18 | 0 | 0 | 0 | 2 | 13 | 66 | 9 | 171 |
| SEZIBWA | | | | | | | | | | | | |
| BUIKWE | 4 | 15 | 0 | 11 | 1 | 2 | 0 | 0 | 3 | 17 | 0 | 53 |
| BUVUMA | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| NJERU | 3 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 30 |
| KAYUNGA | 3 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 32 |
| SUB TOTAL | 10 | 37 | 6 | 17 | 1 | 2 | 0 | 0 | 6 | 34 | 4 | 117 |

| | | | | | | | | | | | | |
|-----------------------|-----------|-----------|----------|-----------|----------|----------|----------|----------|-----------|-----------|----------|------------|
| SAVANNAH | | | | | | | | | | | | |
| LUWERO | 7 | 40 | 2 | 13 | 0 | 1 | 0 | 0 | 9 | 39 | 2 | 113 |
| NAKASONGOLA | 6 | 17 | 5 | 4 | 0 | 2 | 0 | 4 | 9 | 25 | 2 | 74 |
| NAKASEKE | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 17 |
| SUB TOTAL | 13 | 68 | 8 | 17 | 0 | 3 | 0 | 4 | 20 | 67 | 4 | 204 |
| GREATER MASAKA | | | | | | | | | | | | |
| MASAKA | 2 | 24 | 0 | 6 | 0 | 5 | 1 | 0 | 4 | 13 | 4 | 59 |
| LYATONDE | 4 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 18 |
| RAKAI | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 9 |
| SEMBABULE | 1 | 17 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 42 |
| KYOTERA | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 24 |
| KALANGALA | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 8 |
| BUKOMASIMBI | 1 | 5 | 1 | 3 | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 20 |
| KALUNGU | 2 | 7 | 1 | 6 | 0 | 0 | 0 | 1 | 2 | 9 | 0 | 28 |
| LWENGO | 2 | 14 | 0 | 6 | 1 | 0 | 0 | 4 | 10 | 15 | 2 | 54 |
| SUB TOTAL | 12 | 90 | 3 | 31 | 1 | 5 | 2 | 5 | 22 | 85 | 6 | 262 |
| RWIZI | | | | | | | | | | | | |
| MBARARA CITY | 2 | 21 | 3 | 14 | 0 | 0 | 0 | 1 | 2 | 17 | 10 | 70 |
| MBARARA RURAL | 0 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 4 | 6 | 2 | 22 |

| | DRIVERS | MOTOR CYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
|-------------------------|-----------|----------------|----------------|--------------------------|--------------------------|-------------------------------|--------------------------------|-------------------------------|------------------------------|-------------|-----------|-------------|
| NTUNGAMO | 6 | 16 | 0 | 3 | 0 | 2 | 0 | 0 | 7 | 34 | 1 | 69 |
| ISINGIRO | 3 | 11 | 0 | 8 | 0 | 0 | 0 | 1 | 19 | 20 | 1 | 63 |
| IBANDA | 0 | 10 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 24 |
| KIRUHURA | 3 | 15 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 19 | 0 | 51 |
| KAZO | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| RWAMPARA | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 11 |
| SUB TOTAL | 15 | 91 | 7 | 39 | 1 | 2 | 0 | 2 | 37 | 114 | 14 | 322 |
| KIGEZI | | | | | | | | | | | | |
| KANUNGU | 2 | 6 | 0 | 4 | 1 | 0 | 0 | 0 | 6 | 9 | 4 | 32 |
| KISORO | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 13 |
| KABALE | 2 | 14 | 2 | 4 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 35 |
| RUKUNGIRI | 4 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 31 |
| RUKIGA | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 13 |
| RUBANDA | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 22 |
| SUB TOTAL | 12 | 36 | 8 | 17 | 1 | 0 | 0 | 0 | 16 | 52 | 4 | 146 |
| GREATER BUSHENYI | | | | | | | | | | | | |
| BUSHENYI | 1 | 12 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 24 |
| RUBIRIZI | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 13 |
| MITOOMA | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 10 |
| SHEEMA | 2 | 9 | 1 | 1 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 19 |

| | | | | | | | | | | | | |
|---------------------|----------------|-----------------------|-----------------------|---------------------------------|---------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-------------------------------------|--------------------|---------------|--------------------|
| BUHWEJU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| SUB TOTAL | 3 | 24 | 3 | 5 | 0 | 3 | 1 | 0 | 7 | 21 | 0 | 67 |
| KIIRA | | | | | | | | | | | | |
| JINJA | 1 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 40 |
| BUWENGE | 0 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 25 |
| KAKIRA | 1 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 13 |
| SUB TOTAL | 2 | 28 | 1 | 10 | 0 | 1 | 0 | 0 | 1 | 34 | 1 | 78 |
| BUSOGA EAST | | | | | | | | | | | | |
| IGANGA | 5 | 10 | 2 | 10 | 0 | 0 | 5 | 0 | 4 | 12 | 0 | 48 |
| MAYUGE | 4 | 21 | 1 | 12 | 0 | 7 | 0 | 0 | 9 | 12 | 0 | 66 |
| BUSOGA NORTH | DRIVERS | MOTOR CYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
| BUGIRI | 2 | 13 | 3 | 4 | 0 | 0 | 0 | 0 | 1 | 17 | 1 | 41 |
| NAMAYINGO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 |
| NAMUTUMBA | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 3 | 27 |
| BUGWERI | 0 | 6 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 11 | 2 | 26 |
| SUB TOTAL | 11 | 56 | 7 | 30 | 0 | 8 | 5 | 0 | 21 | 68 | 6 | 212 |
| BUSOGA NORTH | | | | | | | | | | | | |
| KAMULI | 0 | 19 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 55 |
| BUYENDE | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| KALIRO | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 14 |

| | | | | | | | | | | | | |
|--------------------|----------|-----------|----------|-----------|----------|----------|----------|----------|-----------|-----------|----------|------------|
| LUUKA | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 14 |
| SUB TOTAL | 0 | 31 | 3 | 11 | 0 | 0 | 0 | 0 | 1 | 40 | 3 | 89 |
| ASWA WEST | | | | | | | | | | | | |
| GULU | 1 | 12 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 9 | 1 | 30 |
| OMORO | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 20 |
| AMURU | 2 | 14 | 1 | 6 | 0 | 0 | 0 | 0 | 4 | 16 | 1 | 44 |
| NWOYA | 5 | 6 | 0 | 1 | 0 | 1 | 0 | 1 | 7 | 7 | 0 | 28 |
| SUB TOTAL | 8 | 36 | 1 | 20 | 1 | 1 | 0 | 1 | 13 | 39 | 2 | 122 |
| ASWA EAST | | | | | | | | | | | | |
| KITGUM | 1 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 21 |
| PADER | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 25 |
| AGAGO | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| LAMWO | 0 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 |
| SUB TOTAL | 1 | 25 | 2 | 8 | 0 | 0 | 0 | 0 | 4 | 28 | 0 | 68 |
| NORTH KYOGA | | | | | | | | | | | | |
| LIRA | 1 | 22 | 5 | 9 | 4 | 0 | 0 | 0 | 6 | 15 | 0 | 62 |
| APAC | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 15 |
| KWANIA | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| OYAM | 1 | 9 | 0 | 4 | 0 | 0 | 0 | 19 | 1 | 12 | 0 | 46 |
| OTUKE | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| ALEBTONG | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 |

| | DRIVERS | MOTORCYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
|-------------------|----------|---------------|----------------|--------------------------|--------------------------|-------------------------------|--------------------------------|-------------------------------|------------------------------|-------------|----------|-------------|
| KOLE | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 17 |
| DOKOLO | 2 | 4 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 1 | 22 |
| AMOLATAR | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 |
| SUB TOTAL | 4 | 53 | 11 | 23 | 4 | 1 | 1 | 19 | 8 | 62 | 2 | 188 |
| MT. MOROTO | | | | | | | | | | | | |
| MOROTO | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 |
| NAPAK | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| NAKAPIRIPIRIT | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 |
| AMUDAT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| NABILATUK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| SUB TOTAL | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 24 |
| KIDEPO | | | | | | | | | | | | |
| KOTIDO | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| KARENGA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| ABIM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 |
| KABONG | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| SUB TOTAL | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 13 |
| WESTNILE | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|-----------------------|----------------|----------------------|-----------------------|---------------------------------|---------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-------------------------------------|--------------------|---------------|--------------------|
| ARUA | 0 | 14 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 30 |
| NEBBI | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 18 |
| KOBOKO | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 9 | 0 | 18 |
| ZOMBO | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 6 | 1 | 17 |
| MARACHA | 0 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 23 |
| PAKWACH | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 10 |
| MADI-OKOLLO | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 16 |
| TEREGO | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 18 |
| SUB TOTAL | 0 | 50 | 6 | 14 | 1 | 0 | 0 | 1 | 12 | 61 | 5 | 150 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| NORTH WESTNILE | | | | | | | | | | | | |
| | DRIVERS | MOTORCYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
| MOYO | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 9 |
| ADJUMANI | 4 | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 34 |
| YUMBE | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| OBONGI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| SUB TOTAL | 5 | 17 | 2 | 8 | 0 | 2 | 0 | 0 | 1 | 15 | 2 | 52 |
| RWENZORI WEST | | | | | | | | | | | | |
| KABAROLE | 1 | 8 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 16 | 1 | 36 |
| BUNDIBUGYO | 1 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 16 |
| KYENJOJO | 3 | 9 | 0 | 5 | 1 | 2 | 0 | 0 | 1 | 12 | 2 | 34 |
| BUNYANGABU | 2 | 6 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 6 | 4 | 20 |
| KAMWENGE | 1 | 12 | 1 | 4 | 0 | 9 | 0 | 0 | 1 | 6 | 1 | 40 |
| KYELEGWA | 1 | 16 | 0 | 5 | 0 | 0 | 0 | 5 | 1 | 16 | 3 | 44 |

| | | | | | | | | | | | | |
|----------------------|----------------|----------------------|-----------------------|---------------------------------|---------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-------------------------------------|--------------------|---------------|--------------------|
| KITAGWENDA | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 |
| NTOROKO | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 9 |
| SUB TOTAL | 10 | 61 | 2 | 28 | 1 | 15 | 0 | 7 | 6 | 65 | 12 | 207 |
| RWENZORI EAST | | | | | | | | | | | | |
| KASESE | 1 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 23 |
| BWERA | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 16 |
| HIMA | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 10 |
| KATWE - KABATORO | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| SUB TOTAL | 2 | 18 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 18 | 1 | 52 |
| ALBERTINE | | | | | | | | | | | | |
| MASINDI | 4 | 17 | 3 | 4 | 0 | 4 | 0 | 0 | 9 | 24 | 1 | 66 |
| HOIMA | 4 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 37 |
| KIKUUBE | 5 | 15 | 2 | 4 | 1 | 1 | 0 | 0 | 4 | 13 | 0 | 45 |
| KAKUMIRO | 0 | 21 | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 15 | 7 | 53 |
| BULLISA | 0 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 |
| KAGADI | 4 | 19 | 1 | 4 | 0 | 16 | 0 | 5 | 6 | 10 | 1 | 66 |
| KIBALE | 1 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 23 |
| KIRYANDONGO | 1 | 23 | 1 | 11 | 0 | 0 | 0 | 0 | 2 | 32 | 1 | 71 |
| SUB TOTAL | 19 | 122 | 14 | 38 | 1 | 21 | 0 | 5 | 27 | 116 | 11 | 374 |
| ELGON | DRIVERS | MOTORCYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
| MBALE-CITY | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 20 |

| | | | | | | | | | | | | |
|---------------------|----------|-----------|----------|-----------|----------|----------|----------|----------|----------|-----------|----------|------------|
| MBALE-BUSOBA | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 14 |
| MBALE- NORTHERN | 4 | 7 | 2 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 20 |
| MBALE-INDUSTRIAL | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| SIRONKO | 1 | 9 | 1 | 5 | 0 | 0 | 0 | 0 | 4 | 11 | 1 | 32 |
| BUDUDA | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| NAMISINDWA | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| MANAFWA | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 11 |
| BULAMBULI | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 |
| SUB TOTAL | 7 | 41 | 5 | 13 | 0 | 2 | 0 | 0 | 7 | 45 | 5 | 125 |
| BUKEDI SOUTH | | | | | | | | | | | | |
| TORORO | 4 | 15 | 4 | 6 | 0 | 0 | 0 | 0 | 3 | 26 | 0 | 58 |
| BUSIA | 2 | 8 | 2 | 6 | 0 | 1 | 0 | 0 | 3 | 16 | 4 | 42 |
| BUTALEJA | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 |
| SUB TOTAL | 6 | 26 | 6 | 12 | 0 | 1 | 0 | 0 | 6 | 46 | 4 | 107 |
| BUKEDI NORTH | | | | | | | | | | | | |
| PALLISA | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 21 |
| BUDAKA | 2 | 10 | 6 | 4 | 1 | 1 | 0 | 0 | 4 | 18 | 0 | 46 |
| KIBUKU | 2 | 6 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 13 | 3 | 33 |
| BUTEBO | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUB TOTAL | 4 | 23 | 9 | 12 | 1 | 1 | 0 | 2 | 5 | 42 | 3 | 102 |
| SIPI | | | | | | | | | | | | |
| KAPCHORWA | 4 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 5 | 2 | 25 |
| BUKWO | 1 | 5 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 16 |

| | | | | | | | | | | | | |
|--------------------|----------------|----------------------|-----------------------|---------------------------------|---------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-------------------------------------|--------------------|---------------|--------------------|
| KWEENI | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 |
| SUB TOTAL | 5 | 15 | 1 | 9 | 0 | 0 | 0 | 1 | 7 | 13 | 2 | 53 |
| EAST KYOGA | | | | | | | | | | | | |
| SOROTI | 1 | 21 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 7 | 3 | 40 |
| KUMI | 0 | 9 | 1 | 9 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 27 |
| KATAKWI | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 13 |
| | DRIVERS | MOTORCYCLISTS | PEDAL CYCLISTS | PASSENGERS ON MOTORCYCLE | PASSENGERS ON TRI CYCLES | PASSENGERS IN LIGHT OMNIBUSES | PASSENGERS IN MEDIUM OMNIBUSES | PASSENGERS IN HEAVY OMNIBUSES | PASSENGERS IN OTHER VEHICLES | PEDESTRIANS | OTHERS | GRAND TOTAL |
| KABERAMAIDO | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| KALAKI | 0 | 8 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 19 |
| BUKEDEA | 2 | 10 | 1 | 1 | 7 | 6 | 0 | 0 | 0 | 11 | 0 | 38 |
| AMURIA | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 7 |
| KAPELEBYONG | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| NGORA | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 14 |
| SERERE | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |
| SUB TOTAL | 6 | 66 | 5 | 22 | 7 | 7 | 0 | 2 | 10 | 44 | 4 | 173 |
| GRAND TOTAL | 232 | 1,520 | 40 | 614 | 24 | 93 | 10 | 54 | 324 | 1,675 | 120 | 4,806 |

