



A collage of images depicting police brutality and human rights violations. It includes a map of Nigeria with a yellow triangle highlighting a specific area, a police officer in riot gear, a police officer using a baton on a German Shepherd dog, and a person holding a bag of yellow objects.

Annual Crime and Traffic/Road Safety Report **2011**



Annual Crime and Traffic/Road Safety Report

2011

Vision

To provide an enlightened and motivated Police Force that is efficient and accountable to the people.

Mission

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

Foreword

Lt. Gen. Kale Kayihura
Inspector General
Uganda Police Force

“

The measure of Police efficiency is how we respond to situations and, especially, how we handle crimes reported to us. I am proud to note that there was a marked improvement in the general performance of the CID in the disposal of cases reported to Police in 2011.”



I am pleased to present to you the Annual Crime and Traffic/Road Safety Report for 2011. We apologise for the delay in releasing this report. This is in the effort to make it as accurate as possible, and given the infancy of the Crime Intelligence Division of the CID, such contingencies are to be expected.

We are relieved to note that, for the sixth consecutive year, the rate of crime continues to register a declining trend, this time at **3.8%**. This declining trend is particularly notable in the following categories of crime: **Economic Crimes (private sector fraud), Child-related offences such as Defilement and Rape, Robberies, Assaults, and Thefts.**

Of specific note, during the year under review, is the marked improvement in case management by the Criminal Investigation Directorate (CID), supported and guided by the Directorate of Public Prosecutions (DPP), as well as, the enhanced efficiency in the Judiciary, resulting in a record disposal of cases reported in 2011.

Whereas there were almost the same number of cases investigated in 2011 (99,321 cases) as those investigated in 2010 (99,917 cases), 43,813 cases were taken to court in 2011 (i.e. 43% of cases investigated), while only 29,282 cases were taken to court in 2010 (i.e. 29% of cases investigated). This indeed, was a remarkable accomplishment!

This general positive trend in fighting crime is on account of a number of factors. First, the capacity and capabilities of the Police Force, in quantitative and qualitative terms, continues to grow.

Second, the synergies created by cooperation among security agencies, the Justice, Law and Order (JLOS) institutions, other ministries and government departments (such as the Drug and Health Monitoring Unit, Office of the President), URA, Uganda Bureau of Standards, KCCA, and Office of the Prime Minister, as well as, development partners, have been critical.

Third, mainstreaming Community Policing, in which the public is playing an increasing role in crime prevention, and when crime takes place, in assisting the Police to successfully investigate crime, is beginning to pay off.

The above successes notwithstanding, we still face serious crime, security and safety challenges. Of particular concern are the following crime/security categories: **Homicide, Terrorism, Public Order Offences, offences relating to narcotic drugs, and human trafficking.** In addition, **traffic accidents** continue to be unacceptably high.

Homicide. While death by shooting and ritual murder decreased by 45% and 43% respectively, death by domestic violence increased by 14%, death by mob action by 7%, death by such other causes as hacking, stabbing, strangulation, during robbery or assault, poisoning by 9.4%.

It is imperative that apart from getting the perpetrators of these offences to face justice, we, urgently, design programmes aimed at preventing their occurrence. We plan to use Community Policing to identify the root causes, and launch a serious campaign in the homesteads, and neighbourhoods to prevent these crimes. Specifically, we plan to reorganize and broaden the scope of the Child and Family Protection Unit into a Gender Based Violence (GBV) Unit, and launch a vigorous campaign against domestic violence.

Terrorism. Although, since the 11th July 2010 bombing, Uganda has not suffered similar attacks, the threat of terrorism from both international, and local terror groups, looms large. The fact, that we have not suffered attacks is not because there have not been attempts, as is indicated in the report.

With the successes being registered by AMISOM forces in Somalia, we should brace ourselves for possible terror attacks, especially in Kampala. There are reports of ADF recruiting and reorganizing in DRC. As we have demonstrated in the past, these attacks are preventable (and will be prevented) using a time-tested strategy that combines popular vigilance, covert and overt Police and other security operations, and technology.

Public Order Offences. In the year under review, a new form of anarchism/lawlessness emerged leading to increase in Public Order Offences.. Indeed, under the banner of A4C/ “Walk-to-Work”, many Public Order Offences, ranging from unlawful assembly, inciting violence, to rioting, were committed.

The Police handled 149 cases, took 770 suspects to court, out of whom 113 suspects were convicted, 89 persons acquitted, 545 persons bailed out, and 23 persons jumped bail, and for whom warrants of arrest issued, 15 cases were dropped by the DPP.

With respect to the 10 fatalities that occurred during the riots, contrary to the latest Amnesty International Report, and the Human Rights Watch Report that no action has been taken, in fact, a number of suspects, notably the Local Defence Unit soldiers who shot and killed a little girl in Masaka were arrested, and are now, on remand.

A soldier who shot and seriously wounded a person in Bweyogerere is on remand. That we have not apprehended all the suspects is not lack of will to do so, but rather lack of evidence. In fact, a special investigation team is in place to handle these, and the deaths and fatalities related to the 2007 infamous Mabira forest riots, and the 2009 Kayunga riots.

Notably, this phenomenon of “Walk-to-Work”, while invoking rights and freedoms under the Constitution, was, in fact, a violation of the Constitution, because, not only was it characterized by violence, but violated the rights and freedoms of others (especially business people in the City and motorists on the highways, including transit traffic), as well as, public interest (Article 43 of the Constitution).

As is common knowledge, “Walk-to-Work” started immediately after the 2011 General Elections, which, by the way, were conducted from the beginning to the end, peaceful and orderly.

Indeed, these activities, which registered disturbing levels of orchestrated and sponsored violence, disguised as civil activism, or “peaceful protest”, aimed at disrupting normal life, and, even frustrating the formation of the newly elected government.

Let us stress at this point that, we as the Police, recognize our obligations with regard to exercise of rights and freedoms under the Constitution, in particular the right of every citizen to assemble, and or to demonstrate and to petition, peacefully, and unarmed.

In fact, over the years, we have facilitated the exercise of the same, apart from the few instances where the organizers have ignored, or refused to cooperate with the Police, as was the case with “Walk-to-Work” demonstrations.

In such instances, organizers deliberately, refused to respect the role of the Police in regulating public assemblies/ demonstrations, defiantly ignoring known procedures, and the dictates of reason that rights and freedoms are not, and cannot be, absolute.

In the pursuit of their objective of civil disobedience and creating anarchy, they, defiantly, and deliberately, ignored the reality that it is the mandate of the Police, as a law and order institution, to ensure that the exercise of the right to assemble and demonstrate should not prejudice the rights and freedoms of the others who are not involved in those assemblies/demonstrations, as well as, the public interest.

They knew, (and in fact it was their intention) that their stance should bring them into collision with the Police. Indeed, when any group of persons opts to deliberately provoke Police reaction, by ignoring procedures, and even lawful directions of Road Traffic Police officers, then it becomes patently clear that their motives have little to do with legitimate exercise of their Constitutional Rights.

In fact, in the provocative ‘Walk-to-Work’ incidents, gangs of criminally inclined youth were sponsored, and organized to erect illegal roadblocks on roads leading into Kampala, light fires on tarmac roads, stop vehicles, and force passengers out of vehicles (for instance, asking them where they got fuel to drive), and physically assaulting persons that did not want to join them.

Certainly, these actions, including the stoning of Police officers, were not done in the legitimate exercise of their rights to peacefully assemble and demonstrate, however liberal the interpretation.

At this juncture, let me express deep gratitude and appreciation, to the general public, who saw through the dangerous agenda of the “Walk-to-Work”, recognizing the dangerous intentions of the organizers, and overwhelmingly rejected, and continue to reject, their overtures.

It is our sincere hope that, soon, Parliament will provide the country with a Public Order Management law, which should clearly define the roles and responsibilities of all actors in public meetings/demonstrations; and that will ensure that public meetings and processions are held peacefully, and that the Constitutional Rights of every person (not just those in demonstrations) are respected.

It should put to rest unnecessary controversies that have led to unnecessary confrontations such as, whether or not organizers should give notice to the Police about their public meetings/demonstration.

Narcotic Drug trafficking and Abuse. Another area of concern is the unacceptably high incidence narcotics drug trafficking and abuse in the country. Even the alarming statistic of 79% increase in narcotic trafficking and consumption does not, adequately, capture the grave danger our society faces, from the abuse of recreational drugs like marijuana, and or hard drugs like cocaine and heroin.

While the traditional narcotics market still remains the tourist circuit, and a select local clientele, emerging patterns indicate that drug traffickers are now targeting vulnerable youth, in a bid to secure long term client base and expand their market.

We now know that the narcotic industry in the country is just an off-shoot of a larger international network of narcotic traffickers who long before they even get into the country, refer potential and existing clients to local sources for hard drugs.

That is the reason high end consumers of hard drugs access their ‘dose’ within minutes of arrival in the country, even when it is their first visit to Uganda. The danger, however, is not in the consumption of narcotics by our delinquent visitors, but in the deliberate targeting of our children, youth and society.

While this practice can be checked by joint efforts of parents, school administration and Government agencies, these efforts will come to nothing, if the derisory and preposterous sentences imposed on convicted traffickers and consumers of narcotics remain.

Presently, the average sentence for narcotic offences in Uganda is a paltry US\$ 100 or Ugsh 240,000, rising up to US\$ 400 or Ugsh 960,000. This is neither punitive, nor deterrent, both in intent and effect, and it negates whatever efforts we may currently employ to combat illegal drug trafficking, and abuse.

It is urgent, that the bill on Narcotics and Psychotropic Substances, now before Parliament is passed into law, to bring us in line with other countries that are positively combating drug trafficking and consumption.

Human Trafficking. As noted in the report, Human Trafficking is, increasingly becoming a problem. Girls are being lured by organized crime rackets to countries as distant as Malaysia, China, and Egypt, and end up being abused. Although strict security measures have been put at Entebbe Airport, these gangs are using airports in neighboring countries to take them out.

Traffic Accidents. Although the fatality rate from accidents has since 2007 continued to decline, from 71% in 2007 to 46.5% in 2010, (with a slight increase in 2011), the number of accidents increased from 19,867 accidents in 2007 to 22,272 accidents in 2011. This is unacceptably high, and one of our priorities must be to bring this alarming figure, substantially, down. In fact, we have reorganized and increased Police presence on our city roads, and highways, and are embarked on serious enforcement of traffic regulations.

We have established Emergency Response Centres (breakdown vehicles, fire trucks, ambulances, and integrated highway patrol vehicles) at different points along the highways and in the city to minimize opportunities for accidents, and or mitigate their consequences. We, also, plan to launch a vigorous road safety campaign.

However, for these efforts to succeed, it requires simultaneous infrastructural improvements of the roads by the relevant authorities.

We have no doubt that it is possible to bring down, substantially, the incidence of crime, as well as, make our roads and highways safe and secure. To this end, we intend to embark on a package of programmes aimed at rectifying ideological and organizational weaknesses, as well as, building capacity.

First, to **qualitative improvement of Police services through training and equipment.** We intend to continue to sharpen the Force by systematic leadership, command and management training, as well as, improving the attitude of our personnel to work out of conviction rather opportunism. We intend to continue to build specialized capabilities through training and equipment acquisition.

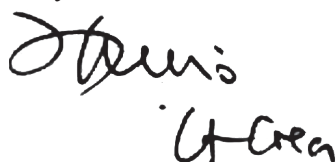
Indeed, over the last 6 years, we have reorganized the Force by building specialized capabilities, such as Counter Terrorism Special Forces; Field Force Unit for preventive policing, as well as, dealing with public disorders and riots, cattle rustling and other violent threats; crime investigation facilities such as a modern forensic laboratory, anti-cyber crime capability, Child and Family Protection Unit (to be developed into a Gender Based Violence GBV Unit), Environment Police, Tourism Police, etc. This, alongside addressing outstanding welfare issues, should improve the efficiency and effectiveness of the Police to carry out our mandate.

Second, to continue to develop synergies with other government agencies, especially the Inter-Security Agency Committee, and the JLOS.

Third, to build Community Policing as the foundation and framework of policing, in which building partnerships, especially with local communities through the LC system, and other local authorities, governmental agencies, non-governmental organizations, the business community, and the media with the objective of finding solutions to problems, (e.g. drug abuse, alcoholism, youth unemployment) that if left unresolved will lead to crime and or violence. In particular, building the system of “Neighbourhood Watch”, which combines popular vigilance, police patrol (covert and overt), and technology. It is to be coordinated at Parish level, in the city and other urban areas, and at sub county level in the countryside.

Let me conclude by once again extending our appreciation and gratitude to the public, JLOS institutions and all other positive partners with whom we continue to work to ensure the security, and safety of our people, as well as, law and order in the country.

Thank you.



Lt. Gen. Kale Kayihura
Inspector General of Police

The Police recognize the Constitutional right of every citizen, peacefully and unarmed, to assemble, to demonstrate and to petition. Such freedoms are, naturally, subject to certain limitations. It is the role of the Police to ensure that the balance between the exercising of these rights, and observing of the limits, is enforced.





Profile: Uganda Police Force

Mandate

The mandate of Uganda Police Force as provided in the Constitution of the Republic of Uganda, and Uganda Police Force Act is; protection of life and property; prevention and detection of crime; keeping law and order; and maintenance of overall Security and Public Safety in Uganda.

Key Functions of the Uganda Police Force

- Initiation and development of Policies, regulations and legislations relating to Police Force activities.
- Detection and prevention of crime in public places and societies.
- Ensure public order and safety within Uganda and beyond;.
- Protection of life, property and other rights of all individuals and maintain security within Uganda.
- Carry out proper planning that is priority focused for purposes of directing and guiding the Police Force to modernisation, proffessionalization and development.
- Monitoring and Evaluation of Police Force activities and Programmes through Inspection.
- Promote Community Policing and Community Assistance through mobilisation and sensitisation of people to cooperate against crime.
- Provision of specialised support duties in form of paramilitary services to the army (UPDF) and other Security Organisations through collection, processing and dissemination of intelligence information.
- Promote capacity building of the Police Force for purposes of skills development and effective performance.
- Preparation of periodic reports and dissemination to relevant managers for decision making.

- Ensure proper procurement and use of funds for the Police Force.
- Ensure proper expenditure and accountability.
- Development and maintenance of an information technology system that ensures reliable and secure transmission of information for proper Police Force operations.
- Development and promotion of collaboration linkages between Uganda Police Force and other Security Organisation of national and international nature.

Structural Arrangement/Institutional set up

The Uganda Police Force is organised under 11 Directorates as follows:

- Directorate of Police Administration
- Directorate of Criminal Investigations
- Directorate of Counter Terrorism
- Directorate of Operations
- Directorate of Logistics and Engineering
- Directorate of Human Resource Development and Management
- Directorate of Information and Communications Technology
- Directorate of Research, Planning and Development
- Directorate of Political Commissariat
- Directorate of Interpol and Peace Support Operations.
- Directorate of Welfare.



Profile: Criminal Investigations and Intelligence Directorate (CID)



AIGP Grace Akullo, Director CID

The Criminal Investigations and Intelligence Directorate (CID) is headed by Assistant Inspector General of Police (AIGP). It has 2 divisions namely Intelligence and Criminal Investigations headed by Senior Commissioners of Police (SCP).

The Intelligence Division has 3 departments namely: Collation, Crime Data Collection and Analysis & Dissemination.

The Investigations division has the following departments:

Anti-Corruption, Economic Crimes, Media Crimes, Electoral & Political Crimes, Anti-Narcotics, Homicide, General Crimes, War Crimes, Special Investigations Unit, Land Protection Unit, Forensic Services, CID Administration.

The Directorate's mandate is to ensure effective investigations, detection and prevention of crime through performing the following key tasks.

- Develop plans, policies and strategies of crime investigations and crime intelligence
- Plan, coordinate and guide the central direction and management of crime detection and prevention.
- Ensures identification of serious criminals and offenders by means of fingerprints, footprints, palm prints, photographs and measurements.
- Ensure crime intelligence and crime prevention through collation and dissemination of daily bulletin of crime and information on crime.
- Ensures collation of criminal statistics.
- Create and maintain a reliable databank to help management of crime.
- Organize and carry out training programmes.
- Coordinate and liaise with other stakeholders involved in crime prevention and crime intelligence.

Profile : Traffic and Road Safety Unit



Commissioner Stephen Kasiima

The Traffic and Road Safety Unit is headed by a Commissioner of Police. It has the following 2 units: Traffic and Road Safety, and Inspectorate of Vehicles each headed by an Assistant Commissioner of Police (ACP).

The Unit holds the mandate of ensuring Traffic and Road Safety through enforcement of traffic laws and regulations.

The Department's Key Tasks and Duties:

- Develop and coordinate the human and non human capacity of the department to handle the traffic and road safety function of the UPF.
- Develop plans, policies, guidelines and traffic standard operating procedures for traffic and road safety and ensure their implementation.
- Design, coordinate, monitor, implement Traffic and Road Safety education, and operational programmes.
- Advise UPF on traffic and road safety matters.
- Handle public complaints on road safety, and provide feedback.
- Production of periodic department summaries and statistics of road safety education and operational reports.
- Carry out periodic traffic and road safety inspections.
- Develop traffic data base for the UPF.
- Ensure effective inspection of vehicles.
- Supervise and coordinate the regional I.O.V operations.
- Ensure effective management of the driving tests function.



The equipment and facilities available to Police have notably increased, in 2006 the Police had 274 motorcycles compared to 3,470 in 2011.

Contents

ACRONYMS.....	I
DEFINITIONS	II
EXECUTIVE SUMMARY.....	V
ANNUAL CRIME REPORT 2011.....	1
1.0. INTRODUCTION	3
2.0. GENERAL ANALYSIS OF CRIME 2010 & 2011.....	4
2.1. RATE OF CRIME 2011	4
2.2. CRIME RATE COMPARISONS	4
2.3. MONTHLY CRIME RATE	5
2.4. LEADING CRIMES 2011	5
2.5. CRIME BY DISTRICTS/DIVISIONS	6
3.0. CASE MANAGEMENT ANALYSIS	7
3.1. CASES INVESTIGATED AND TAKEN TO COURT.....	7
4.0. CRIME ANALYSIS.....	7
4.1. HOMICIDES	7
4.2. TERRORISM	10
4.3. TREASON	10
4.4. CORRUPTION (PUBLIC SECTOR FRAUD).....	10
4.5. ECONOMIC CRIMES (PRIVATE SECTOR FRAUD)	11
4.6. LAND FRAUD	12
4.7. NARCOTICS.....	13
4.8. PUBLIC ORDER OFFENCES.....	13
4.9. GENERAL CRIMES.....	14
4.10. THEFTS	16
4.11. ELECTORAL OFFENCES	17
5.0. INCIDENCES OF FIRE 2011	17
6.0. SPECIAL VULNERABLE GROUPS.....	22
7.0. INTERNATIONAL RELATIONS	23
8.0. OBSERVATIONS, CHALLENGES & RECOMMENDATIONS.....	24
8.1. OBSERVATIONS	24
8.2. CHALLENGES IN HANDLING CRIMES.....	24
8.3. RECOMMENDATIONS.....	24
9.0. REGIONAL ANALYSIS	25

10.0.	TRAFFIC & ROAD SAFETY SUMMARY 2011	29
10.1.	INTRODUCTION.....	30
10.2.	OBJECTIVES	30
10.3.	DATA SOURCE.....	31
10.4.	DATA LIMITATIONS	31
10.5.	TRSA REMARKS	31
11.0.	ROAD TRAFFIC ACCIDENTS ANALYSIS	32
11.1.	ROAD FATALITY TRENDS	32
11.2.	TRAFFIC ACCIDENT STATISTICS 2011.....	34
11.3.	VICTIMS/CASUALTIES	36
11.4.	TIME OF CRASHES	40
11.5.	CAUSES OF ACCIDENTS	42
11.6.	CLASS OF VEHICLE INVOLVED	44
11.7.	EXPRESS PENALTY SCHEME.....	46
11.8.	INSPECTORATE OF VEHICLES.....	46
11.9.	ACHIEVEMENTS.....	49
11.10.	CHALLENGES.....	49
11.11.	RECOMMENDATIONS	50
11.12.	CONCLUSION	50

LIST OF TABLES

TABLE 1:	COMPARISON OF THE CRIME RATES (FROM 2007-2011)	4
TABLE 2:	LEADING CRIMES 2011	6
TABLE 3:	DISTRICTS WITH HIGHEST NUMBER OF REPORTED CRIMES 2011	6
TABLE 4:	DISTRICTS WITH LOWEST NUMBER OF REPORTED CRIMES 2011.....	6
TABLE 5:	HOMICIDES CASES 2011	7
TABLE 6:	HOMICIDES PER REGION 2006 - 2010	8
TABLE 7:	DISTRICTS/POLICE DIVISION WITH HIGHEST VOLUME HOMICIDES 2011	8
TABLE 8:	DISTRIBUTION OF INCIDENTS OF SUSPECTED RITUAL MURDERS 2011	9
TABLE 9:	PUBLIC SECTOR CORRUPTION CASES INVESTIGATED 2011	11
TABLE 10:	BREAKDOWN OF ECONOMIC CRIMES.....	11
TABLE 11:	TOP FIVE DISTRICTS/DIVISIONS IN ECONOMIC CRIME.....	12
TABLE 12:	BREAKDOWN OF LAND RELATED CRIMES 2011	12
TABLE 13:	CATEGORIES OF PUBLIC ORDER OFFENCES.....	13
TABLE 14:	ROBBERY INVESTIGATED FOR 2011 - 2012.....	14
TABLE 15:	TOP FIVE DISTRICTS/DIVISIONS LEADING ROBBERY CASES.....	15
TABLE 16:	COMPARISON OF BREAKINGS 2011	16
TABLE 17:	TOP FIVE DISTRICTS/DIVISIONS IN BREAKINGS.....	16
TABLE 18:	EMERGENCY INCIDENTS RESPONDED TO BY POLICE FIRE BRIGADE 2011.....	17
TABLE 19:	VICTIMS OF FIRE INCIDENTS 2010 - 2011	18
TABLE 20:	PERMITS EFFECTED BY FIRE.....	18
TABLE 21:	CAUSES OF FIRE 2011.....	20
TABLE 22:	EMERGENCY RESCUES 2010 - 2011.....	20
TABLE 23:	UPF FLEET STATISTICS 2006 - 2011.....	21

TABLE 24:	CHILDREN AS VICTIMS OF CRIME IN 2011	22
TABLE 25:	JUVENILES AS ACCUSED/SUSPECTS IN DIFFERENT CATEGORIES OF CRIME 2011	22
TABLE 26:	NUMBER OF WOMEN ACCUSED OF SELECTED CRIMES 2011	23
TABLE 27:	HUMAN TRAFFICKING 2011	23
TABLE 28:	ANNUAL ROAD TRAFFIC ACCIDENTS 2007 - 2011	32
TABLE 29:	NATURE OF ROAD TRAFFIC CRASHES FOR THE PERIOD JAN. - DEC. (2010 & 2011)	34
TABLE 30:	MONTHLY TREND OF ACCIDENTS JANUARY – DECEMBER 2011	34
TABLE 31:	ACCIDENT DISTRIBUTION BY REGION	35
TABLE 32:	ROAD ACCIDENT CASUALTIES IN 2010 & 2011	36
TABLE 33:	FATALITIES BY ROAD USER GROUPS IN 2010 & 2011	37
TABLE 34:	PERSONS SERIOUSLY INJURED BY ROAD USER GROUP 2010 & 2011	37
TABLE 35:	PERSONS SLIGHTLY INJURED BY ROAD USER GROUP 2010 & 2011	38
TABLE 36:	COMPARISON OF ACCIDENT VICTIMS BY AGE AND GENDER 2011	38
TABLE 37:	NATURE OF ACCIDENTS WITH RESPECT TO TIME	40
TABLE 38:	NATURE OF ACCIDENTS WITH RESPECT TO CAUSES 2010 & 2011	42
TABLE 39:	CLASS OF VEHICLE INVOLVED IN ACCIDENTS	44
TABLE 40:	EXPRESS PENALTY SCHEME JANUARY – DECEMBER 2011	46
TABLE 41:	OWNERSHIP OF VEHICLES INVOLVED IN CRASHES 2010 & 2011	47
TABLE 42:	DRIVERS TESTED PER CLASS OF DRIVING PERMIT FOR THE PERIOD OF 2010 & 2011	48
TABLE 43:	COMPARISONS OF VEHICLE INSPECTIONS FOR 2010 & 2011	48

LIST OF FIGURES

FIGURE 1:	CRIME TREND (2007-2011)	3
FIGURE 2:	CRIME RATE (2007-2011)	4
FIGURE 3:	MONTHLY CRIME TREND FOR 2010 & 2011	5
FIGURE 4:	FATALITY RATE PER 100,000 HUMAN POPULATION (2007 - 2010)	33
FIGURE 5:	FATALITY RATE PER 10,000 VEHICLE POPULATION	33
FIGURE 6:	MONTHLY TREND OF CRASHES FOR THE PERIOD JAN. - DEC. 2011	35
FIGURE 7:	ACCIDENT VICTIMS BY AGE AND GENDER	39
FIGURE 8:	TIME OF CRASHES	41
FIGURE 9:	CAUSES OF ACCIDENTS	43
FIGURE 10:	CLASS OF VEHICLE INVOLVED IN ACCIDENTS	45

LIST OF APPENDICESA

APPENDIX I:	CRIME BY CRIME	B
APPENDIX II:	CRIME BY REGIONS/DISTRICTS	C
APPENDIX III:	CRIME PATTERN DISTRIBUTION	G
APPENDIX IV:	FIRE ARMS AND AMMUNITIONS	G
APPENDIX V:	MOTOR VEHICLES IN CRIME	H
APPENDIX VI:	MOB ACTION	H
APPENDIX VII:	ESCAPES AND RESCUE FROM CUSTODY	I
APPENDIX VIII:	FOREIGN NATIONALS ACCUSED	I
APPENDIX IX:	CRIMES COMMITTED AGAINST FOREIGNERS	J
APPENDIX X:	SECURITY PERSONNEL IN CRIME	J
APPENDIX XI:	CIVIL SERVANTS IN CRIME	K
APPENDIX XII:	DISTRIBUTION OF ACCIDENTS BY REGION/ DISTRICTS AND NATURE (JAN. – DEC. 2011)	K
APPENDIX XIII:	DISTRIBUTION OF ACCIDENT VICTIMS BY REGION/DISTRICT (JAN. - DEC. 2011)	O

Acronyms

ASTU	Anti Stock Theft Unit
CBOs	Community Based Organizations
CID	Criminal Investigations Directorate
CT	Counter Terrorism
DPP	Directorate of Public Prosecutions
FFU	Field Force Unit
GCM	General Court Martial
IGG	Inspector General of Government
IOV	Inspectorate of Vehicles
JLOS	Justice, Law & Order Sector
KCCA	Kampala City Council Authority
KMP	Kampala Metropolitan Police
KMPA	Kampala Metropolitan Policing Area
NAADS	National Agriculture Advisory Services
PAF	Poverty Action Fund
PRDP	Peace Recovery and Development Plan
PSU	Professional Standards Unit
RELOKA	Re- Establishment of Law and Order in Karamoja Area
RRU	Rapid Response Unit
RSA	Resident State Attorney
SAR	Semi Automatic Rifle
SIU	Special Investigations Unit
SMG	Sub Machine Gun
LMG	Light Machine Gun
NUSAF	Northern Uganda Social Action Fund
TRSA	Traffic & Road Safety Act
UBOS	Uganda Bureau of Statistics
UPDF	Uganda Peoples Defense Force
UPE	Universal Primary Education
UPF	Uganda Police Force
USE	Universal Secondary Education
NGOs	Non Government Organizations
UWA	Uganda Wildlife Authority

Definitions

Crime: Act, omission or attempt in violation of criminal law.

Crime Rate: Incidence of crime per 100,000 people.

Incidence of Crime:

Total number of crimes reported per population of interest over a given period of time in a defined area (territory/country).

Population (human):

The total number of people living in a particular geographical area or location.

Juvenile:

(As per the Uganda Children Act. Cap. 153), a juvenile is a person below 18 years of age.

Adult:

Person aged 18 years and above as per the Constitution of the Republic of Uganda, 1995.

Victim: Person who is offended as a result of a criminal act.

Workload:

Number of cases investigated by a detective or officer at a given point in time.

Detection:

Establishment as to whether or not offence(s) have been committed.

Traffic Accident:

Crashes between vehicles; between vehicles and pedestrians; between vehicles and animals; or between vehicles and fixed obstacles.

Accident Severity:

Determined by or classified according to the most severe casualty involved in an accident. Severity is also used to rank accidents.

Fatal Accident:

Death occurring at the scene of the accident and, or within one year and one day as a result of injuries sustained in the accident.

Serious Accident:

Accident in which a person is admitted in the hospital as an “in-patient” or any of the following injuries whether or not one is admitted in the hospital, or sustains: fractures, concussion, internal injuries, crashing, severe cuts and lacerations.

Minor Accident:

Accident where no persons are injured.

Killed:

Died within one year and one day from injuries received in a collision

Serious Injury:

Injury for which a person is admitted in hospital as an 'in-patient', or any of the following injuries whether or not the person is admitted in hospital: fractures, concussion, internal injuries, crashing, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

Minor Injury:

Injury of a minor character such as a sprain, bruise or cut not judged to be severe or slight shock requiring roadside attention.

Casualty (Victim):

Person who sustains a slight, serious or fatal injury.

Motor vehicle:

Any self propelled vehicle intended or adapted for use on the road.

Motor cycle:

Motor vehicle with less than four wheels, the unladen weight of which does not exceed 400 kilograms.

Motor car:

Motor vehicle, not being a motorcycle, which is constructed to carry a load or passengers, the permissible maximum weight of which does not exceed 3,500 kilograms, and in case of a passenger vehicle which is constructed or adapted to carry not more than 7 passengers exclusive of the driver.

Driver:

In relation to a motor vehicle, 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, singular or in herds, or flocks, or pack saddle animals on a road; and in relation to a towed vehicle, means a person who drives the towing vehicle.

Engineering plant:

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

Goods vehicle:

Heavy motor car which is constructed or adapted for use for conveyance of goods or burden of any description.

Heavy motor car:

Motor vehicle not being a motor cycle, which is constructed to carry a load or passengers, the permissible weight of which exceeds 22,500 kilograms.

Heavy goods vehicle:

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:

Motor vehicle having seating accommodation for more than 60 passengers exclusive of the driver.

Medium omnibus:

Motor vehicle having seating accommodation for more than 20, but not exceeding 60 passengers exclusive of the driver.

Light Omnibus:

Motor vehicle having seating accommodation for more than 7 but not exceeding 20 passengers exclusive of the driver.

Pedestrian: Any person travelling on foot.

Pedal cycle:

Any vehicle which has at least 2 wheels which is propelled by means of pedals, or hand cranks solely by the muscular energy of the person riding it.

Passenger:

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

Class of Driving Permits in Uganda

Class A:	Motorcycles
Class DM:	Medium omnibuses
Class B:	Motor cars and dual purpose vehicles
Class DH:	Heavy omnibuses
Class CM:	Medium goods motor vehicles & heavy tractors
Class E:	Combination of vehicles
Class CH:	Heavy goods vehicles
Class G:	Engineering plant
Class DL:	Light omnibuses
Class H:	Tractors
Class F:	Pedestrian controlled vehicles
Class I:	Hover vehicles

Executive Summary

EXECUTIVE SUMMARY

This Uganda Police Force Annual Crime and Traffic/Road Safety Report covers the period from January 1st, to December 31st, 2011. The report contains 2 sections each with recommendations. CID's Annual Crime Report is featured first, and then the Annual Report for Traffic/Road Safety.

Crime Summary:

In 2011, there was a decrease in crime by 0.59 percent, given that the number of reports and complaints made to Police were 268,811, out of which 99,321 cases investigated were criminal in nature, compared to 99,917 criminal cases investigated in 2010. Additionally, 169,490 reports made to Police in 2011 were civil.

Overall, there has been a downward trend in crimes reported over the years, mainly due to emphasis on Community Policing, and partnerships with the public to prevent and fight crime. Additionally, there has been more strict enforcement of law through prosecution of offenders, thus deterring potential offenders from the commission of crimes. Furthermore, enhanced intelligence collection leading to intelligence led policing, and increased mobility and visibility of Police in the country have also contributed to crime prevention.

The decrease in criminal cases investigated can also be attributed to sister forces like the UPDF, Prisons, enhanced foot and motorized patrols, as well as, integrated highway patrols, increased public vigilance and massive investment in private security firms for guard duties under the supervision of the Police.

However, an increase in total reports and complaints made to Police from 262,936 in 2010 to 268,811 in 2011 can be attributed to extending Police services nearer to the people by creating more Police stations and posts. This has not only enhanced Community Policing, but it has also increased Police accessibility, mobility, and visibility to the public, and therefore, lending more public confidence in the Police.

In 2011, the monthly crime trend of crimes reported and investigated was relatively stable compared to 2010. On average 8,277 crimes were reported and investigated per month in 2011, compared to 8,326 crimes in 2010. This trend created a stable and peaceful environment for economic, social and political activities in the country, and increased confidence in the international community, hence attracting international conferences, tourists, sports events, as well as, other events.

Perhaps as an indication of this positive trend, along with a relatively low crime rate and sound security in the country, Uganda was crowned as a top tourist destination for 2012 by Lonely Planet's website, a leader in internet based global tourism. The New York Times also included Uganda on its list of 45 countries to visit in 2012. Recognizing that safety and security in the tourism industry is of vital importance, Uganda Police Force in 2011 established a Tourism Unit.

The top leading 9 crimes registered in 2011 were: Common Assaults, Defilement, Obtaining by False Pretences, Mobile Phone Theft, Threatening Violence, Criminal Trespass, Cash Theft, Burglaries, and Malicious Damage to Property.

In 2011, Crime Analysis for Homicides reflects a 12.8 percent increase. This can be attributed to an increase in cases of poisoning, mob action and domestic violence. Some motives include land wrangles, dissatisfaction with delayed and or omission of justice, family misunderstandings, and business rivalry. Police is to step up response in situations of mob action, improve on intelligence and investigation capacity, continuous involvement of the public in Community Policing, and sensitization.

Ritual Murder incidents of suspected ritual murders decreased from 14 cases in 2010 to 8 cases in 2011 reflecting a 43 percent reduction. Among the reasons for the decrease is the increase of vigilance against the crime by Police, media, NGOs, Inter-Ministerial Task Force, Government and the public.

Meanwhile, terrorism threats remain high due to terrorist activities within the region, and the Police continues to issue terror alerts, sensitize, and encourage the public to be vigilant. Treason in 2011, had 4 offences investigated compared to 2 cases in 2010.

Corruption reflecting Public Sector Fraud, in 2011, had a total of 150 Fraud cases reported and investigated. It has been noted that during the procurement or implementation processes of government programmes or projects, such fraud has been committed.

For Economic Crimes (Private Sector Fraud) reflected a 13 percent decrease. However, this comes with the challenges of enabling laws on cases of obtaining by false pretences, increase in the number of crimes locally known as “Bafere” and investigations, and trial processes of most crimes of this nature which take long, making it difficult to realise convictions in court within a year.

Narcotic drug cases reported and investigated in 2011 were 1,563 compared to 871 Cases in 2010 reflecting a 79 percent increase.

Public Order Offences, in 2011 registered a total of 149 cases handled by Police. A total of 15 cases were dropped by the DPP.

In 2011, for General Crimes such as Defilement and Rape, and other Sex- Related Offences, Defilement, with a 2 percent increase, was the leading Sex-Related Crime reported in the country with a total of 7,690 cases investigated, compared to 7,564 cases in 2010. A total of 3,836 suspects were arrested and taken to Court.

In 2011, Robbery cases decreased by 31 percent. A total of 4,174 cases for both aggravated and simple, were investigated, compared to 6,025 cases in 2010.

In 2011, Breakings decreased by 10.7 percent, 7,754 cases were investigated compared to 8,685 in 2010. Meanwhile, thefts, in 2011 decreased by 7.5 percent, a total of 21,672 cases were investigated compared to 23,429 in 2010.

In 2011, motor vehicles stolen from Uganda and recovered outside Uganda were 9, compared to 18 in 2010. These were recovered from the countries neighboring the Republic of Uganda as follows: 6 from The Republic of Tanzania, and 3 from The Republic of Southern Sudan.

Meanwhile, in 2011, motor vehicles stolen from outside Uganda and recovered in Uganda were 10 compared to 36 in 2010. These were stolen from the following countries: 9 from The Republic of Kenya, and 1 from The Republic of Southern Sudan.

In 2011, the theft of mobile phones, decreased by 43 percent. A total of 6,812 cases of mobile phone thefts were investigated in 2011, compared to 11,908 in 2010.

Meanwhile, in 2011, Electoral Offences cases investigated were 661, which occurred during the campaign period, elections, and at post-election period.

In 2011, emergency incidents responded to by the Police Fire Brigade were as follows: Fire (1,203), Rescue (245), Fuel Tankers Accidents (37), Animal Rescue (12) and others (163). Incidences of fire increased by 29 percent in 2011, compared to 2010; while rescue emergency calls increased by 8 percent. Fuel tanker accidents increased by 100 percent.

Meanwhile in 2011, Child Related Offences, under the category of Special Vulnerable Groups, totaled to 3,329 child related cases being investigated, of which juveniles were the direct targets and victims.

In 2011, Deportations, under the International Relations category, were as follows: 331 foreign nationals were deported from Uganda, of which 301 were from Rwanda, 20 from The Democratic Republic of Congo, and 10 from Burundi.

Meanwhile, in 2011, repatriations and extraditions were as follows: 45 nationals were repatriated to Uganda in 2011, compared to 409 in 2010. Those repatriated in 2011 included 16 Somalis to The Republic of Kenya, and 29 Ugandans from Rwanda and Kenya.

In 2011, a total of 64 Ugandan nationals were human trafficked from Uganda to the following countries: Malaysia (51), China (6), Egypt (1), Tanzania (1), Rwanda (2), and Thailand (1), South Sudan (1), and Botswana (1).

Challenges in Handling Crimes:

- Work Load: By the end of 2011, the number of Crime Investigators were 4,345. The number of cases reported and investigated was 99,321, implying that the number of cases handled per detective was 23.
- Use of obsolete equipment like magnifying glasses and manual searching of finger print records.
- Shortage of both Fingerprint and Ballistic experts.
- Shortage of Police Pathologists, currently Police only has 8, and yet needs at least 18 to cover all the regions, in order to handle examination of victims, suspects, sex offences, and assaults.
- Lack of money laundering legislation, yet the offence is on the increase.
- Manual handling and management of records.
- Weak legislation in handling anti- narcotic drugs.
- Weak penal laws for offences of obtaining money by false pretence.
- Delay of disposal of civil and commercial cases in court.

Recommendations:

- Need to setup a well established electronic case management system (E-Case) for easy and timely record keeping and retrieval.
- Installation of an electronic crime profiling database.
- Procurement of an automated fingerprint system to ease the isolation of criminals in the course of investigations.
- Continuous capacity building through focused recruitments, training, offering refresher courses, and procurement of more technical equipment.
- Ensure continued professionalism through strict adherence to the Standard Operating Procedures.

Traffic and Road Safety Summary 2011:

This report provides a summary of accidents reported to the Police during the period of 1st January to 31st December 2011. The focus of the report is on casualties and crashes where persons were killed or injured, or where vehicles were damaged.

The report highlights trends in the incidence and severity of road traffic accidents and shows the principal factors contributing to road accident deaths and patterns that can be identified in relation to timing and location of accidents. Details are also provided for the categories and age groups of road users at risk of being killed or injured on the roads.

The following highlights emerged from the analysis:

- The total number of accidents was 22,272 cases, of which, 2,843 were fatal, 10,153 were serious, and 9,276 were minor accidents
- Road traffic accident deaths were highest in August and lowest in February.
- Road traffic accident death rates varied slightly from 9.1 per 100 000 population in 2007 to 10.1 per 100, 000 population in 2011.
- Road traffic accident deaths were higher in adults than in Juveniles
- The road traffic accident death rate for males was more than two and half times that for females.
- Kampala South had the highest number of accidents, and Karamoja Region had the lowest.
- In 2011, there were 22,272 road traffic crashes reported to the Police resulting in 3,343 fatalities, 14,438 people seriously injured and 2,181 people slightly injured.
- Pedestrians were the largest casualty class killed accounting 39.2 percent of all casualties followed by passengers at 29 percent.
- Careless driving having remained the single largest causation factor for all accidents in 2011 accounting for 38.9 percent of all crashes.
- Most accidents occurred between 1600 hrs and 2000 hrs. The highest numbers of crashes were recorded at 1700 hrs. This is attributed to the heavy traffic flow during that time.
- The total number of vehicles involved in crashes was 35,716. Motor cars formed the largest group with 12,095 at 33.9 percent involved in road traffic crashes. This was followed by motorcycles 8,743 at 24.5 percent, Light Omni bus 4,480 at 12.5 percent, Light goods vehicles 2,262 at 6.3 percent, dual purpose vehicles at 5.9 percent, and Pedal cycles 1,561 at 4.4 percent.
- Motorists fined under the Express Penalty Scheme in 2011, were 212,086.

The road safety situation in Uganda is relatively poor and unfortunately it has deteriorated over the last years, mainly due to the growing vehicle population and lack of resources for appropriate road safety interventions. Deaths due to road traffic accidents grew from 660 in 1991 to 3,343 in 2011. The number of fatalities in Uganda is high compared to other African countries, and the fatality rate per 10,000 vehicles was 47 in the year 2010

The most vulnerable road user group in terms of fatalities is passengers, particularly, in Public Service Vehicles (PSV) both light and heavy omnibuses and on motorcycles, followed by pedestrians. Furthermore, children are a vulnerable road user group since more than 400 children are killed every year on the roads.

This report is based on data on road traffic accidents collected from all districts in the country. This data gives an over view of all accidents and victims in the country.

The death rate on roads in Uganda is twice the average for Africa. During the period 2000 to 2010, the vehicles on our roads more than doubled. The fatalities per 10,000 vehicles reduced from 88 in

2000 to 46 in 2010. This reduction shows the impact of various interventions made by government, and other stakeholders to reduce accidents. However, the crashes have claimed many lives, caused serious injuries, as well as, damages and loss of property. The cost to society in terms of lives lost, persons maimed, and property lost has been enormous.

Monthly Trend of Accidents were reflected as follows in 2011: August accounted for the highest number of road traffic accidents while February had the lowest. Additionally, Monthly Trend of Crashes in 2011, in particular the Distribution of Accidents by Region, Accidents were lowest in the Karamoja regions (North Eastern and Central North Eastern) while the highest were found in the Kampala Metropolitan Area (Kampala South, Kampala East and Kampala North in that order).

The Accident Severity Index, which measures the seriousness of an accident, and is defined as the number of persons killed per 100 accidents, in 2011 meant that out of every 100 accidents, 15 people were killed.

The Accident fatality risk, defined as the number of accidental deaths per 100,000 populations, meant that in 2011, out of every 100,000 people, 10 people were killed in accidents.

In 2011, Accidents with respect to time were reflected as follows: 32.2 percent of accidents occurred during night time, while 67.8 percent occurred during the day.

2011 Achievements: In the effort to reduce traffic crashes, numerous measures were put in place and Police registered the following achievements:

- The National Traffic Liason office was formed and currently handles public complaints on the toll free line besides the sensitisation programmes both on radio and in the field in different parts of the country. Traffic matters are addressed on a weekly basis (every Thursday) in Bukedde news paper where questions from the public are answered.
- Highways have been dominated by motorised patrols which has assisted in containing the would be worse situation of road carnage.
- Express Penalty Defaulters Tracking Unit was established and this has improved on compliance and consequently road discipline as offenders know that Police will catch up with them if they do not pay.
- Improved response to accident scenes following the establishment of the Traffic Command Centre and toll free line.
- Reduced presentation of forged driving permits since Police now has the capacity to check authenticity and validity.

Challenges:

- Lack of induction training for the recruited personnel yet they are expected to exhibit professionalism in the execution of their duties.
- Poor driver training and lack of enforcement of the driving schools regulations. The rate at which vehicles are increasing on the roads is directly proportional to the rate of new drivers getting on the roads yet majority of the driving schools around cannot produce competent drivers. This makes the already bad situation worse.
- Limited human and non human resources.
- Corruption, this is one of the vices failing effective enforcement. The Professional Standards Unit has managed to catch up with some of the corrupt officers, some have been reverted, but it cannot be ruled out that it is a fact that it is still a problem.
- Poor road designs.
- Lack of safety gadgets in vehicles, whereas the regulations are in place for seat belts the vehicles used in the Public service Industry, are not purpose built yet selective enforcement would cause a lot of public outcry.
- Lack of data management systems for PSV drivers who appear as first offenders whenever they are involved in accidents, even when they have killed hundreds in their course of duty.
- The boda boda Industry is still one of the outstanding challenges in traffic policing and will soon be the leading cause of deaths and traffic related injuries in the country. They flout all the traffic regulations and stream lining them requires efforts far beyond what the traffic department and Uganda Police in general can offer.

Recommendations:

- There is a need to conduct training both Induction and refresher courses for all the traffic personnel to live up to the current challenges of traffic policing.
- Driving school regulations should be enforced to ensure we have competent drivers on the roads.
- More enforcement equipment should be provided to enhance traffic operations.
- Involvement of civil society organisations is an approach to be pursued to drum the road safety messages.

Annual Crime Report



Finger prints being examined in the Uganda Police Forensics Laboratory.

“Although the political campaign period, leading to the General Elections in February 2011, was largely peaceful and orderly, the post-election period registered disturbing levels of orchestrated and sponsored violence, disguised as civil activism, which regrettably led to loss of life and serious damage to property, as well as, severe disruption of normal activity, especially in Kampala City.

In the provocative ‘Walk-to-Work’ instances, gangs of criminally inclined youth were organized to erect illegal roadblocks on roads leading into Kampala, light fires on tarmac roads, stop and force passengers out of vehicles, and physically assault persons that did not want to join them.”

- IGP Lt. Gen. Kale Kayihura



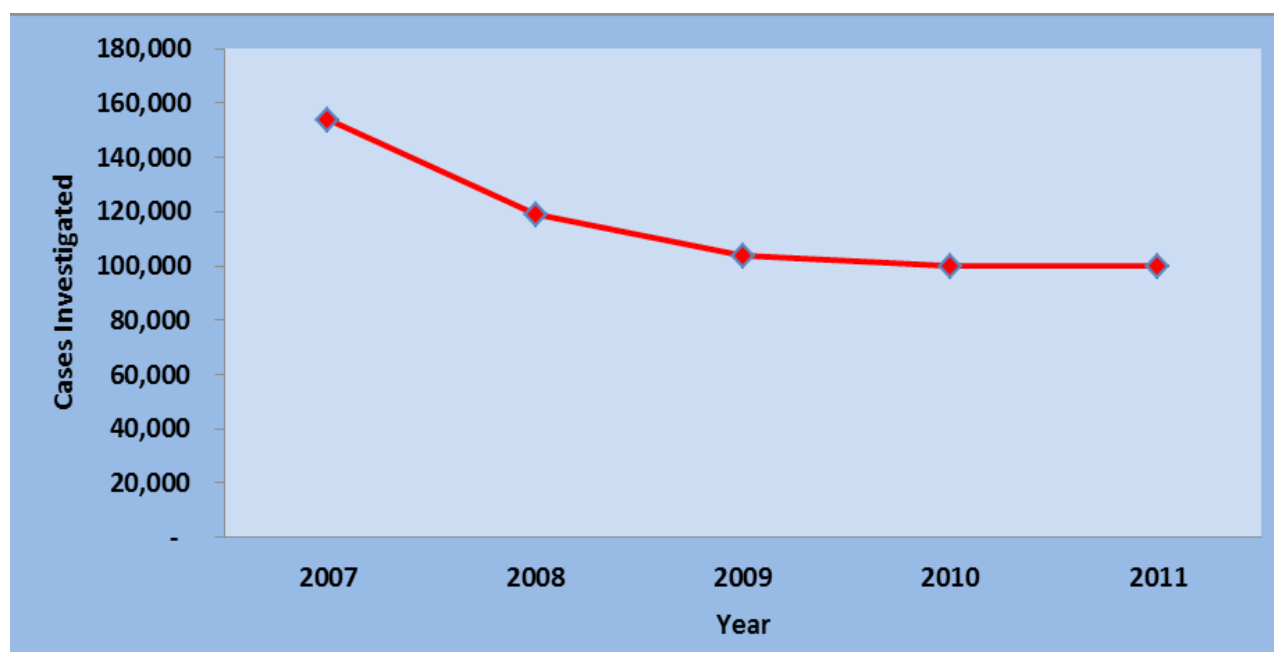
1.0. INTRODUCTION

This Annual Crime Report covers the period from January 1st, 2011 to December 31st 2011. In 2011, the number of reports and complaints made to Police were **268,811**, out of which **99,321** cases were criminal in nature, compared to **99,917** criminal cases investigated in 2010. These reflect a decrease in crime by **0.59** percent. In the year under review **169,490** reports made to Police were civil in nature (non criminal).

An increase in total reports and complaints made to police from 262,936 in 2010 to 268,811 in 2011 is attributed to extended services of the police nearer to the people by creation of more police stations/posts and enhanced community policing resulting into public confidence in the police. It is also important to note that the Local Councils have a mandate to handle simple criminal cases (e.g. common Assault) and civil matters (land wrangles and debts) of which majority of these cases end up reported to the police.

On the other hand, the decrease in criminal cases investigated was attributed to increased visibility of the police; sister forces like the UPDF, Prisons, enhanced foot/motorized patrols as well as integrated highway patrols, increased public vigilance and massive investment in private security firms for guard duties under the supervision of the police.

Figure 1: Crime Trend (2007-2011)



2.0. GENERAL ANALYSIS OF CRIME 2010 & 2011

2.1. Rate of Crime 2011

At the estimated growth rate of **3.4** percent, the population of Uganda was **32,939,000** by the end of 2011. (This is based on the bench mark figure of 2002 Census of **24,748,977** people as of September that year).

The Crime Rate was, therefore, estimated at:

$$\frac{99,321}{32,939,000} \times 100,000 = 302$$

This means that, out of every 100,000 people, **302** were victims of crime.

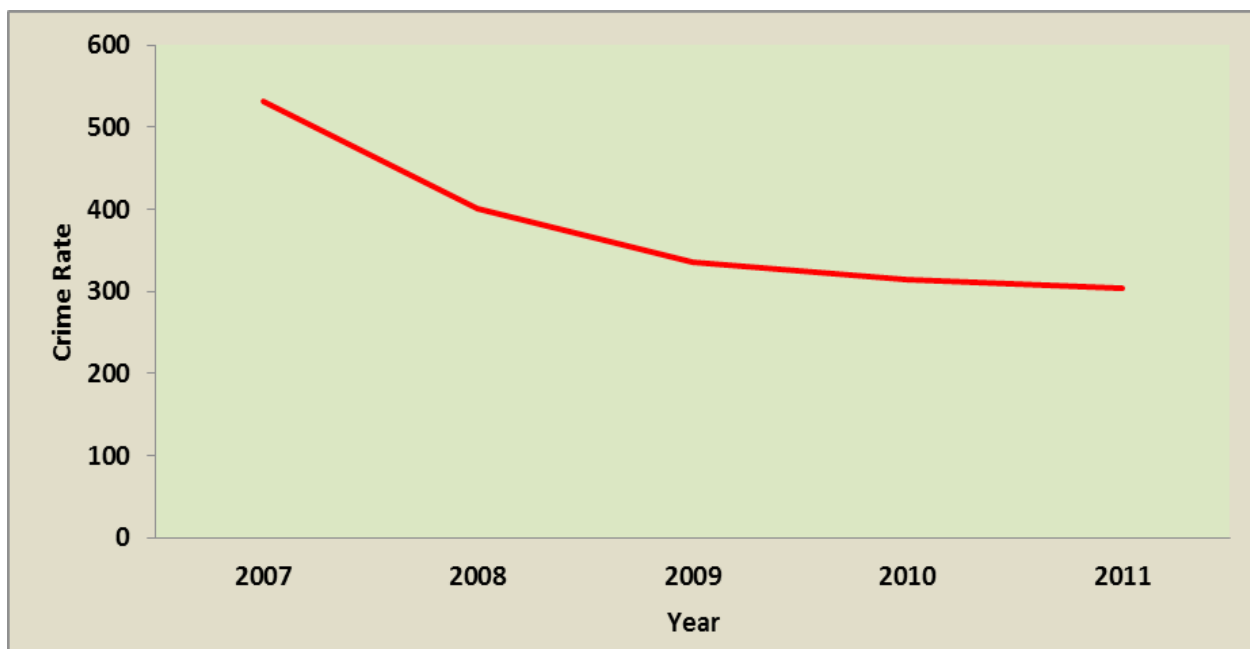
2.2. Crime Rate Comparisons

There was a decrease of 3.8 percent in the crime rate in the year 2011, in comparison to the year 2010 as shown in the table below:

Table 1: Comparison of the Crime Rates (From 2007-2011)

Year	2007	2008	2009	2010	2011
Crime Rate	532	400	336	314	302

Figure 2: Crime Rate (2007-2011)

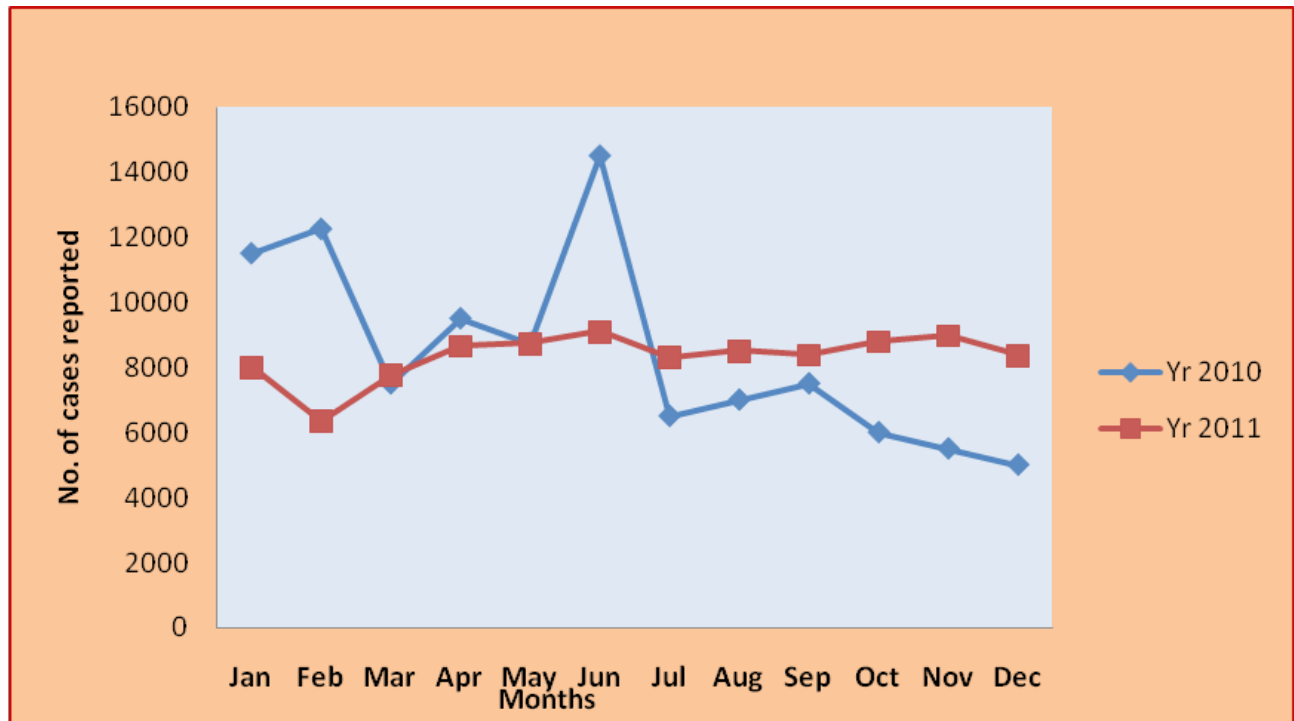


This has created a stable and peaceful environment for economic, social and political activities in the country. It has increased confidence in the international community hence attracting International Conferences, tourists, sports, among others.

2.3. Monthly Crime Rate

The monthly crime trend in 2011 had relatively stable crimes reported and investigated compared to 2010 as shown in figure 3 below.

Figure 3: Monthly Crime Trend for 2010 and 2011



2.3.1 Monthly Crimes Reported in 2011

On average 8,277 crimes were reported and investigated per month in 2011, compared to 8,326 crimes in 2010.

2.4. Leading Crimes 2011:

In 2011, the top nine (9) leading crimes registered were Common assaults (16,096), defilements (7,690), Obtaining by False Pretences (7,413), Theft of mobile phones (6,812), Threatening violence (6,763), Criminal Trespass (4,517), Theft of cash (4,421), Burglaries (4,203) and malicious damage to property (4,052), as shown below.

Table 2: Leading Crimes in 2011

S/No.	Crime Categories	Cases
1.	Common Assaults	16,096
2.	Defilement	7,690
3.	Obtaining By False Pretenses	7,413
4.	Thefts of Mobile Phones	6,812
5.	Threatening Violence	6,763
6.	Criminal Trespass	4,517
7.	Thefts of Cash	4,421
8.	Burglaries	4,203
9.	Malicious Damage to Property	4,052

Common assaults contributed the highest category of crimes reported at 16%, followed by Defilement at 8% and Obtaining by False Pretences at 7% among others.

2.5. Crime by Districts/Divisions

Table 3: Districts With Highest Number of Reported Crimes 2011

S/No.	Districts / Police Divisions	Total Cases
1.	Katwe	5,272
2.	CPS Kampala	3,185
3.	Old Kampala	3,101
4.	Kabalagala	2,926
5.	Jinja	2,784
6.	Kawempe	2,361
7.	Lira	2,320
8.	Buikwe	2,232
9.	Wakiso	2,165
10.	Mukono	1,945

Katwe Division registered the highest number of crimes committed at 5%, followed by CPS Kampala and Old Kampala at 3% each.

Table 4: Districts With Lowest Reported Crimes 2011

S/No.	Districts / Police Divisions	Total Cases
1.	Lamwo	183
2.	Ntoroko	177
3.	Napak	174
4.	Kotido	173
5.	Bukwo	155
6.	Nakapiripirit	154

7.	Amudat	128
8.	Buhweju	120
9.	Nyadri	118
10.	Moroto	114

From the above, Moroto registered the lowest volume of crimes in 2011 with 0.1 percent.

3.0. CASE MANAGEMENT ANALYSIS

The case management measures in the year under review involved crime investigation and JLOS based initiatives of case backlog reduction throughout the country.

3.1. Cases investigated and taken to Court

In 2011, out of the **99,321** cases that were investigated, **43,813** cases were taken to Court.

4.0. CRIME ANALYSIS

4.1. Homicides

In 2011, the number of homicide cases investigated were 1,987, compared to 1,761 cases in 2010. This reflects a 12.8 percent increase. This is attributed to increase in cases of poisoning, mob action and domestic violence. The motives include land wrangle dissatisfaction with delayed/omission of justice, family misunderstandings, business rivalry among others. The police is to step up response in situations of mob action, improve on intelligence and investigation capacity, continuous involvement of the public in community policing and sensitization.

Table 5: Homicide Cases 2011

S/No.	Crimes	No. Investigated		Victims	
		2011	2010	2011	2010
1.	Death(by Shooting)	132	239	259	330
2.	Death(by Mob Action)	383	357	466	438
3.	Death(By Poisoning)	413	153	659	434
4.	Death (Fire Outbreak)	28	76	125	176
5.	Death(by Domestic Violence)	181	159	251	276
6.	Death(Other causes)	850	777	1,993	1,506

Table 6: Homicides Per Region 2010 and 2011

S/No.	Regions	No. of Cases		
		2011	2010	Difference
1.	CID HQTRS	03	24	-21
2.	KMP South	183	145	38
3.	South Western	180	160	20
4.	Central West	152	90	62
5.	Eastern	142	154	-12
6.	Central East	141	88	53
7.	Central North	138	82	56
8.	South Eastern	135	118	17
9.	KMP East	136	124	12
10.	Western	121	102	19
11.	KMP North	106	91	15
12.	Northern	95	63	26
13.	Southern	103	91	79
14.	South South Western	62	75	-13
15.	North Western	83	69	14
16.	North Eastern	39	62	-23
17.	Central North Eastern	21	60	-39
18.	Mid Eastern	70	74	-4

Table 7: Districts/Police Divisions with Highest Volume of Homicides 2011

S/No.	District	No. of Cases
1.	Katwe	89
2.	Luweero	48
3.	Jinja	46
4.	Mubende	44
5.	Mbarara	42

4.1.1. Death by Shooting

A total of 132 cases were reported and investigated in 2011, as compared to 239 cases investigated in 2010. This is a 45 percent reduction. Most of these cases were registered in Central North Eastern (Moroto), North Eastern (Kotido), KMP South (Katwe), KMP North (Kawempe), KMP East (Jinja Road), South Western (Mbarara) and Eastern (Mbale) regions. In the case of Central North Eastern and North Eastern, the disarmament exercise and prosecution

of the offenders should continue to help reduce incidences of death by shooting. Marking and control of movement of firearms in all security organizations need to be stepped up.

4.1.2. Death by Mob Action

A total of 383 cases of Mob Action were reported and investigated in 2011, compared to 357 cases in 2010, hence an increase by 7 percent. This is attributed to thefts, robbery, suspected witchcraft and dissatisfaction with delayed/omission of justice. The police is to step up response in situations of mob action, improve on intelligence and investigation capacity, continuous involvement of the public in community policing and sensitization.

4.1.3. Death through Domestic Violence

Incidences of Death through Domestic Violence investigated by the police in 2011 were **181** cases compared to **159** cases in 2010. This is an increase of **14** percent. This attributed to family wrangles, poverty and excessive consumption of alcohol. The police is to step up community policing and awareness. Other stakeholders such as community development officers among others should provide programmes/projects that can strengthen family values and ethics.

4.1.4. Death by Other causes

This category includes cases of death such as death by hacking and stabbing, strangulation, death during robbery and death after assaults. A total of **850** cases were investigated in 2011, as compared to **777** cases in 2010, reflecting an increase of **9.4** percent .

4.1.5. Ritual Murders

Incidents of suspected ritual murders decreased from **14** cases in 2010 to **8** cases in 2011 reflecting a **43** percent reduction.

Table 8: Distribution of Incidents of Suspected Ritual Murders 2011

S/No	Districts	No. of Ritual Murders
1.	Rakai	2
2.	Rukungiri	1
3.	Nwoya	1
4.	Mityana	1
5.	Lira	1
6.	Kole	1
7.	Kibingo	1
	Total	8

In 2011, Rakai District was leading with 2 cases and the others had 1 case each.

4.1.5.1. Reasons for Decrease in Ritual Murders

Increased vigilance by Police, the media, NGOs, inter-ministerial task force, the Government and members of the public against the crime.

4.1.5.2. Challenges in Combating Ritual Murders

- i. There are still many people who believe in witchcraft and practice suspicious rituals.
- ii. Quack traditional herbalists who demand specific human body parts.
- iii. Reports of missing persons and suspected ritual murders are sometimes made late to Police and the scenes of crime are sometimes tampered with before arrival of Police officers.
- iv. Laxity by some parents, guardians and those entrusted with taking care of the children is still a problem.

4.1.5.3. Way Forward

- i. Close follow up by the Police of all the outstanding cases and new reports related to human sacrifice shall continue.
- ii. Application of the new harsher law of “The Prevention of Trafficking in Person Act 2009”
- iii. Registration of traditional healers for easy monitoring.
- iv. Public sensitization against witchcraft practices and on the need for security consciousness, and good preservation of scenes of crime.

4.2. Terrorism

In the year under review, there were **10** cases of terrorism investigated compared to **2** incidents in 2010. The threats of terrorism still remain high due to terrorist activities within the region. The police continues to issue terror alerts, sensitize and encourage the public to be vigilant.

4.3. Treason

During the period under review, **4** Treason offences were investigated, compared to **2** cases in the previous year (2010).

4.4. Corruption (Public Sector Fraud)

A total of **150** cases were reported and investigated, out of which **13** cases were taken to court, **137** cases are under inquiry and **1** conviction was secured.

Table 9: Public Sector Corruption Cases Investigated 2011

S/No	Offences	Cases Reported
1.	Corruption	15
2.	Abuse of Office	40
3.	Embezzlement	38
4.	Causing Financial Loss	18
5.	False Accounting	13
6.	Theft	01
7.	Obtaining Money by False Pretense	07
8.	Forgery and Uttering	17
9.	Impersonation	01
	Total	150

The fraud specified in Table 8 above refers to cases of corruption in the public sector which includes cases occurring in Ministries and other Central Government departments, Statutory Authorities, Local Governments, Municipalities and Town Councils, and government programmes/projects (such as PRDP, PAF, NAADS, NUSAF, UPE, USE, among others).

Note: Service provision is at local government levels, and it has been observed that during the procurement or implementation processes of government programmes or projects where fraud has been committed.

4.5. Economic Crimes (Private Sector Fraud)

In the year 2011, **9,574** cases of Economic Crimes were investigated, compared to **10,988** cases investigated in 2010 giving a decrease of **13** percent.

Table 10: Breakdown of Economic Crimes:

S/No.	Cases	Cases Investigated
1.	Obtaining by False Pretences	7,413
2.	Issuing False Cheques	663
3.	Forgery & Uttering of Documents	519
4.	Counterfeiting	661
5.	Embezzlement	175
6.	Bank & Other Corporate Frauds	06
7.	Causing Financial loss	57
8.	Cyber crime	13

The various kinds of fraud in the table above refer to cases of corruption in the private sector which includes corporate bodies such as Banks, public service providers, NGOs (National, International and CBOs), Religious Organizations and the public.

Table 11: Top Five Districts/Divisions in Economic Crime

S/No.	District	No. of Cases
1.	CPS Kampala	1,237
2.	Katwe	828
3.	Old Kampala	574
4.	C.I.D Headquarters	537
5.	Kabalagala	367

The table above indicates CPS Kampala having registered the largest number of economic crimes. This is because CPS Kampala is located in the central business district where most of economic activities take place.

4.5.1. Challenges in handling economic crimes

- Lack of adequate legislation on counterfeit crimes.
- Lack of enabling laws on cases of obtaining by false pretences
- Increase in the number of conmen locally known as “Bafere”
- Investigation and trial processes of most crimes of this nature take long (between 2 to 3 yrs), making it difficult to realise convictions in court within one year.

4.6. Land Fraud

In 2011, **1,368** cases were reported and investigated compared to **1,870** cases registered in 2010.

Table 12: Breakdown of Land Related Crimes 2011

S/No	Category	No. of Cases Reported
1.	Criminal Trespass	524
2.	Obtaining Money by False Pretence	224
3.	Obtaining Registration by False Pretence	144
4.	Forgery and Uttering of Documents	96
5.	Malicious Damage to Property	49
6.	Concealing Deeds	83
7.	Fraudulent Sale	17
8.	Fraudulent Disposal of Trust Property	08
9.	Meddling With Estates of the Deceased	77
10.	Disobedience of Lawful Orders	05
11.	Theft of Certificates	31
12.	Others	110
	Total	1,368

4.7. Narcotics

In 2011, **1,563** cases were reported and investigated compared to **871** cases in 2010 reflecting a **79** percent increase. A total of **1,341** cases were taken to Court.

A total of **2,054** males and **42** females were arrested and charged in court.

A total of Heroin seized was **5 kgs**, Cocaine **5 kgs**, Cannabis Herbal **2,257 kgs** seized, Cannabis seeds seized were **70 Kgs**, and Cannabis plants destroyed were **18** acres. A total of **210 Kgs** of other contraband pharmaceutical products were seized.

4.7.1. Challenges in Handling Narcotic cases

The Narcotics Drug and Psychotropic Substances (control) Bill, 1999, which has a wide range of deterrent and punitive proposals, has since remained a bill in Parliament.

The weak legislations with weak and lenient penalties ranging from caution, community services, light fines and imprisonment of short period of time. This has remained a challenge in handling cases involving narcotics.

4.8. Public Order Offences

A total of **149** cases were handled by the Police in 2011. A total of **770** persons were taken to court out of whom **113** persons were convicted, **89** persons acquitted, **545** persons bailed out and **23** persons jumped court bail and warrant of arrest were issued. A total of **15** cases were dropped by the DPP. The breakdown of the cases is shown in the table below.

Table 13: Categories of Public Order Offences

S/No	Offence	Cases
1.	Death by Shooting	9
2.	Inciting Violence	58
3.	Unlawful Assembly	27
4.	Malicious Damage to Property	14
5.	Threatening Violence	3
6.	Rioting after Proclamation	28
7.	Refusal to comply with directives of TRSA	7
8.	Obstruction of Election Officers	1
9.	Simple Robbery	1
10.	Promoting Sectarianism	1
	Total	149

4.9. General Crimes

4.9.1. Defilement/Rape & Other Sex Related Offences

4.9.1.1 Defilement

Defilement was the leading Sex Related Crime reported in the country with a total of **7,690** cases investigated in the year 2011, compared to **7,564** cases in 2010. This is an increase of **2** percent. A total of **3,836** suspects were arrested and taken to Court.

4.9.1.2 Rape

In 2011, **520** cases of rape were investigated, compared to **709** cases in 2010, hence a decrease by **2** percent. A total of **269** suspects of rape were arrested and charged in Court.

4.9.1.3 Other Sex Related Offences

In 2011, a total of **347** cases of Indecent Assault, **20** cases of Incest and **55** cases of unnatural offences were investigated as compared to **274** cases of Indecent Assault, **12** cases of Incest and **86** cases of unnatural offences investigated in 2010.

4.9.2 Robbery 2011

In 2011, **4,174** cases (both aggravated and simple) were investigated, compared to **6,025** cases in 2010 giving a **31** percent decrease.

Table 14: Robbery Investigated for 2010 and 2011

S/No.	Category	Cases Investigated		Percent
		2011	2010	
1.	Aggravated Robbery	991	1,154	-14%
2.	Simple Robbery	3,161	4,483	29%

Of the total cases of 2011 Aggravated Robbery investigated, **25** cases were robbery of motor vehicles, **174** were of motor cycles and **194** were robbery of cash.

Table 15: Top Five Districts/Divisions Leading in Robbery Cases

S/No.	District	No. of Cases
1.	Katwe	478
2.	Old Kampala	237
3.	Kabalagala	196
4.	Kawempe	162
5.	Jinja	150

4.9.2.1 Aggravated Robbery of Cash

A total of **194** cases of robbery of cash were registered in 2011, compared to **388** cases in 2010. This is a **50** percent decrease. The amount lost in 2011 was **UGX 3,425,465,850/=**, compared to **UGX 1,426,901,150/=** in 2010.

4.9.2.2 Aggravated Robbery of Motor Vehicles

In 2011, a total of **25** cases of aggravated robbery of Motor Vehicles were registered as compared to **48** cases registered in 2010 leading to a **48** percent decrease.

4.9.2.3 Aggravated Robbery of Motor Cycles

In 2011, **174** cases of aggravated robbery of motorcycles were investigated compared to **335** cases investigated in 2010 hence **48** percent decrease.

4.9.2.4 Cattle Rustling

In 2011 **22** incidents of cattle rustling were registered as compared to **40** incidents reported in 2010, giving a **45** percent decrease. The Police and UPDF recovered **4,489** heads of cattle out of the **6,866** heads of cattle stolen.

4.9.3. Breakings

In 2011, **7,753** cases of breakings were investigated compared to **8,685** cases in 2010, reflecting a decrease of **10.7** a percent s shown in the table below:

Table 16: Comparison of Breakings 2011

S/No	Category	No. of Cases 2011	No. of Cases 2010	Difference
1.	Burglary	4,203	5,535	-1,332
2.	House Breaking	1,799	1,990	-191
3.	Shop Breaking	1,417	688	729
4.	Office Breaking	334	472	-136
	Total	7,753	8,685	-932

Table 17: Top Five Districts/Divisions Leading in Cases of Breakings

S/No.	District	No. of Cases
1	Katwe	512
2	Kabalagala	323
3	Jinja	269
4	Old Kampala	254
5	Kira Road	204

4.9.3.1 Burglaries

In 2011, **4,203** cases of burglaries were investigated as compared to **5,535** cases in 2010 hence a decrease by **24** percent.

4.9.3.2 House Breakings

In 2011, a total of **1,799** cases of House breakings were investigated as compared to **1,990** cases in 2010 hence a decrease of **10** percent.

4.10. Thefts

A total of **21,672** cases of thefts were investigated in 2011 as compared to **23,429** cases investigated in 2010, reflecting a decrease of **7.5** percent.

4.10.1 Motor Vehicles Stolen from Uganda and Recovered Outside Uganda

In 2011, **9** motor vehicles were stolen from Uganda as compared to **18** stolen in 2010. These were recovered from the countries neighboring the Republic of Uganda as follows:

- **6** of these were recovered from the Republic of Tanzania
- **3** from the Republic of Southern Sudan.

4.10.2 Motor Vehicles Stolen from outside Uganda and Recovered in Uganda

10 vehicles were recovered in Uganda in 2011 as compared to 36 in 2010.

These were stolen from outside countries as outlined below:

- 9 of them were stolen from the Republic of Kenya.
- 1 were stolen from the Republic of South Sudan.

The recovered vehicles were handed over to the authorities of the respective states.

4.10.3 Theft of Mobile phones

A total of 6,812 cases of mobile phone thefts were investigated in 2011 as compared to 11,908 cases in 2010 hence giving 43 percent decrease.

4.11. Electoral Offences

A total of 661 cases were investigated under Electoral Offences between January and December 2011; many of which occurred during the campaigns, elections and post-election periods.

5.0. INCIDENCES OF FIRE 2011

Table 18: Emergency Incidents Responded to by the Police Fire Brigade 2011

S/No	Emergency	2010	2011
1.	Fire	931	1,203
2.	Rescue	227	245
3.	Fuel Tankers Accidents	18	37
4.	Animal Rescue	9	12
5.	Others	174	163
	Total	1,359	1,660

Incidences of fire increased by 29 percent in 2011, compared to 2010; while rescue emergency calls increased by 8 percent. Fuel tanker accidents increased by 100 percent. The Kampala Metropolitan Policing Area contributed 70 percent of all fire emergencies in the country. This is due to the higher population density and economic development, compared to other regions.

5.1 Victims of Fire

Table 19: Victims of Fire Incidences 2010 and 2011

S/No.	Nature	2010	2011
1.	Injured	22	37
2.	Fatal	43	31
	Total	65	68

The number of people who died in the incidences of fire reduced by **28** percent and those injured increased by **68** percent. This is attributed to the emphasis put on avoidance of the habit of locking of children in the house, use of naked flames and candles which cause most casualties in homes.

5.2 Premises Affected by Fire 2011

Table 20: Premises Affected by Fire

S/No.	Premises/Location	Cases
1.	Residential Structures	278
2.	Commercial (Shops, Kiosks, etc)	125
3.	Institutional(Gov't, NGOs, Churches)	11
4.	Restaurants, hotels, video halls & pubs	43
5.	Educational Institutions(Schools& Hostels)	25
6.	Commercial warehouses and stores	8
7.	Factories, garages, workshops,	45
8.	Automobiles	43
9.	Wooden and grass thatched structures	20
10.	Farms, hedges, trees & bushes	23
11.	Markets	22
12.	Rubbish heaps and skips	43
13.	Police station/barracks	8
14.	Electrical installations	34
15.	Fuel stations and tankers	5
16.	others	9
	Total	742

Residential structures continue to have the biggest number of fires, at over **38** percent. Generally there is an increase of **4** percent in incidents of fire as compared to 2010.



POLICE

POLICE
FIRE BRIGADE

543

AT/S

5.3 Causes of Fire

Table 21: Causes of Fire in 2011

S/No.	Causes	Number
1.	Candles(paraffin and wax)	83
2.	Arson & suspected arson	74
3.	Electrical short circuit	164
4.	Charcoal stove	79
5.	Electrical appliances left plugged in power	32
6.	Overheating(friction, poor insulation)	17
7.	Uncontrolled burning	42
8.	Unsafe cooking methods	26
9.	Children playing with fire	29
10.	Welding and sparks	9
11.	Others(Arcing, Overheating, Accidents)	19
12.	Un-Established causes	166
	Total	740

Electrical short-circuits remain the single most identifiable cause of fire outbreaks in the country with **164** cases reported contributing to **22** percent. This is due to habits like overloading power supplies, poor electrical wiring, using poor quality electrical materials, structures not protected from power surges and fluctuations along with outright theft of power/illegal connections. Wax and Paraffin candles also cause a significant (**11** percent) number of fire incidences. However, many fire incidences caused by candles result into injuries or death of mainly young children who are left alone in houses.

5.4 Emergency Rescues

Table 22: Emergency Rescues 2010 and 2011

S/No.	Hazards	Emergency Rescues		Lives Rescued		Bodies Recovered	
		2010	2011	2010	2011	2010	2011
1.	Pits, Sewers,& Trenches	63	57	28	29	32	38
2.	Road Traffic Accidents	30	26	29	32	25	33
3.	Water Bodies	41	44	0	7	41	44
4.	Locked premises & Jammed lifts	6	6	4	17	2	0
5.	Elevated places	5	5	0	3	-	-
6.	Collapsed Structures	8	7	5	11	8	22
	Total	153	145	66	99	108	137

The equipment and facilities available to Police have notably increased over the same period. In 2006, the Force boasted a combined transport fleet of 572 serviceable vehicles. As of December 2011, the transport fleet of the Force was 4,508 vehicles and 20 units of marine vessels.

Table 23: UPF Fleet Statistics (2006-2011)

S/No.	Fleet	2006	2011
1.	Buses/Min Buses	5	18
2.	Cargo Trucks	13	50
3.	Troop Carriers	-	33
4.	Fire Tenders/Water Tankers	18	43
5.	Refuse Collection Vehicles(RCVs)	2	12
6.	Anti Personnel Carriers(APCs)	-	30
7.	Ambulances	-	21
8.	Pick Ups	171	561
9.	Station Wagons	16	55
10.	Saloon Cars	70	205
11.	Recovery Trucks	1	5
12.	Engineering Plants	2	5
13.	Motor Vehicles	298	1,038
14.	Motor Cycles	274	3,470
15.	Marine Vessels	-	20
	Grand Total	572	4,508

Most emergency rescues occurred in the KMPA where there is a high population density and more economic activity in relation to other areas of the country. There was a 5 percent decrease in the emergency rescues handled, but the general trend remained the same with most of the emergencies being caused by mainly three hazards, that is pits, sewers and quarries (39%), drowning in water bodies like ponds, swimming pools, rivers and lakes (30%) and road traffic accidents 18 percent.

The frequency and complexity of these emergencies is gradually increasing, particularly with the development of the construction industry which lacks the adequate regulatory framework, and where it does exist, enforcement is a challenge.

6.0. SPECIAL VULNERABLE GROUPS

6.1. Child Related Offences

A total of **3,329** child related cases where juveniles were the direct targets/victims of crime, were investigated in 2011.

Table 24: Children as Victims of Crime in 2011

S/No.	Crimes	No. of Juveniles (victims)
1.	Child Neglect	8,075
2.	Child Desertion	1,973
3.	Abuse & Torture	1,775
4.	Child Kidnap	125
5.	Child Trafficking	69
6.	Child Stealing	261
7.	Abortion	66
8.	Infanticide	66

6.2. Juveniles as Accused / Suspects in Crime

In 2011, a total of **1,774** Juveniles were involved in crime, with the highest numbers charged as reflected in table24 below;

Table 25: Juveniles as Accused/Suspects in Different Categories of Crime 2011

S/No	Crimes	No. of Juveniles Accused
1.	Defilement	534
2.	Thefts	318
3.	Assaults	306
4.	Breakings	201
5.	Robberies	35

6.3. Women Accused of Crime

The number of women involved in crime in 2011 was **3,533**, compared to **2,395** in 2010 hence giving **48** percent increase.

Table 26: Number of Women Accused of Selected Crimes 2011

S/No.	Crimes	Women Accused
1.	Assaults	1,454
2.	Thefts	391
3.	Threatening violence	276
4.	Economic crimes	167
5.	Malicious damage	18
6.	Homicides	159
7.	Breakings	116
8.	Drugs related(Narcotics)	40
9.	Domestic Violence	31

7.0. INTERNATIONAL RELATIONS

7.1. Deportations

331 foreign nationals were deported from Uganda, of which **301** were from Rwanda, **20** from the Democratic Republic of Congo and **10** from Burundi.

7.2. Repatriations & Extraditions

45 nationals were repatriated to Uganda in 2011, compared to **409** in 2010. Those repatriated in 2011 included **16** Somalis from the Republic of Kenya and **29** Ugandans from Rwanda and Kenya.

7.3. Human Trafficking 2011

A total of **64** Ugandan nationals were trafficked to different countries as shown in the table below:

Table 27: Human Trafficking 2011

S/No.	From	To	Persons Trafficked
1.	Uganda	Malaysia	51
2.	Uganda	China	6
3.	Uganda	Egypt	1
4.	Uganda	Tanzania	1
5.	Uganda	Rwanda	2
6.	Uganda	Thailand	1
7.	Uganda	South Sudan	1
8.	Uganda	Botswana	1
	Total		64

8.0. OBSERVATIONS, CHALLENGES & RECOMMENDATIONS

8.1. Observations

There has been a downward trend in Crimes reported over the years mainly due to:

- Emphasis on Community Policing and partnership with the public to prevent and fight Crime.
- Strict enforcement to the law through prosecution of offenders thus deterring potential offenders from the commission of Crimes.
- Improved supervision of Police work through creation of new Police regions, Stations and posts.
- Enhanced Intelligence Collection leading to Intelligence led Policing.
- Enhanced Partnership with other Security agencies.
- Increased visibility and mobility of Police in the country hence deterrence and possible prevention of crimes.

8.2. Challenges in Handling Crimes

- **Work Load:** By the end of 2011, the number of Crime Investigators were **4,345**. The number of cases reported and investigated was **99,321**, implying that the number of cases handled per detective was **23**.
 - Use of obsolete equipment like magnifying glass and manual searching of finger print records.
 - Shortage of both Finger print and Ballistic experts.
 - Shortage of police pathologist, currently we have only 8 and yet we need at least 18 to cover all the regions in order to handle the examination of victims, suspects, sex offences and assaults among others.
 - Lack of money laundering legislation yet the offence is on the increase.
 - Manual handling / management of records.

8.3. Recommendations

- Need to setup a well established electronic case management system (E-Case) for easy and timely record keeping and retrieval.
- Installation of an electronic crime profiling database.
- Procurement of an automated fingerprint system to ease the isolation of criminals in course of investigations.
- Continuous capacity building through focused recruitments, training, offering refresher courses and procurement of more technical equipment.
- Ensure continued professionalism through strict adherence to the Standard Operating Procedures.

9.0. REGIONAL ANALYSIS

Region	Analysis	Measures	Remarks
Eastern	<ul style="list-style-type: none"> Land disputes resulted into assaults, murders, malicious damage especially in Sebei and Bugisu regions. Political crimes increased during the Elections mainly in Tingei, Budadiri, Tororo (West Budama) and Butaleja. Tribal clashes between the Bagisu and Bagwere over Namatale Wetland; and Bagisu and Shana at Bulegenyi. In some cultures, primitive practices of revenging for the crimes committed by a clan member against a member of another especially in Sebei and Bugisu where tribal clans go on rampage, identify key clan people and beat or kill them. Police has to be deployed as they make negotiations. Motor cycle riders commonly known as Boda boda riders cause insecurity were some criminals use them to commit crimes. They are also a problem in mob action. Clashes at the boundary of Mt. Elgon Park and the neighboring districts between UWA officials and the local communities. Illegal power connection in Manafwa and Mbale districts resulting into death. 	<ul style="list-style-type: none"> Motor cyclists are targeted for sensitization. The police and the army deployed in Namatala wetland to keep security. A committee was set up by Police to resolve the conflicts in the region. Monthly consultative meetings of UWA, the police, elders and District Officials. Strengthening Institutional case backlog committees at district levels to improve performance. Promoted personnel from Constable to Inspectorate ranks to be retrained. 	<ul style="list-style-type: none"> 2012 is the year of circumcision: In this season, over 2000 people move dancing the traditional dance “Kadodi”, with pangas and while others are drunk. This increases the likelihood of children getting lost, crimes such as rape, defilement, murder being committed, as well as, more accidents occurring due to congested traffic on roads. Mountainous areas such as Bududa & Manafwa make it difficult for mountain bikes to climb up.

Region	Analysis	Measures	Remarks
North Eastern & Central North East	<ul style="list-style-type: none"> • Cattle rustlers resorted to robberies • Bumper harvests leads to increased crimes • The place still has insecurity due to illegal possession of guns by few people • Changing behaviors of the community towards security personnel • Willingness of the community to attend Court when they have support. 	<ul style="list-style-type: none"> • Promoted personnel from Constable to Inspectorate ranks to be retrained. • Increase peace cross boarder meetings • Disarmament exercise • Sensitization 	<ul style="list-style-type: none"> • No prison facilities in Kabong (150kms away) • Lack of remand homes (i.e. 256kms to Mbale). • Lack of pathological boxes to transport organs to Government chemist
Southern	<ul style="list-style-type: none"> • High population, Poverty and jobless youths • Creation of new police stations/posts • Limited personnel to community policing • Land disputes • Drug abuse related crimes 	<ul style="list-style-type: none"> • Intensifying of sensitization through community policing • Increased motorized and foot patrol 	<ul style="list-style-type: none"> • Inaccessibility of some areas in Kalangala
South Eastern	<ul style="list-style-type: none"> • Drug abuse • Urban migration of people searching for jobs • Unemployment. 	<ul style="list-style-type: none"> • Sensitize people on crime prevention • Enhance Community policing. • Patrols by the police and the military 	
Northern	<ul style="list-style-type: none"> • Ignorance of the law. • Lack of awareness. • Creation of new police stations/posts. 	<ul style="list-style-type: none"> • Sensitize people on crime • Enhance community policing • Patrols by the police • Training A/CID in investigation skills 	<ul style="list-style-type: none"> • SPCs not well trained



“ In my view, the key player in the decreasing rate of crime over this period, has been the general public. The partnership that we have developed with the public, under the Community Policing initiative has been instrumental in proactively preventing crime, as well as, decisively resolving crimes that would otherwise have gone unresolved, without the public’s cooperation.”

- IGP Lt. Gen. Kayihura

Annual Traffic & Road Safety Report-2011.



10.0. TRAFFIC & ROAD SAFETY SUMMARY REPORT 2011

This report provides a summary of accidents reported to the Police during the period of 1st January to 31st December 2011. The focus of the report is on casualties and crashes where persons have been killed or injured, or where vehicles have been damaged.

The report highlights trends in the incidence and severity of road traffic accidents, and shows the key factors contributing to road accident deaths, in addition to patterns that can be identified in relation to timing and location of accidents. Details are also given of the categories and age groups of road users at risk of being killed or injured on the roads.

The following highlights emerged from the analysis:

- The total accidents cases are **22,272**, out of these, **2,843** were fatal, **10,153** were serious, and **9,276** were minor accidents.
- Road traffic accident deaths were highest in August and lowest in February.
- Road traffic accident death rates varied slightly from **9.1** per **100, 000** population in 2007 to **10.1** per **100, 000** population in 2011.
- Road traffic accident deaths were higher in adults than in juveniles.
- The road traffic accident death rate for males was more than two and a half times than that for females.
- Kampala South had the highest number of accidents, and Karamoja Region had the lowest.
- Pedestrians were the largest casualty class killed accounting for **39.2** percent of all casualties followed by passengers at **29.3** percent.
- Careless driving having remained the single largest causation factor for all accidents in 2011 accounting for **38.9** percent of all crashes.
- Most accidents occurred between 1600 hrs and 2000 hrs. The highest numbers of crashes were recorded at 1700 hrs. This is attributed to the heavy traffic flow during that time.
- The total number of vehicles involved in crashes was **35,716**. Motor cars formed the largest group with **12,095** at **33.9** percent involved in road traffic crashes. This was followed by motorcycles **8,743** at **24.5** percent, Light omni buses **4,480** at **12.5** percent, Light goods vehicles **2,262** at **6.3** percent, dual purpose vehicles at **5.9** percent and pedalcycles **1,561** at **4.4** percent.
- **212,086** motorists were fined under the express penalty scheme during the period under review.

NOTE: For details of the causality trends from 2010 to 2011, see tables attached in the Appendix.

10.1. Introduction

Road safety continues to be one of the most serious public health issues. It affects everyone, whether you drive, walk or cycle. We all need to take care of ourselves and respect others on the road. Not a day passes by when we do not read reports of at least 2 or 3 serious road accidents. Almost everyone has been affected by such accidents at one time or the other, because a relative or friend could be involved in such accidents. The increase of road accidents may be linked to the rapid growth in population, economic development, industrialization and motorization, the country is experiencing. The number of motor vehicles is increasing daily, and although this is a sign of an improving economy, it is a bitter truth that it also adds to accidents on roads.

The road safety situation in Uganda is relatively poor and unfortunately it has deteriorated over the last years, mainly due to the increasing number of vehicles and lack of resources for appropriate road safety interventions. Deaths due to road traffic accidents grew from **660** in 1991 to **3,343** in 2011. The number of fatalities in Uganda is high compared to other African countries, and the fatality rate per **10,000** vehicles, was **47** in the year 2010.

The most vulnerable road user group in terms of fatalities is passengers, particularly, in Public Service Vehicles (PSV) both light and heavy omnibuses, and on motorcycles, followed by pedestrians. Furthermore, children are a vulnerable road user group, since more than 400 children are killed every year on the roads.

According to statistics in the Traffic and Road Safety Department, more than half of the accidents in the country take place in Kampala Metropolitan Area. However, Kampala registers a higher average representation of minor accidents given the fact that average speeds are lower in the city, due to traffic congestion, as compared to the highways, where the majority of the fatal and serious cases occur.

10.2. Objectives

The general objective of this report is to identify the contributing causes of accidents on roads in Uganda, and to suggest solutions to guide road safety policy makers in the country. The specific objectives of the report include the following:

- To present the current trends of accidents in the country.
- To identify contributing causes of road accidents among different categories of road users.
- To suggest possible counter measures.

10.3. Data Source

This report is based on data on road traffic accidents collected from all districts in the country. This data gives an overview of all accidents and victims in the country. It provides a brief on the causes of accidents, the time when these accidents occurred, and the classes of vehicles involved in the accidents. The denominator population data for the calculation of death rates per population group was extracted from the interactive data on mid-year population estimates from the Uganda Bureau of Statistics Statistical Abstract 2011. The denominator vehicle population data for calculation of death per vehicle population was extracted from the interactive data on mid – year vehicle estimates of Uganda Revenue Authority.

10.4. 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. It is possible that some crashes may not have been reported to the Police.

10.5. Traffic and Road Safety Act Remarks

The Constitution of the Republic of Uganda, mandates the Uganda Police Force (UPF) to promote order and safety on the roads, in so as to protect life and property of all road users. The expansion of our road network over the last 20 years has enhanced the development of the country. Motorization has also increased greatly, contributing to mobility and access to economic and social facilities. Between 2000 and 2010, the number of vehicles in Uganda increased from **300,000** to **800,000**, and unfortunately, so did the number of deaths on our roads. Sadly, the benefits of motorization are being eroded by the daily carnage on our roads. The current road structures do not meet the needs of increased traffic flows, and road user categories as they did four decades ago when that road and street planning was done.

Between 2008 and 2011, the number of policing districts and divisions increased from **90** to **123**. This has provided an opportunity to reach remote places which has improved data capture of previously unreported cases, but has also increased demands in traffic law enforcement in terms of manpower and enforcement equipment.

The death rate on roads in Uganda is twice the average for Africa. During the period of 2000 to 2010, the vehicles on our roads more than doubled. The fatalities per **10,000** vehicles reduced from **88** in 2000 to **46** in 2010. This reduction shows the impact of various interventions made

by government and other stakeholders especially UPF to reduce accidents. However, the results are still not good enough. The crashes have claimed many lives and caused serious injuries to persons, and damages or loss of property. The cost to society in terms of lives lost, persons maimed, and property lost has been enormous.

A majority of the road traffic crashes can be prevented. In order to reduce this carnage, there is need for coordination and collaboration among players in road safety, using a holistic and integrated approach, across many sectors and disciplines. While there are many interventions that can save lives and limbs, political will and commitment are essential, and without them little can be achieved. The time to act is now. Road users everywhere deserve better and safer roads

11.0. ROAD TRAFFIC ACCIDENTS ANALYSIS

This chapter provides an analysis of road traffic crashes and their outcomes in Uganda, in terms of past trends, increases in population and vehicles. It also outlines the key road safety initiatives, and future directions of the Traffic Police.

11.1. Road Fatality Trends

Table 28: Annual Road Traffic Accidents 2007 – 2011

Year	Mid Year Human Population	Vehicles involved	Road Accidents	Road Deaths	Road Casualties	Deaths per 10,000 vehicles Population
2007	28,581,300	28,517	19,867	2,597	13,576	71.4
2008	29,592,600	31065	20,729	2,488	13,753	52.9
2009	30,661,300	33931	22,699	2,734	15,829	52.3
2010	31,784,000	34412	22461	2954	15,854	46.5
2011	32,939,800	35716	22272	3343	16,619	

3,343 fatalities were registered in 2011. This is **389** fatalities at **13.2** percent greater than in 2010 (n=2,954).

Against the backdrop of an increase in human and vehicle population, 2011 had a reduction in the total number of accidents. Nonetheless, the fatality rate per **10,000** vehicle population fell from **71.4** percent in 2007 to **46.5** percent in 2010. However during the same period, accident

death rate per **100,000** people increased slightly from **9.3** percent in 2010 to **10.1** percent in 2011.

Figure 4: FatalityRate per 100,000 Human Population (2007 - 2010)

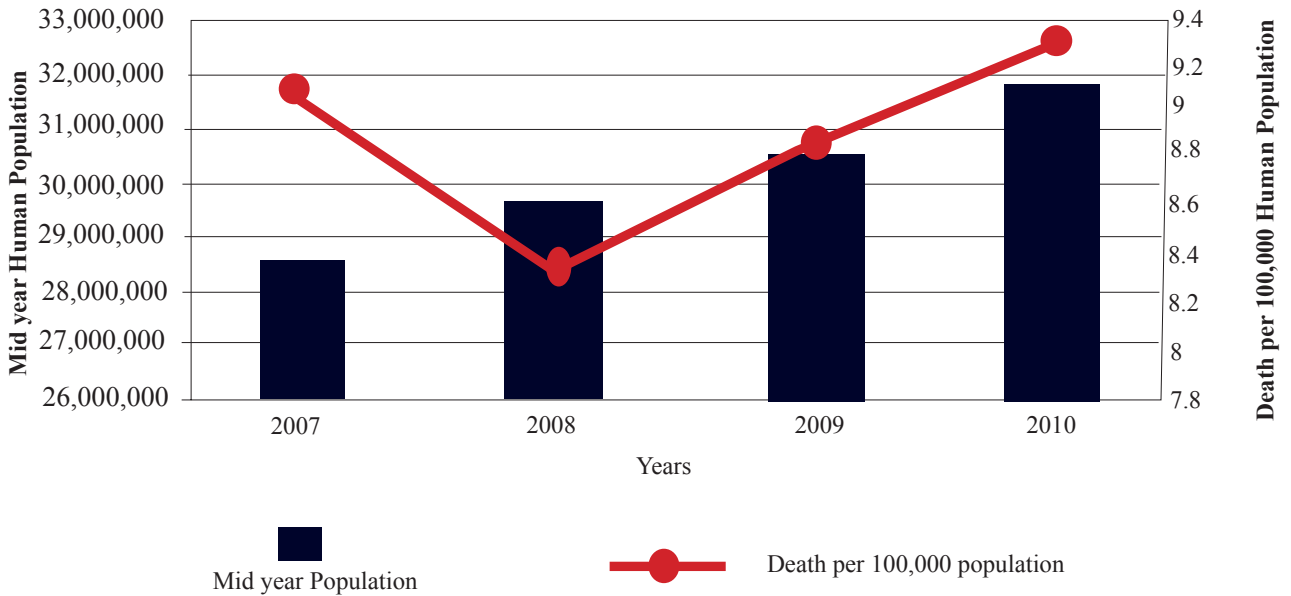
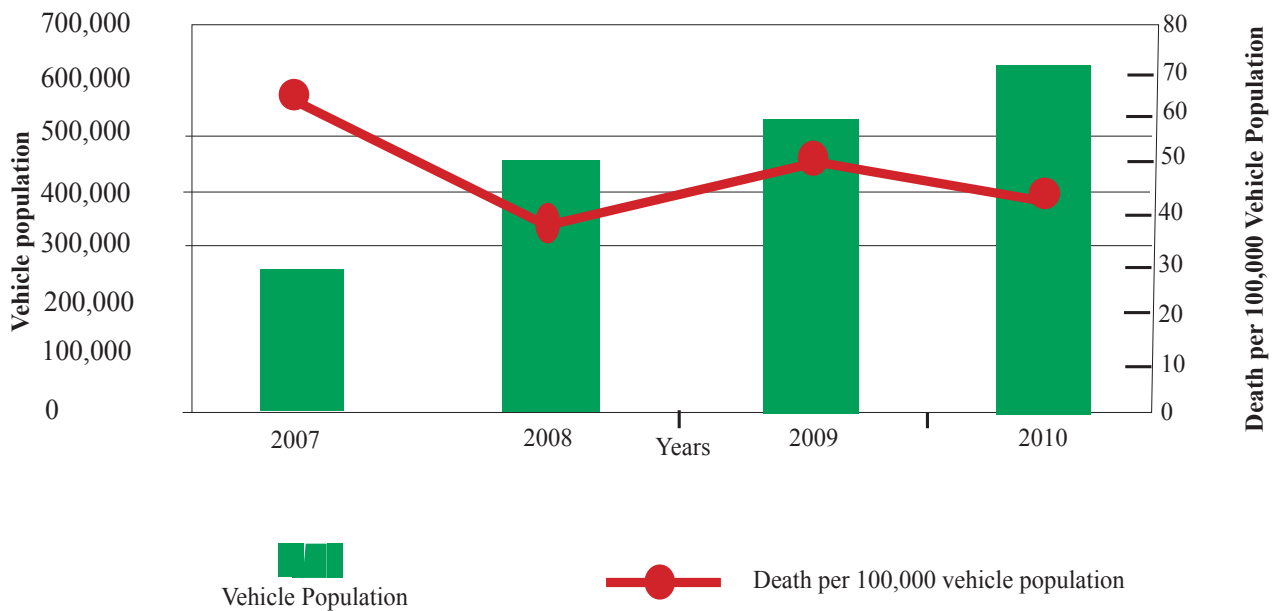


Figure 5: Fatality Rate per 10,000 Vehicle Population



11.2. Traffic Accident Statistics 2011

11.2.1 Nature of Road Traffic Crashes

The table below shows the breakdown of road traffic accidents resulting in injury or death in 2011 compared to 2010. There was a reduction in the number of road traffic accidents on our roads in 2011.

Table 29: Nature of Road Traffic Crashes for the Period Jan.- Dec. (2010 & 2011)

Nature	2010	2011	Percentage change
Fatal	2,620	2,843	8.5
Serious	9,866	10,153	2.9
Minor	9,975	9,276	-7
Total	22,461	22,272	- 0.8

Overall, there was a **0.8** percent reduction in the total number of accidents, from **22,461** in 2010 to **22,272** in 2011. This was largely attributed to the number of minor accidents which dropped from **9,975** cases in 2010 to **9,276** in 2011.

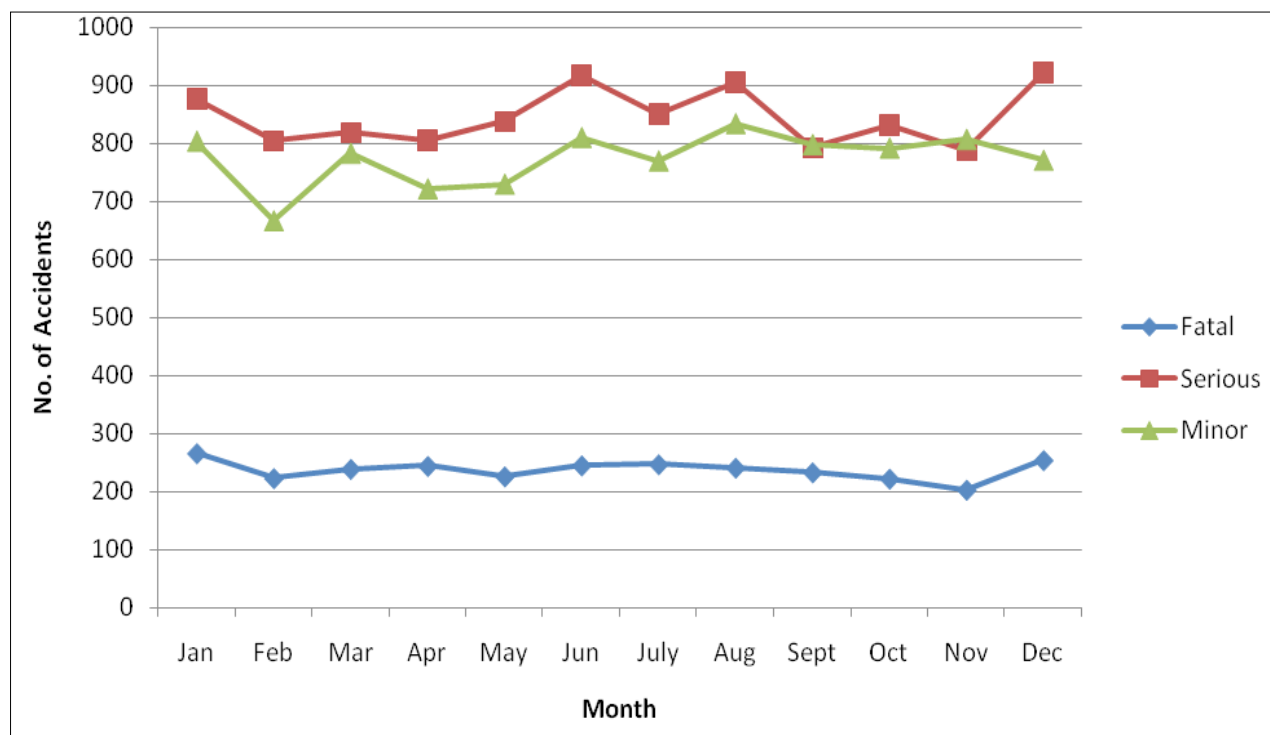
11.2.2 Monthly Trend of Accidents

Table 30: Monthly Trend of Accidents January – December 2011

Month	Nature of Accident			
	Fatal	Serious	Minor	Total
Jan.	266	876	803	1,945
Feb.	223	805	666	1,694
Mar.	239	819	782	1,840
Apr.	244	806	721	1,771
May.	226	838	729	1,793
Jun.	245	917	809	1,971
Jul.	247	851	769	1,867
Aug.	241	905	833	1,979
Sep.	233	793	797	1,823
Oct.	222	832	791	1,845
Nov.	203	789	806	1,798
Dec.	254	922	770	1,946
Total	2,843	10,153	9,276	22,272

August, 2011 accounted for the highest number of road traffic accidents while February had the lowest (Figure 6).

Figure 6: Monthly Trend of Crashes for the Period January - December 2011



11.2.3 Distribution of Accidents by Region

Table 31: Accident Distribution by Region

Region	Nature of Accident			
	Fatal	Serious	Minor	Total
Kampala Metropolitan East	214	1,560	1,726	3,500
Kampala Metropolitan South	255	2,286	2,913	5,454
Kampala Metropolitan North	213	1,381	1,588	3,182
Central East	208	405	278	891
Central West	269	406	233	908
South Western	239	252	232	723
Mid South West	60	151	146	357
South South Western	87	231	151	469
South Eastern	240	570	237	1,047
Eastern	159	803	334	1,296
Northern	81	239	131	451

Region	Nature of Accident			
	Fatal	Serious	Minor	Total
Central Northern	100	179	120	399
Western	139	239	191	569
Southern	221	402	256	879
North Western	114	469	193	776
Mid Western	167	226	289	682
Mid Eastern	54	225	145	424
North Eastern	17	70	53	140
Central North Eastern	6	59	60	125
Total	2,843	10,153	9,276	22,272

Accidents were lowest in the Karamoja regions (North Eastern and Central North Eastern) while the highest were found in the Kampala Metropolitan Area (Kampala South, Kampala East and Kampala North in that order).

11.3. Victims/Casualties

A victim of a road accident may be a driver, a motor cyclist, a pedal cyclist, a passenger or a pedestrian.

Table 32: Road Accident Casualties 2010 & 2011

Casualties	2010	2011	Percentage Change
Killed	2,954	3,343	13.1
Seriously injured	14,148	14,438	2.1
Minor injuries	1,706	2,181	27.8
Total	18,808	19,962	6.1

A total of **19,962** persons were involved in accidents out of which **3,343** at **16.7** percent were killed, **14,438** at **72.4** percent were seriously injured and **2,181** at **10.9** percent were slightly injured. There was a **6.1** percent increase in the total number of casualties from **18,808** in 2010 to **19,962** in 2011.

11.3.1 Victims by Road User Category

11.3.1.1 Persons Dead:

Table 33: Fatalities by Road User Groups 2010 & 2011

Casualties	2010	2011	Percentage Change
Drivers	128	151	18
Motor cyclists	512	570	11.3
Pedal cyclists	298	312	4.7
Passengers	799	1,006	25.9
Pedestrians	1,217	1,307	7.4
Total	2,954	3,343	13.2

Generally there was a **13.2** percent increase in the total number of persons killed in 2011. Table 32 above shows that pedestrians and passengers continue to be the most vulnerable category of road users constituting 39.1 percent and 29.9 percent respectively of the total number of persons killed in 2011. **1,307** pedestrians at **39.1** percent, **1,006** passengers at **30.1** percent, **312** pedal cyclists at **9.3** percent **570** motor cyclists at **17.1** percent and, **151** drivers at **4.5** percent were killed in road accidents in 2011.

11.3.1.2 Persons Seriously Injured

Table 34: Persons Seriously Injured by Road User Group 2010 & 2011

Casualties	2010	2011	Percentage change
Drivers	903	925	2.4
Motor cyclists	2,642	3,279	24.1
Pedal cyclists	1,127	1,003	-11
Passengers	5,568	5,401	-3.0
Pedestrians	3,908	3,831	-2.0
Total	14,148	14,438	2.1

Looking at persons injured, **3,831** pedestrians at **26.5** percent, **5,401** passengers at **37.4** percent, **1,003** pedal cyclists at **7.0** percent, **3,279** motor cyclists at **22.7** percent and **903** drivers at **6.4** percent were seriously injured in the same period. It should be noted that the number of motorcyclists seriously injured increased by **24.1** percent in 2011 as compared to 2010.

11.3.1.3 Persons with Minor Injuries

Table 35: Persons Slightly Injured by Road User Group 2010 & 2011

Casualties	2010	2011	Percentage Change
Drivers	173	250	44.5
Motor cyclists	237	402	69.6
Pedal cyclists	209	159	-23.9
Passengers	740	902	21.9
Pedestrians	347	468	34.9
Total	1,706	2,181	21.8

In 2011, **2,181** persons sustained minor injuries. **468** pedestrians at **21.5** percent, **902** passengers at **41.4** percent, **159** pedal cyclists at **7.3** percent, **402** motor cyclists at **18.4**, and **250** drivers at **11.5** percent sustained minor injuries during the period under review. The relatively high proportion of passengers and pedestrians killed and injured is a cause for concern.

11.3.2 Accident Victims by Age and Gender

Table 36: Comparison of Accident Victims by Age and Gender 2011

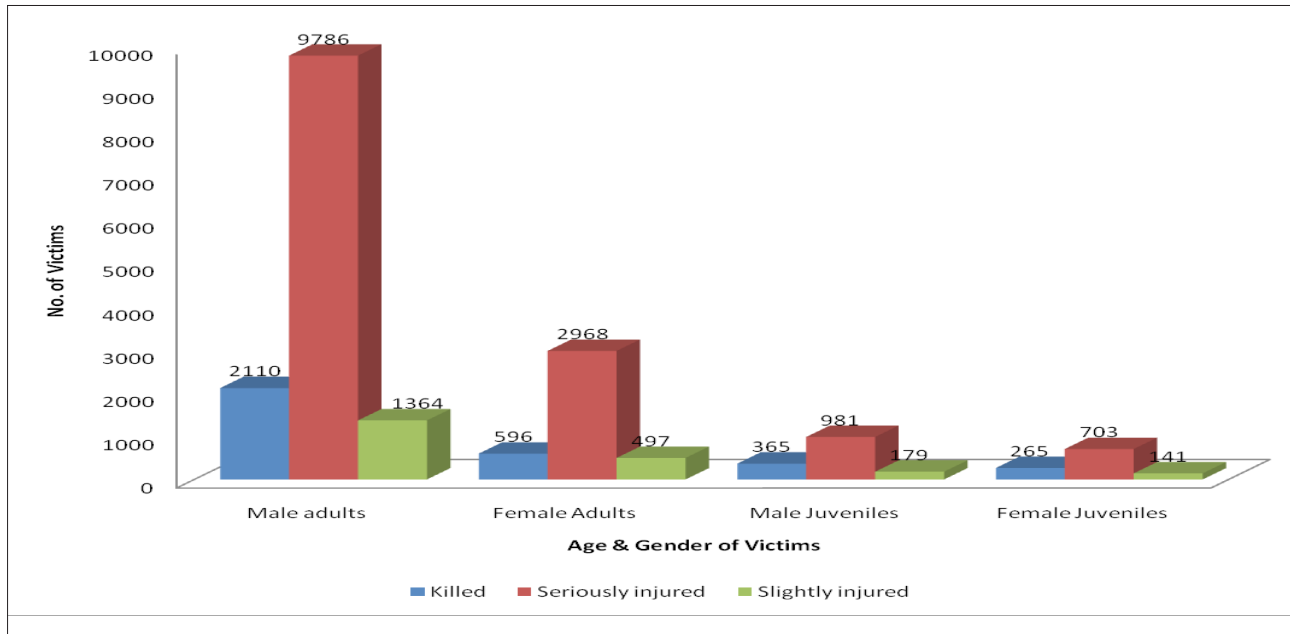
	Male adults	Female Adults	Male Juveniles	Female Juveniles	Total
Killed	2,110	596	365	265	3,346
Seriously injured	9,786	2,968	981	703	14,438
Slightly injured	1364	497	179	141	2,181
Total	13,260	4061	1525	1109	19,965

An analysis of death by gender showed that females were more involved in non-fatal accidents than in fatal ones. This probably indicates the fact that females tend to be injured in urban accidents at lower speeds. Analysis of casualties by age showed that young people are involved in proportionately less crashes than adults.

A total of **2,110** male adults, **365** male juveniles, **596** female adults and **265** female juveniles died in the period January - December 2011. **9,786** male adults, **981** male juveniles, **2968** female adults and **703** female juveniles were seriously injured in the months under review. **1,364** male adults, **179** male juveniles, **497** female adults and **141** female juveniles sustained minor injuries in the year under review. More males were involved in accidents than females.

Male adults accounted for **66.5** percent of the total number of victims, followed by female adults at **20.4** percent, male juveniles at **7.6** percent and female juveniles at **5.6** percent. This is due to the fact that, the majority of motor vehicle drivers, motorcyclists and pedal cyclists are males.

Figure 7: Accident Victims by Age and Gender 2011



11.3.3 Accident Severity Index

The Accident severity index measures the seriousness of an accident. It is defined as the number of persons killed per 100 accidents.

$$\frac{3,343}{22272} \times 100 = 15$$

This means that out of every 100 accidents, 15 people are killed.

11.3.4 Accident Fatality Risk

The Accident Fatality Risk, defined as the number of accidental deaths per **100,000** populations. By the end of December 2011, the population was estimated at **31,800,000** people. (Source: UBOS)

$$\frac{3,336}{32,939,800} \times 100,000 = 10.1$$

This means that, out of every **100,000** people, 11 people are killed in accidents

11.3.5 Accident Fatality Rate

The Accident Fatality Rate, defined as the number of accidental deaths per **10,000** registered vehicles. By the end of December 2011, the vehicle population was estimated at

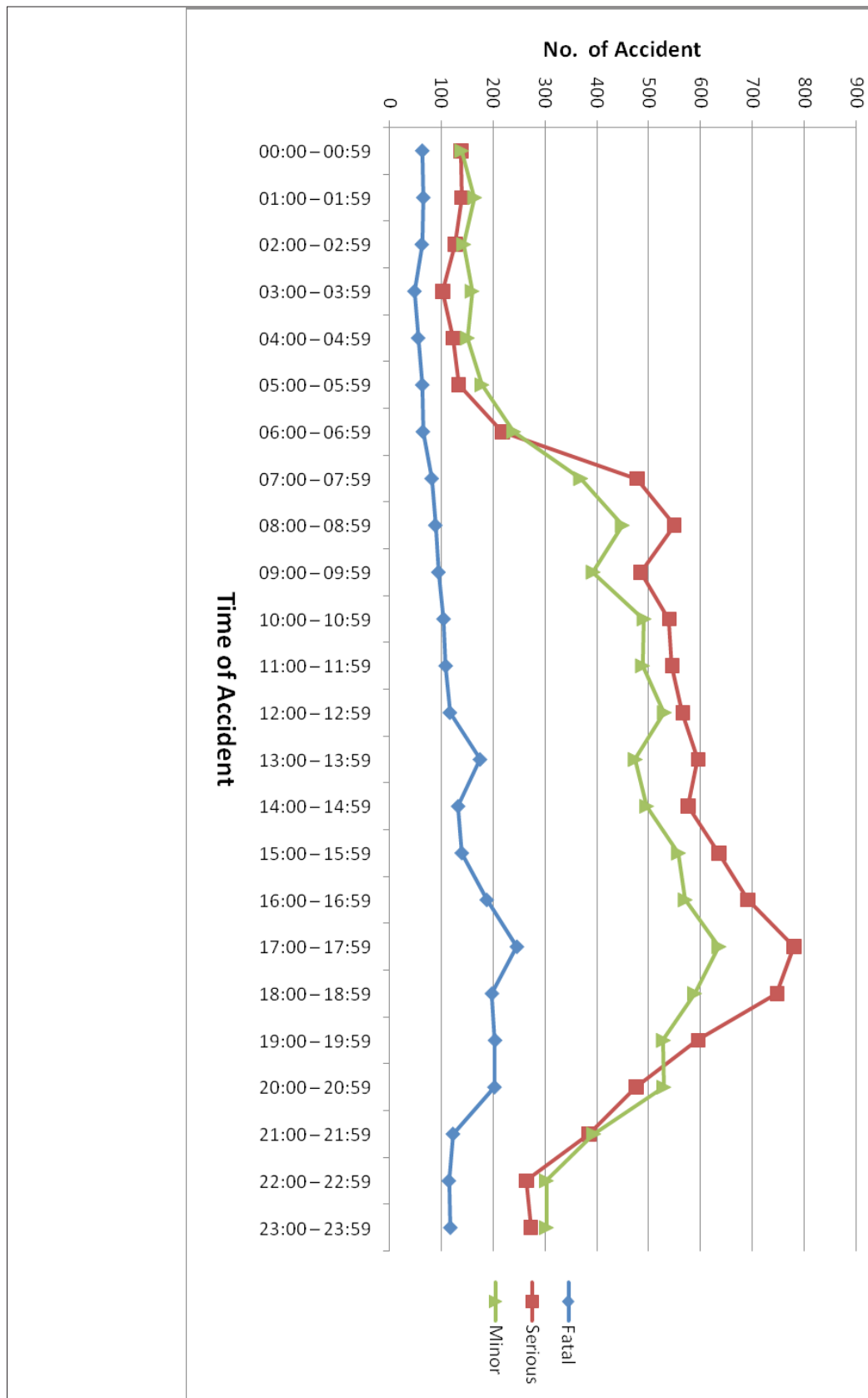
$$\frac{3,336}{635,656} \times 10,000 = 52.5$$

11.4. Time of Crashes

Table 37: Nature of Accidents with Respect to Time 2011

Time	Nature of Accident			
	Fatal	Serious	Minor	Total
00:00 – 00:59	63	138	140	341
01:00 – 01:59	65	140	165	370
02:00 – 02:59	62	127	144	333
03:00 – 03:59	48	102	160	310
04:00 – 04:59	55	123	151	329
05:00 – 05:59	63	133	179	375
06:00 – 06:59	64	217	240	521
07:00 – 07:59	81	477	369	927
08:00 – 08:59	88	549	449	1,086
09:00 – 09:59	94	484	393	971
10:00 – 10:59	104	539	491	1,134
11:00 – 11:59	108	545	488	1,141
12:00 – 12:59	116	565	530	1,211
13:00 – 13:59	174	595	474	1,243
14:00 – 14:59	132	576	496	1,204
15:00 – 15:59	139	635	557	1,331
16:00 – 16:59	187	691	570	1,448
17:00 – 17:59	245	780	635	1,660
18:00 – 18:59	197	747	588	1,532
19:00 – 19:59	203	595	528	1,326
20:00 – 20:59	202	475	529	1,206
21:00 – 21:59	122	384	394	900
22:00 – 22:59	114	264	303	681
23:00 – 23:59	117	272	303	692
Total	2,843	10,153	9,276	22,272

Figure 8: Time of Crashes



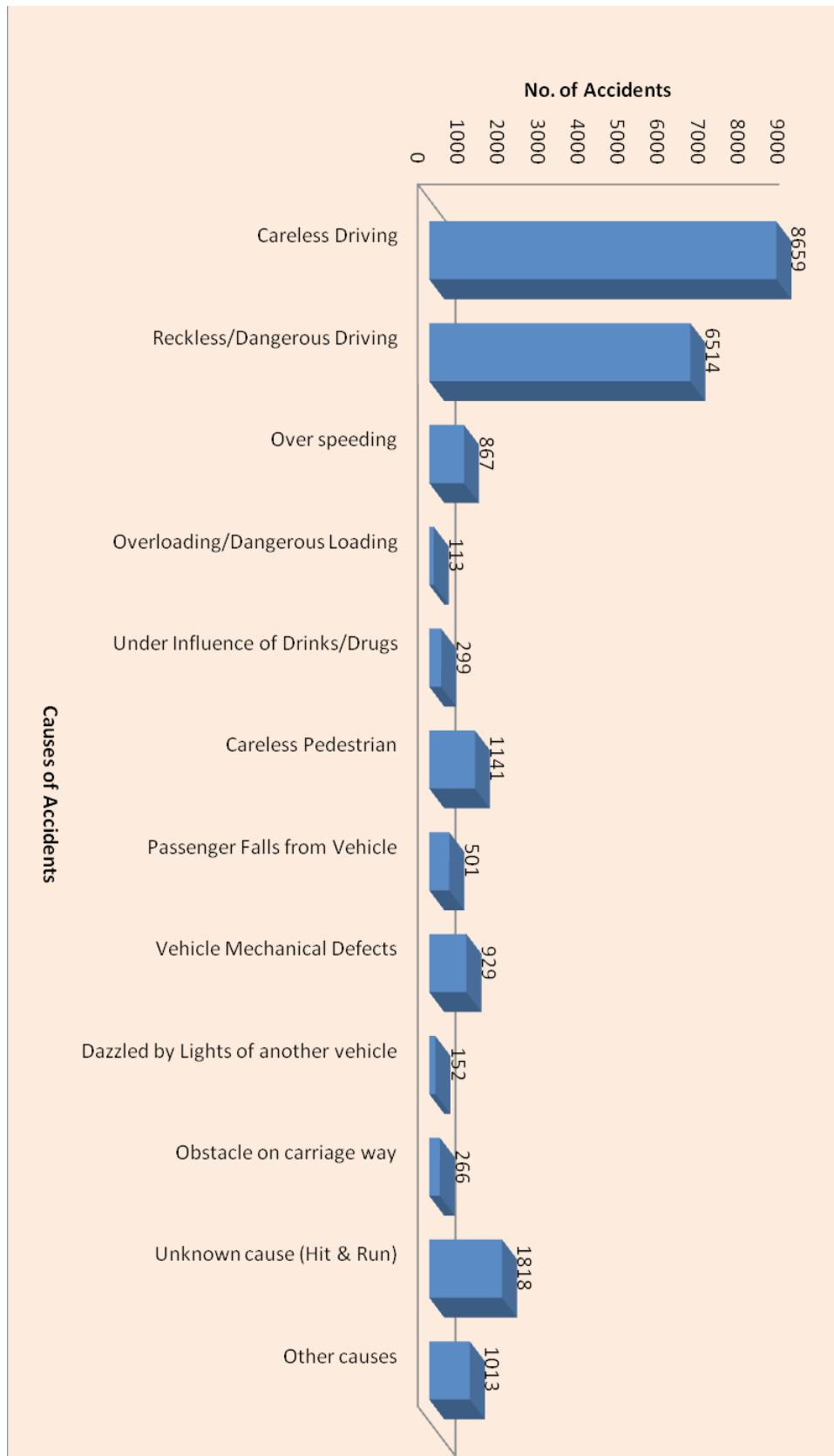
The **32.2** percent of accidents occurred during night time, while **67.8** percent occurred during the daytime. It can be observed that most of the accidents occurred at daytime. The highest number of crashes occurred at 1700hrs. The lowest occurrence was between 12.00 midnight and 4.00 am, as a result of less activity during that time as shown in Table 10.

11.5. Causes of Accidents

Table 38: Nature of Accidents with Respect to Causes 2010 & 2011

Causes of Accidents	2010 Number	2011 Number	Percentage Change
Careless Driving	9,316	8,659	-7.1
Reckless/Dangerous Driving	6,579	6,514	-1.0
Over speeding	839	867	3.3
Overloading/Dangerous Loading	240	113	-52.9
Under Influence of Drinks/Drugs	194	299	54.1
Careless Pedestrians	881	1,141	29.5
Passenger Falls from Vehicles	238	501	110.5
Vehicle Mechanical Defects	720	929	29.0
Dazzled by Lights of other vehicles	114	152	33.3
Obstacle on carriage ways	76	266	250
Unknown cause (Hit & Run)	2,129	1,818	-14.6
Other causes	1,135	1,013	-10.8
Total	22,461	22,272	-0.8

Careless driving was the most common single cause of fatal and serious injuries, giving rise to **38.9** percent of all accidents, while reckless driving, hit and run and careless pedestrians accounted to **29.3** percent, **8.2** percent and **5.1** percent respectively. This implies that human factors (careless driving, reckless driving, over speeding, over loading, careless pedestrians, under influence of alcoholic drinks and drugs, and passenger falling from vehicles) contributed to more than 80 percent of road accidents. Thus, the main emphasis of road safety strategies must be on improving road user behaviour. It can be deduced that the greatest potential for reducing accidents lies in influencing road users to act more responsibly.

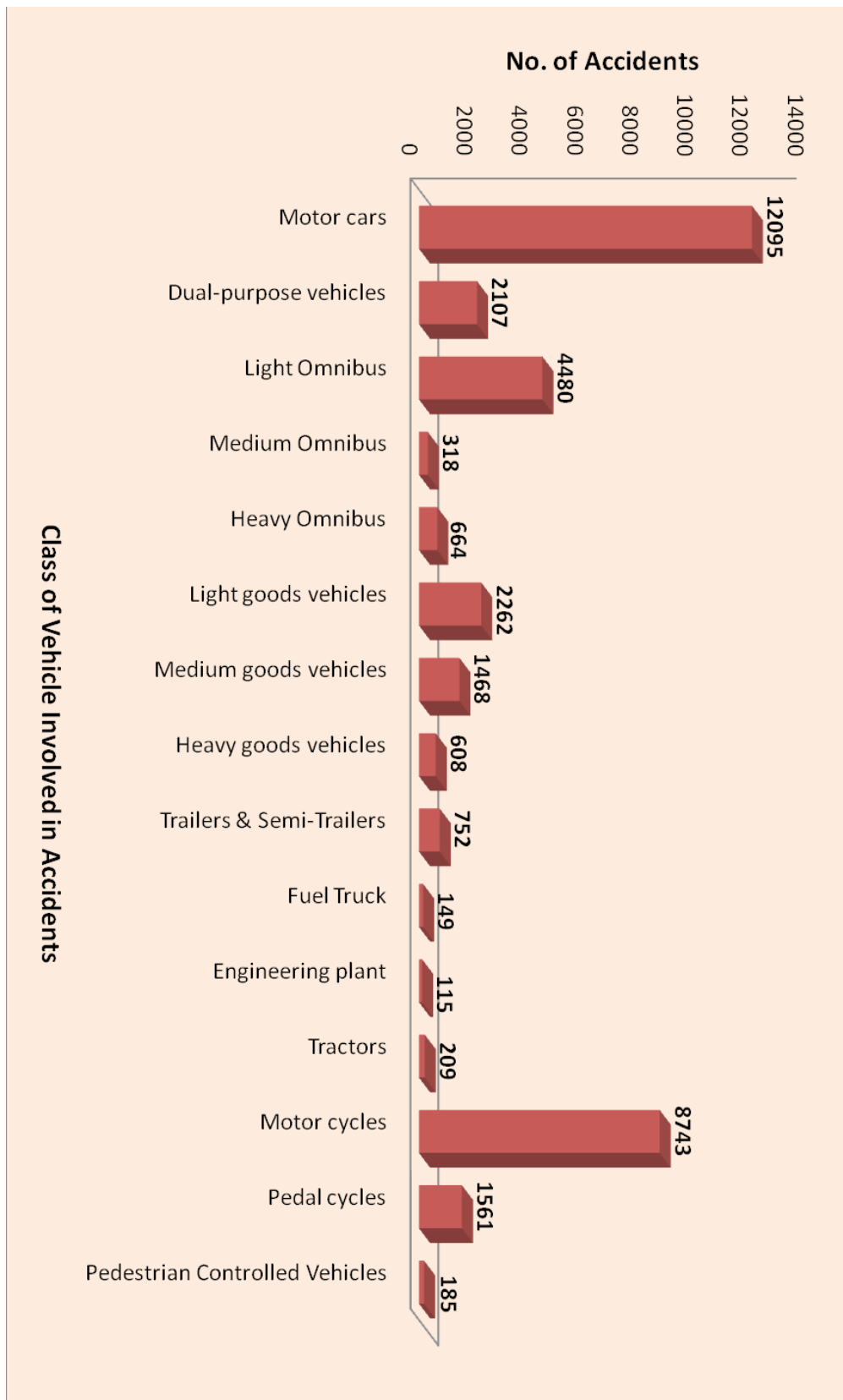
Figure 9: Causes of Accidents

11.6. Class of Vehicle Involved

Table 39: Class of Vehicle Involved in Accidents

Class of Vehicle	2010 Number	2011 Number	Percentage Change
Motor cars	11,818	12,095	2.3
Dual-purpose vehicles	1,720	2,107	22.5
Light Omnibus	4,970	4,480	-9.9
Medium Omnibus	255	318	24.7
Heavy Omnibus	505	664	31.5
Light goods vehicles	2,551	2,262	-11.3
Medium goods vehicles	1,395	1,468	5.2
Heavy goods vehicles	443	608	37.2
Trailers & Semi-Trailers	575	752	30.8
Fuel Truck	141	149	5.7
Engineering plant	46	115	150
Tractors	57	209	266.7
Motor cycles	8,078	8,743	8.2
Pedal cycles	1,806	1,561	-13.6
Pedestrian Controlled Vehicles	52	185	255.8
Total	34,412	35,716	3.8

When looking at types of vehicles involved, motor cars formed the largest group with **12,095** at **33.9** percent involved in road traffic crashes. This was followed by motorcycles **8,743** at **24.5** percent, Light omni buses **4,480** at **12.5** percent, Light goods vehicles **2,262** at **6.3** percent, dual purpose vehicles **2,107** at **5.9** percent and Pedal cycles **1,561** at **4.4** percent in that order as shown in the table below.

Figure 10: Class of Vehicle Involved in Accidents

11.7. Express Penalty Scheme

In a bid to improve road safety, operations were carried out targeting major causes of accidents and a total of **238,387** motorists were fined under the Express Penalty Scheme during the period under review. The monthly breakdown is shown below.

Table 40: Express Penalty Scheme January – December 2011

Month	Tickets Issued	Amount Paid	Amount Imposed
Jan.	16,154	519,998,000	801,715,000
Feb.	11,191	541,628,000	545,848,000
Mar.	17,015	495,996,000	794,447,000
Apr.	17,057	460,817,000	981,275,000
May.	17,673	406,658,000	1,120,192,000
Jun.	18,933	451,654,000	1,135,271,000
July.	20,540	704,062,000	1,054,869,000
Aug.	23,934	1,082,437,000	1,181,751,000
Sept.	26,597	922,446,000	1,281,215,000
Oct.	26,597	844,090,000	1,338,916,000
Nov.	23,936	795,096,000	1,277,500,000
Dec.	18,760	556,436,000	971,650,000
Total	238,387	7,781,318,000	12,484,649,000

11.8. Inspectorate of Vehicles

This Unit is responsible for the following assignments:

- Inspection of accident vehicles taking note of damages, ascertaining their pre-accident conditions, and therein giving expert opinions.
- Inspection of vehicles suspected to be in dangerous mechanical conditions.
- Testing of learner drivers, and those seeking class extensions.

11.8.1 Annual IOV Returns for the Period Jan. – Dec. 2011

11.8.1.1 Accident Vehicle Inspection

In 2011, a total of **20,395** accident vehicles were inspected countrywide. This is a **20.7** percent increase compared to 2010; of these **1,228** were found to have been in dangerous mechanical condition before the accident and **582** vehicles were written off judging from the damages that were sustained on these vehicles during the crashes. **18,048** at **88.5** percent of all accident, vehicles inspected were privately owned and **700** at **5.1** percent belonged to foreigners. Below is a comparative analysis of vehicles involved in crashes in relation to ownership for 2010 and 2011. It can be seen from the table that the number of Police vehicles involved in crashes is three times more than it was 2 years ago. This may be attributed to the increased fleet for the last 2 years, but also drivers are incompetent as many of these are as a result of human error..

Table 41: Ownership of Vehicles Involved in Crashes 2010 & 2011

Ownership of Motor Vehicles	2010	2011	Percentage Change
Police	270	609	125.6
Army	47	53	12.8
Prisons	0	3	-
Government	457	539	17.9
Foreign	700	1,041	48.7
Diplomatic	125	102	-18.4
Private	15,293	18,048	18.0
Total	16,892	20,395	20.7

11.8.1.2 Driver Testing Returns

Table 42: Drivers Tested Per Class of Driving Permit for the Period 2010 & 2011

Class	No. of Drivers Tested		Percentage Change
	2010	2011	
A	5,328	4,455	-16.4
B	54,774	63,086	15.2
CM	4,474	6,328	41.4
CH	1,504	1,874	24.6
DL	2,960	2,683	-9.34
DM	646	945	46.3
DH	243	642	164.2
E	22	42	90.9
F	3	0	-100
G	61	94	54.1
H	910	830	-8.8
I	0	3	-
Total	70925	80,982	14.2

A total of **80,982** learner drivers were tested for driver competence at the various testing centres throughout the country. In comparison with the previous year, there was a **14.2%** increase in the number of drivers tested. This is attributed to our strict enforcement for those without permits, and also those with forged ones. Table 41 shows comparisons of drivers tested for the last two years.

11.8.1.3 Other Vehicle Inspections in the years 2010 & 2011

Table 43: Comparisons of Vehicle Inspections 2010 & 2011

Ownership of Motor Vehicles	Years		Percentage Change
	2010	2011	
Police	60	1,711	2,751.7
Army	0	0	-
Prisons	0	0	-
Government	6	18	200
Foreign	84	56	-33.3
Diplomatic	1	0	-100
Private	4,165	3,103	-25.5
Total	4,316	4,888	13.3

4,888 vehicles were inspected to ascertain their road worthiness and **1611** at **33** percent were found to be in dangerous mechanical condition while **30.3** percent were unfit for road use. The number of vehicles randomly inspected this year increased by **11.7** percent compared to 2010.

11.9. Achievements

In the effort to reduce traffic crashes, numerous measures were put in place and Police has registered the following achievements;

- The National Traffic Liason office was formed and currently handles public complaints on the toll free lines. Additionally, the sensitisation programmes both on radio and in the field in different parts of the country traffic matters are addressed weekly, on Thursdays in Newvision Group's Bukedde newspaper, where questions from the public are answered.
- Highways have been dominated by motorised patrols, which has assisted containing road carnage.
- Express Penalty Defaulters Tracking Unit was established and this has improved on compliance, and consequently road discipline as offenders know that police will catch up with them if they do not pay.
- Improved response to accident scenes following the establishment of the traffic command centre and toll free lines.
- Reduced presentation of forged driving permits, since Police has the capacity to check authenticity and validity.

11.10. Challenges

- Lack of induction training for the recruited personnel yet they are expected to exhibit professionalism in the execution of their duties
- Poor driver training and lack of enforcement of the driving schools regulations. The rate at which vehicles are increasing on the roads, is directly proportional to the rate of new drivers getting on the roads, yet a majority of the driving schools cannot produce competent drivers. This makes the already bad situation worse.
- Limited human and non-human resources
- Corruption, this is one of the vices failing effective enforcement. The Professional Standards Unit has managed to catch up with some of the corrupt officers. Although some have been disciplined, we cannot rule out the fact that it is still a problem.
- Poor road designs.
- Lack of safety gadgets in vehicles, whereas the regulations are in place for seat belts, the vehicles used in the Public Service Industry are not purpose built, yet selective enforcement

would cause a lot of public outcry.

- Lack of data management systems for PSV drivers who appear as first offenders whenever they are involved in accidents, even when they have killed in their course of duty.
- The boda boda sector is still one of the outstanding challenges in traffic policing, and will soon be the leading cause of deaths and traffic related injuries in the country. Riders flout traffic regulations, and stream lining them requires efforts far beyond what the Traffic Department and Uganda Police in general can offer at the moment.

11.11. Recommendations

- There is a need to conduct training both for induction and refresher courses for all the traffic personnel to live up to the current challenges of traffic policing.
- Driving school regulations should be enforced to ensure we have competent drivers on the roads.
- More enforcement equipment should be provided to enhance traffic operations.
- Involvement of Civil Society organisations is an approach to be pursued in increasing the road safety messages.
- Road Safety programmes require funding to ably design relevant interventions which can cause impact especially with consistency should increase.

11.12. Conclusion

Accidents and injuries are not “Acts of God”. It is vital to realize that the occurrence and outcome of events which may cause injury can at times be predictable, and related to human control. We are able to predict the situations under which the probability of road crashes is likely to increase. Road safety therefore, requires action in many different disciplines, most of which are still under their infancy in Uganda. The efforts must inevitably be of a similar scale and have sufficient financial and organizational backing. Otherwise, the impact will be limited. Road safety problems are indeed complex matters which will take many years to bring under control. Appropriate and targeted action is needed most urgently.

Road safety is a shared, multi-sectoral, responsibility of governments and a range of civil society stakeholders. Successful road safety strategies in all countries depend on a broad base of support and common action. Beyond the sphere of government, civil society can make a huge contribution to road safety. We propose that governments in low and middle income countries should adopt their own national traffic casualty reduction targets. These targets should

APPENDICES

APPENDIX I - CRIME BY CRIME

S.No.	CASE/CRIME INCIDENCES	PERFORMANCE										PERSONS TAKEN TO COURT										
		Investigated Cases	Cases under Inquiry	Cases taken to court	Cases submitted to court/MP/NSA	Cases with convictions	Cases with Acquittals	Cases Damished	Cases pending in Court	ACCUSED CHARGED					ACCUSED CONVICTED					Discharged	Awaiting Trial	
										Male		Female			Male		Female					
										Adult	Juven.	Adult	Juven.	Adult	Juven.	Adult	Juven.	Adult	Juven.			Adult
	HOMICIDES	2	2	4	5	6	7	8	9	10					11				12	13	14	
1	Death (by shooting)	132	72	60	66	1	-	2	57	78	-	4	-	-	1	-	-	-	-	1	76	5
2	Death (by mob action)	383	318	65	95	2	-	1	62	153	2	9	1	5	-	-	-	-	3	153	5	5
3	Death (by poisoning)	413	151	262	317	-	3	2	257	321	8	46	2	-	-	-	-	-	3	364	3	3
4	Death (Aggravated Domestic Violence)	181	48	133	126	2	-	-	131	119	5	27	2	1	-	-	1	-	-	152	2	2
5	Death(Fire Out Breaks)	28	20	8	13	-	-	1	7	37	-	3	-	28	-	-	-	-	2	19	2	2
8	Other Death (Not Specified above)	850	440	410	471	12	-	6	392	481	42	69	5	7	4	3	-	-	7	549	17	17
	Sub Total(Homicides)	1,987	1,049	998	1,088	17	3	12	906	1,189	57	158	10	42	4	4	4	3	16	1,313	34	34
	ECONOMIC CRIMES																					
9	Embezzlement	175	136	39	59	1	2	1	35	31	-	7	-	1	-	-	-	-	1	1	33	2
10	Causing Financial Loss	57	48	9	21	2	-	-	7	7	-	1	-	2	-	-	-	-	-	-	7	2
11	Abuse of office	66	54	12	25	2	-	1	9	11	-	1	1	4	-	-	-	-	-	-	14	5
12	Counterfeiting	661	361	300	394	67	12	60	161	324	3	15	-	75	1	5	-	-	8	60	201	49
13	Forgery & Uttering of Documents	519	384	135	214	21	1	15	98	171	2	11	-	20	-	3	-	-	1	15	134	22
14	Issuing False Cheques	663	616	47	119	9	-	4	34	59	-	3	-	9	-	-	-	-	-	4	34	4
15	Bank and Other Corporate Frauds	6	5	1	1	-	-	-	1	-	-	2	-	-	-	-	-	-	-	-	17	50
16	Obtaining By False Pretences	7,413	5,109	2,304	3,204	517	219	264	1,304	2,051	8	127	20	468	20	33	3	43	241	1,388	331	31
17	Cyber (Computer) crimes	13	12	1	8	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	1	1
	Sub Total(Economic crimes)	9,574	6,726	2,848	4,045	619	234	345	1,650	2,655	13	167	21	581	21	41	3	53	321	1,829	466	466
	GENERAL CRIMES																					
	(a) Sex Related Offences																					
20	Rape	520	259	261	295	5	-	13	243	264	5	-	-	5	-	-	-	-	1	8	241	15
21	Defilement	7,690	3,957	3,733	4,719	386	44	279	3,024	3,291	440	11	94	297	64	3	15	38	275	2,966	383	383
22	Indecent Assault	347	122	225	244	54	2	38	131	211	9	15	-	45	4	3	-	-	5	33	161	35
23	Incest	20	11	9	10	-	-	-	8	9	-	1	-	-	-	-	-	-	-	-	8	1
24	Unnatural Offences	55	12	43	37	11	1	7	24	42	2	-	-	10	-	-	-	-	1	6	21	12
	Sub Total(Sex Related)	8,633	4,362	4,271	5,305	456	47	338	3,430	3,817	456	27	94	357	68	6	15	45	323	3,397	446	446
	(b) Child Related Offences																					
25	Child Neglect	1,920	1,399	521	521	169	11	52	289	440	1	67	-	135	-	33	-	11	48	266	71	-
26	Child Desertion	483	367	116	126	27	2	6	81	79	2	35	-	19	1	6	-	2	6	82	12	-
27	Child Stealing	123	78	45	57	6	-	9	30	22	-	23	2	2	-	4	-	1	8	32	3	-
28	Child Trafficking	38	24	14	15	-	1	2	11	5	-	13	-	-	-	-	-	3	1	14	-	-
29	Child Abduction	224	171	53	74	6	1	9	37	36	1	25	-	3	1	3	-	1	13	39	3	-
30	Child Kidnap	28	20	8	8	2	-	3	3	10	-	5	-	4	-	-	-	1	2	8	4	-
32	Child Abuse/Torture	429	322	107	162	22	-	7	78	91	3	34	-	18	-	5	-	-	6	78	15	-
33	Infanticide	31	15	16	20	3	-	2	11	4	1	12	-	1	-	2	-	-	2	12	1	-
34	Abortion	54	36	18	24	1	-	2	15	5	-	12	1	-	-	1	-	-	2	18	-	-
	Sub Total(Child Related)	3,329	2,431	898	1,007	236	15	92	555	692	8	226	3	182	2	54	19	88	549	109	109	
	(c) Breakings																					
35	Burglaries	4,203	2,092	2,111	2,295	581	33	350	1,147	2,303	105	54	2	612	23	14	-	-	37	347	1,388	573
36	House Breakings	1,799	840	959	1,010	266	14	171	508	981	46	39	6	269	16	8	1	17	170	591	246	-
37	Shop Breaking	1,417	616	801	866	198	19	103	481	930	41	14	-	215	10	5	-	30	108	599	209	-
38	Office Breaking	335	182	153	156	28	3	27	95	169	1	9	-	28	1	-	-	2	31	121	28	-
	Sub Total(Breakings)	7,753	3,729	4,024	4,327	1,073	69	651	2,231	4,383	193	116	8	1,124	50	27	1	86	656	2,699	1,056	1,056
	(d) Thefts																					
40	Theft of Motor Vehicles	495	371	124	1,055	9	2	18	95	143	2	1	-	8	-	-	-	2	29	114	9	-
41	Theft of Motor Cycles	2,053	1,200	853	1,037	147	8	164	534	944	11	5	-	169	-	-	-	21	155	597	161	-
42	Theft from M/Vs (Spares)	1,199	729	470	422	52	10	40	368	326	7	1	2	60	3	-	-	4	45	226	48	-
43	Theft from M/Vs (property)	506	338	168	267	28	1	22	171	171	3	2	-	30	-	-	-	1	28	124	33	-
44	Theft of Bicycles	1,638	656	982	1,054	343	21	177	441	973	22	14	2	313	11	-	-	15	174	451	256	-
45	Theft of Computers(Laptops)	569	396	173	218	34	2	13	124	156	5	14	-	38	1	3	-	6	23	166	45	-

APPENDIX I - CRIME BY CRIME

46	Thefts of Mobile Phones	6,812	4,255	2,557	3,269	783	32	457	1,285	2,214	54	139	14	688	19	40	5	36	431	1,346	573	15
47	Theft of Bank Cash in Transit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	Thefts of Cash	4,421	2,679	1,742	2,211	412	29	287	1,014	1,680	58	161	60	385	13	41	1	34	290	1,106	337	7
49	Cattle Stealing	3,666	820	2,846	2,968	953	50	557	1,286	3,459	75	48	-	1,048	20	16	-	66	601	1,884	963	21
50	Theft of Telecom. Electrical & Comm. Items	118	76	42	38	12	-	6	24	52	2	2	-	11	2	-	-	3	6	30	10	-
51	Theft of Railway Slippers/Material	21	6	15	17	9	1	1	4	23	-	-	-	14	-	-	-	2	1	9	5	-
52	Receiving & Retaining (Stolen Prop)	175	72	103	102	31	1	12	59	114	1	4	-	35	1	2	-	1	13	66	36	-
	Sub Total(Thefts)	21,672	11,597	10,075	12,658	2,813	157	1,754	5,351	10,255	240	391	78	2,799	70	102	6	191	1,796	6,099	2,476	55
	(e) Robberies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
55	Aggravated Robbery(Motor Cycles)	174	136	38	42	2	-	3	33	52	-	-	-	2	-	-	-	-	3	43	5	-
56	Aggravated Robbery(Motor Vehicles)	25	22	3	4	-	-	-	3	4	-	-	-	-	-	-	-	-	-	5	-	-
57	Aggravated Robbery(Cash)	194	133	61	71	1	-	3	57	90	1	-	-	1	-	-	-	-	3	80	6	-
58	Aggravated Robbery(General)	598	355	243	244	4	-	12	227	343	1	2	-	4	-	-	-	-	29	311	19	-
59	Cattle Rustling	22	4	18	14	1	3	6	8	16	3	3	-	7	-	-	-	-	1	17	9	-
60	Simple Robbery(General)	3,161	2,061	1,100	1,362	141	23	155	781	1,166	22	18	5	146	1	4	1	25	168	862	136	-
	Sub Total(Robberies)	4,174	2,711	1,463	1,737	149	26	179	1,109	1,671	27	20	8	160	1	4	1	25	204	1,318	175	-
	(f) Assaults	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61	Aggravated Assault(Acid cases)	19	3	16	5	-	-	-	16	20	-	6	-	5	-	-	-	5	1	25	4	-
62	Aggravated Assaults(General)	2,908	1,060	1,848	1,902	571	25	256	996	1,634	78	279	14	454	16	86	2	32	262	1,031	407	5
63	Common Assaults	16,096	9,665	6,431	7,968	2,144	198	669	3,420	5,176	155	1,169	59	1,563	68	383	17	173	638	3,548	1,246	49
	Sub Total(Assaults)	19,023	10,728	8,295	9,875	2,715	223	925	4,432	6,830	233	1,454	73	2,022	84	469	19	210	901	4,604	1,657	54
	(g) Other Crimes in General	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
64	Threatening Violence	6,763	3,924	2,839	3,392	852	78	549	1,360	2,678	36	276	5	764	10	56	-	79	528	1,489	725	19
66	Human Trafficking	64	61	3	8	-	-	-	3	1	-	-	-	-	-	-	-	-	-	4	-	-
68	Kidnap	139	98	41	41	7	3	4	27	39	-	7	-	5	-	3	-	2	4	37	7	-
69	Arson (General)	1,174	591	583	657	69	13	80	421	685	19	85	-	62	2	11	-	11	97	598	68	-
70	Malicious Damage to Property	4,052	2,440	1,612	1,950	464	39	285	804	1,734	21	168	-	476	3	52	-	63	291	966	373	10
72	Escapes from Lawful Custody	1,098	219	879	755	664	2	39	174	842	13	32	-	652	4	6	-	4	37	188	628	36
73	Rescues from Lawful Custody	15	10	5	7	1	-	3	1	5	-	-	-	1	-	-	-	-	2	2	-	-
74	Examination Leakage and Stealing	7	5	2	3	1	-	-	1	2	-	-	-	1	-	-	-	-	-	1	-	-
75	Piracy	1	-	1	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
76	Criminal Trespass	4,517	2,553	1,964	2,301	622	48	324	970	2,128	58	155	10	627	7	52	-	60	332	1,202	478	29
77	Domestic Violence	1,597	1,288	309	407	92	-	36	161	267	10	31	-	72	-	18	-	2	34	189	49	-
78	Att. Suicide	74	38	36	33	17	-	4	15	28	1	6	-	17	1	3	-	-	3	12	11	-
79	Att. Killing (by shooting)	56	39	17	26	3	-	-	14	19	-	1	-	4	-	-	-	-	-	14	7	1
80	Att. Killing (other than shooting)	387	155	232	262	33	-	27	172	269	5	30	1	30	-	6	-	-	29	235	34	1

APPENDIX I - CRIME BY CRIME

	Sub Total(Other Crimes-gen)	19,943	11,420	8,523	9,842	2,846	183	1,351	4,143	8,688	163	814	16	2,711	27	207	-	221	1,357	4,937	2,380	96
	TERRORISM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82	Terrorism	10	3	7	5	1	-	-	6	64	-	-	-	1	-	-	-	-	-	54	-	-
83	Death By CBRN (Chemical/Nuclear Wpns)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Sub Total(Terrorism)	10	3	7	5	1	-	-	6	64	-	-	-	1	-	-	-	-	-	54	-	-
	POLITICAL/MEDIA OFFENCES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
84	Inclement to Violence	199	61	138	201	15	2	37	84	688	1	16	-	52	-	1	-	19	198	437	25	-
85	Promoting Sectarianism	3	2	1	7	-	-	-	1	1	-	-	-	-	-	-	-	-	3	1	-	-
86	Election Offences	459	189	270	419	64	14	69	123	417	6	29	-	69	4	3	-	48	102	210	41	1
87	Treason	4	2	2	-	-	-	-	2	7	-	-	-	-	-	-	-	-	-	-	-	-
	Sub Total(Political/Media)	666	255	411	627	79	16	106	210	1,113	7	45	-	121	4	4	-	67	303	648	66	1
	CORRUPTION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
89	Prevention of Corruption Act	150	137	13	13	1	-	-	13	15	-	-	-	-	-	-	-	-	-	16	1	-
	Sub Total (Corruption)	150	137	13	13	1	-	-	13	15	-	-	-	-	-	-	-	-	-	16	1	-
	NARCOTICS/DRUGS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
90	Heroin	2	-	2	-	-	-	-	2	3	-	-	-	-	-	-	-	-	-	3	-	-
91	Cocaine	35	3	32	-	18	-	1	12	31	-	1	-	18	-	-	-	-	1	22	47	-
92	Herbal Cannabis	480	44	436	393	167	5	87	177	522	11	10	-	169	3	6	-	6	81	249	124	-
94	Other Narcotics(general)	1,046	175	871	910	361	4	138	368	1,453	34	29	2	406	36	11	-	3	249	811	365	24
	Sub Total(Narcotics)	1,563	222	1,341	1,305	546	9	226	559	2,009	45	40	2	593	39	17	-	9	331	1,085	536	24
	OTHER LAWS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
96	Immigration Act	205	21	184	181	138	1	17	28	238	4	21	8	192	4	14	-	2	19	43	93	1
97	NEMA	33	7	26	25	11	-	6	9	54	3	-	-	22	-	-	-	-	21	19	6	3
98	Fish and Crocodiles Act	326	55	271	248	182	-	18	71	545	2	44	-	408	12	28	2	-	22	247	52	15
99	Firearms Act	103	43	60	69	24	-	7	29	68	2	2	-	25	-	3	-	1	1	35	25	1
103	UWA Statute	168	9	159	76	121	1	4	33	237	-	8	-	188	-	7	-	-	4	56	159	2
104	Local Government Act	10	4	6	6	2	-	2	2	4	-	-	-	4	-	-	-	-	-	2	-	-
	Sub Total (Other Laws)	844	138	706	605	478	2	54	172	1,146	11	75	8	839	16	52	2	3	67	402	335	22
	GRAND TOTAL	99,321	55,508	43,813	52,439	12,024	984	6,033	24,767	44,537	1,453	3,533	321	11,532	386	987	47	932	6,363	28,950	9,737	308

APPENDIX II - CRIME BY REGIONS/ DISTRICTS 2011

REGIONS/DISTRICTS	TOTAL CASES	HOMICIDES	ECONOMIC	SEX REL	CHLD REL	BREAKINGS	THEFTS	ROBBERY	ASSAULTS	OTHER CRIMES	TERRORISM	POLITICAL/MEDIA	CORRUPTION	MARCOITICS	OTHER LAWS
C.I.D Headquarters	920	0	537	5	0	0	38	3	1	274	2	8	47	6	0
Railways	22	0	3	0	0	0	10	0	0	8	0	0	0	0	0
Aviation Police	78	3	18	0	0	2	25	1	3	6	0	0	3	14	3
URA	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
C.I.D HEADQUARTERS	1,027	3	565	5	-	2	73	3	4	288	2	8	50	21	3
Jinja Road	1,657	39	317	61	55	97	517	80	195	256	0	10	3	27	2
Kira Division	1,178	24	101	91	4	174	272	65	93	306	0	9	0	39	1
Kira Road	1,893	37	260	94	13	204	646	121	221	221	0	13	0	20	1
Mukono	1,929	36	237	125	15	166	581	56	303	325	0	12	7	49	18
KMP EAST	6,657	136	915	371	86	641	2,015	321	854	1,108	-	43	10	135	23
CPS Kampala	3,149	17	1,237	8	33	95	1,053	146	101	340	2	25	3	77	3
Katwe	5,217	89	828	232	28	512	1,510	478	546	830	2	15	0	140	6
Kabalagala	2,895	38	367	196	17	323	927	196	256	516	0	10	3	42	4
Kajjansi	1,218	34	158	48	3	143	383	48	120	275	0	5	0	0	1
Entebbe	443	5	24	37	9	53	100	11	101	78	0	1	0	18	5
KMP SOUTH	12,922	183	2,613	821	91	1,126	3,983	879	1,125	2,039	3	56	7	277	19
Old Kampala	3,072	33	574	124	46	254	884	237	340	551	0	26	3	0	0
Wakiso	2,145	30	259	148	38	189	567	71	383	419	0	9	0	29	4
Wandegaya	1,540	14	173	41	222	63	355	58	356	200	0	30	0	27	0
Kawempe	2,341	29	247	137	186	188	553	162	245	538	0	6	0	49	0
KMP NORTH	9,097	106	1,254	450	493	693	2,358	529	1,324	1,108	-	70	3	105	4
Kayunga	858	20	75	120	14	101	198	24	133	134	0	3	0	33	5
Nakasongola	1,247	2	0	94	41	63	307	34	431	217	0	2	0	17	39
Bukwe	2,218	41	198	229	64	190	479	83	449	398	0	19	3	45	21
Nakaseke	1,222	24	105	106	0	78	272	15	354	248	0	3	0	16	0
Buvuma	273	7	15	34	1	11	46	7	73	50	0	5	0	5	19
Luwero	1,488	48	121	154	90	133	324	70	112	387	0	7	0	51	1
CENTRAL EAST	7,315	141	514	736	210	575	1,526	233	1,551	1,435	-	40	3	165	86
Kiboga	956	15	137	85	27	59	209	24	166	211	0	6	3	14	0
Mityana	1,178	22	153	119	28	122	250	68	125	255	0	12	0	24	1
Mpigi	1,811	25	116	124	88	170	339	42	468	375	0	15	0	42	5
Gomba	960	15	31	30	12	26	77	7	52	101	0	2	0	6	1
Mubende	1,043	44	84	162	7	78	232	42	160	227	0	4	3	0	0
Butambala	216	7	21	25	0	27	43	7	23	48	0	1	0	13	0
Kyankwazi	436	24	44	47	0	18	113	13	76	86	0	6	0	8	1
CENTRAL WEST	6,001	152	587	591	163	500	1,264	203	1,069	1,303	-	46	7	108	9
Rakai	966	27	73	128	9	75	204	29	219	193	0	5	0	0	5
Lyantonde	722	6	41	49	4	87	228	19	177	86	0	1	0	16	1
Masaka	1,183	29	124	70	29	109	304	72	149	244	0	6	7	33	6
Sembabule	329	14	26	39	1	27	49	15	58	69	0	18	0	10	3
Bukomansimbi	356	6	23	22	12	40	92	9	79	65	0	4	0	6	0
Kalungu	853	5	11	47	2	27	72	8	28	610	0	2	0	36	4
Lwango	568	9	16	49	3	46	114	9	232	53	0	1	0	33	4
Kalungala	254	7	6	30	4	27	40	5	64	36	0	6	0	8	21
SOUTHERN	5,230	103	321	434	64	438	1,102	166	1,006	1,355	-	42	13	141	44
Kisero	832	10	27	37	16	49	150	28	321	176	0	0	0	17	1
Kabale	1,290	28	59	65	83	111	215	94	204	378	0	3	0	40	9

Kanungu	413	8	11	55	8	33	51	13	116	103	0	1	0	0	11	4
Rukungiri	686	16	39	61	8	72	197	85	191	202	1	2	0	0	13	0
SOUTH SOUTH WESTERN	3,422	62	136	218	115	265	613	221	832	859	1	5	-	82	14	
Mbarara	1,234	42	87	91	72	100	232	102	308	237	0	14	0	6	23	3
Bushenyi	776	17	35	40	41	61	187	59	173	139	0	1	3	17	2	
Ibunda	476	8	27	53	7	64	127	31	44	93	0	1	0	19	2	
Ntungamo	620	36	20	69	11	45	133	23	143	128	0	2	0	9	2	
Kiruhura	808	18	35	50	1	54	280	23	209	112	0	0	0	20	6	
Isingiro	392	23	6	61	13	29	61	18	87	82	0	5	0	4	2	
Mitooma	534	10	38	45	9	16	77	27	152	156	0	1	0	2	1	
Rubizi	233	8	10	23	2	34	41	4	52	56	0	0	0	0	3	
Buhizi	119	4	3	12	2	7	18	2	45	26	0	0	0	2	0	
Shera	415	14	18	22	2	49	104	28	61	94	0	10	0	12	0	
SOUTH WESTERN	5,667	180	281	467	160	459	1,258	315	1,274	1,123	-	35	3	90	21	
Masindi	658	16	29	43	12	82	147	27	182	182	0	2	0	15	40	
Kiryandongo	395	5	17	46	2	33	77	8	78	99	0	0	0	18	12	
Kibaale	1,096	35	48	117	6	78	193	41	214	342	0	9	0	2	11	
Homa	1,163	17	60	107	37	83	186	50	263	310	0	2	3	10	33	
Bulisa	278	5	3	29	5	23	52	5	56	57	0	6	0	1	36	
MID WESTERN	3,589	78	158	341	61	299	656	131	674	988	-	19	3	46	134	
Kabarole	831	22	26	56	1	71	146	50	207	238	0	3	7	2	2	
Kasese	708	30	50	85	23	67	140	27	88	144	0	1	0	6	49	
Bundibugyo	449	5	14	37	18	38	87	6	127	89	0	0	0	25	2	
Kanungu	758	16	34	58	15	72	152	23	190	173	0	1	0	17	8	
Kyenjojo	480	26	18	47	13	26	65	14	67	145	0	2	0	4	32	
Ntoroko	176	6	4	15	10	17	37	4	38	32	0	1	0	2	10	
Kyegapwa	356	17	15	40	24	16	49	5	63	98	0	2	0	6	22	
WESTERN	3,737	121	162	338	104	307	677	128	779	919	-	10	7	60	126	
Arua	1,245	30	44	105	14	99	197	65	313	279	0	1	0	48	51	
Adjumani	237	5	10	51	19	18	36	2	36	52	0	0	0	2	6	
Nyadri	117	4	2	8	1	4	18	2	35	28	0	3	0	6	7	
Moyo	323	5	14	33	4	75	36	9	73	63	0	2	3	3	1	
Zombo	378	11	17	23	15	14	58	11	161	62	0	0	0	6	0	
Yumbe	237	4	4	26	16	19	36	4	39	47	0	7	0	8	25	
Koboko	313	2	18	19	1	32	61	5	48	76	2	1	3	16	28	
Nebbi	905	22	25	56	5	42	346	14	145	159	2	2	0	6	83	
NORTH WESTERN	3,754	83	135	321	75	302	789	111	851	767	3	15	7	93	201	
Lamwo	182	5	2	47	0	4	10	4	47	60	0	0	0	3	0	
Agago	378	12	0	71	4	22	40	7	112	98	0	0	0	1	7	
Inwoya	235	5	3	33	0	18	22	8	37	72	0	1	0	2	33	
Anuru	402	10	8	57	31	15	25	10	140	99	0	4	0	2	2	
Kitum	458	10	18	75	5	20	58	21	89	147	0	2	0	6	9	
Padar	424	13	10	70	20	36	61	15	75	121	0	3	0	0	1	
Gulu	1,672	40	84	230	143	123	254	67	298	375	0	17	0	36	6	
NORTHERN	3,751	95	127	583	202	236	470	131	798	973	-	30	-	49	57	
Lira	2,310	39	166	229	320	146	414	94	490	381	0	12	7	10	4	
Apac	1,046	37	53	123	32	68	179	29	228	298	0	0	0	0	0	
Oyam	1,284	21	44	162	68	50	160	26	419	318	0	9	0	4	3	
Aradatar	771	7	33	57	92	41	109	11	224	178	0	9	0	2	6	
Kole	682	13	23	67	35	30	75	9	249	170	0	5	0	4	1	
Alelbing	431	8	9	41	34	8	34	6	196	88	0	5	0	0	0	

be ambitious but achievable and supported by use of key performance indicators, such as levels of seat belts and helmet use.

Appendix III: Crime Pattern Distribution

Crime	Rural	Urban	High Way	Total
Murder By Shooting	92	38	3	133
Attempted Murder By Shooting	32	22	3	57
Murder Other than Shooting	582	187	80	849
Att. Murder Other Than Shooting	242	94	50	386
Rape	343	170	7	520
Defilement	4,917	2,735	38	7,690
Simple /Aggravated Robbery	1,809	2,012	353	4,174
Burglaries/House Breaking	3,992	3,740	21	7,753
Child Stealing	68	47	8	123
Aggravated Assault	1,927	892	89	2,908
Common Assault	9,498	6,130	468	16,096
Theft From M/Vehicles(Property)	123	305	78	506
Escape/Rescue	706	389	18	1,113
Theft (All Kinds)	11,237	8,510	812	20,559
All Crimes Not Specified	17,640	16,014	2,800	36,454
Grand Total	53,208	41,285	4,828	99,321

Appendix IV: Fire Arms & Ammunitions

Fire Arms	Guns				Ammunitions			
	Lost	Found	Recovered	Total	Lost	Found	Recovered	Total
RPGs	-	-	1	1	-	-	-	-
LMGs	1	1	5	7	60	20	155	235
SMGs	28	18	105	151	503	47	1,751	2,301
G3	1	-	1	2	20	5	-	25
MK4	-	1	2	3	2	50	-	52
303 Rifle	1	-	4	5	5	-	10	15
Pistols Star	8	1	4	13	19	12	5	36
Revolvers	-	1	-	1	-	4	4	8
Any Other	8	3	12	23	65	4	42	111
Grand Total	47	25	134	206	674	142	1,967	2,783

Appendix V: Motor Vehicles in Crime

Motor Vehicles In Crime	Crime		Total	Recovered		Not Recovered
	Theft	Robbery		In Action	Abandoned	
Toyota	384	13	397	64	35	298
Nissan	12	-	12	4	-	8
Datsun	1	1	2	-	-	2
Isuzu	29	8	37	9	6	22
Mitsubishi	6	2	8	3	4	1
Bmw	-	-	0	-	-	0
Benz	2	-	2	2	-	0
Volkswagen	-	-	0	-	-	0
Fiat	1	-	1	-	-	1
Peugeot	-	-	0	-	-	0
Land Rover	1	-	1	-	-	1
Leyland	1	-	1	-	-	1
M/Cycle	2,053	191	2,244	344	139	1,761
Others	57	1	58	30	8	20
Grand Total	2,547	216	2,763	456	192	2,115

Appendix VI: Mob Action

Cause of Lynching	No. of Cases	No. of Persons Killed		Total
		Male	Female	
Theft	205	264	14	278
Robbery	43	34	0	34
Murder	27	32	7	39
Witchcraft	16	17	5	22
Burglary	27	31	0	31
Any Other	65	71	0	71
Grand Total	383	450	26	476

Appendix VII: Escapes and Rescue from Custody

	In Station		Out of Station		In Station		Out of Station		From other	Total
	Male	Female	Male	Female	Male	Female	Male	Female		
Murder	4	1	-	-	2	1	1	-	-	9
Robbery	8	-	1	-	1	-	3	-	-	13
Rape	-	-	1	-	1	-	-	-	-	2
Defilement	27	1	11	-	15	-	21	-	-	75
Assault	35	12	7	-	10	2	37	-	1	104
Thefts	172	7	71	5	78	2	176	-	3	514
Frauds	-	-	5	-	2	-	-	-	-	7
Drugs	1	-	5	-	3	-	4	-	-	13
Any Other	107	2	15	-	61	1	187	1	2	376
Grand Total	354	23	116	5	173	6	336	1	6	1,113

Appendix VIII: Foreign Nationals Accused

Crime	Kenya	T.Z	Rwanda	Congo	Sudan	Other Africans	M/ East	European	American	Total
Murder	2	4	4	1	1	-	-	-	-	12
Rape	-	-	2	-	-	-	-	-	-	2
Defilement	6	1	9	11	6	3	3	-	-	39
Robbery	4	2	5	4	-	2	-	-	-	17
Corruption	-	-	-	-	-	-	2	-	-	2
False Cheques	-	-	-	-	-	1	4	-	-	5
Assault	9	7	19	18	9	19	3	-	-	84
Theft	28	33	60	34	7	10	6	1	-	179
Immigration Act	5	22	153	36	4	10	-	1	1	232
Fire Arms	-	-	-	-	1	5	-	-	-	6
Drugs	2	5	7	2	1	18	1	-	2	38
Others	62	45	73	60	13	86	23	3	3	368
Grand Total	118	119	332	166	42	154	42	5	6	698

Appendix IX: Crimes Committed Against Foreigners

Crime	Kenya	T.Z	Rwanda	Congo	Sudan	Other Africans	M/ East	European	American	Total
Murder	5	1	2	3	-	-	-	-	-	11.0
Rape	1	1	3	2	-	2	-	1	-	10.0
Defilement	2	3	5	22	1	-	-	-	-	33.0
Robbery	7	4	5	5	5	3	14	-	7	50.0
Corruption	-	-	-	-	-	-	8	-	-	8.0
False Cheques	-	-	-	-	-	-	12	4	-	16.0
Assault	4	18	29	66	4	8	10	3	1	143.0
Theft	54	40	99	45	18	50	161	104	56	627.0
Immigration Act	-	3	10	-	-	-	-	-	-	13.0
Fire Arms	-	-	-	-	-	-	-	-	-	-
Drugs	-	-	-	-	-	2	-	-	-	2.0
Others	38	28	52	33	11	21	52	14	11	260.0
Grand Total	111	98	205	176	39	86	257	126	75	1,173

Appendix X: Security Personnel in Crime

Security Personnel In Crime								
Crime	UPDF	Police	Prisons	Admn. Police	LDU/SPCS	ISO/ESO	Pvt. Security	Total
Murder	3	2	1	-	5	-	5	16
Murder By Shooting	6	10	1	-	4	-	3	24
Attempted Murder	3	6	-	-	3	-	3	15
Rape	2	2	-	-	1	-	2	7
Defilement	8	14	2	2	1	-	11	38
Robbery	5	7	-	-	2	-	15	29
Corruption	-	2	-	-	-	-	1	3
Embezzlement	-	-	-	-	-	-	-	-
Assault	8	11	1	5	1	1	21	48
Thefts	20	41	4	4	-	-	157	226
Others	51	69	5	2	2	1	121	251
Grand Total	106	164	14	13	19	2	339	657

Appendix XI: Civil Servants in Crime

Crime	Internal Affairs	Defense	Educn	Agric.	Finance	Health	Justice	Local Gov't	Pub Serv	Foreign Affairs	Others	Total
Other Murders	1	2	1	-	1	1	-	3	-	-	-	9
Murder By Shooting	-	1	-	-	-	-	-	-	-	-	-	1
Attempted Murder	2	1	-	-	-	-	-	-	-	-	-	3
Rape	-	2	3	-	-	-	-	-	-	-	-	5
Defilement	3	3	34	-	-	2	-	4	-	-	-	46
Robbery	-	3	2	-	-	-	-	2	-	-	-	7
Embezzlement	-	1	2	1	-	3	1	6	-	-	6	20
Assault	8	1	18	1	-	4	-	1	-	-	1	34
Thefts	16	8	36	-	-	9	-	2	-	-	5	76
Others	11	17	38	-	1	14	8	18	-	-	3	110
Grand Total	41	39	134	2	2	33	9	36	-	-	15	311

Appendix XII: Distribution of Accidents by Region/ Districts & Nature (Jan. – Dec. 2011)

ANNUAL	NATURE OF ACCIDENT			
KMP East	Fatal	Serious	Minor	Total
Jinja Road	53	583	744	1380
Kira Road	57	530	541	1128
Kira Division	52	194	163	409
Mukono	52	253	278	583
KMP South	111	472	537	1120
Cps Kampala	22	754	1324	2100
Kabalagala	41	450	456	947
Kajjansi	44	332	254	630
Entebbe	37	278	342	657
KMP North				
Kawempe	70	320	189	579

Wandegeya	26	424	630	1080
Old Kampala	66	543	750	1359
Wakiso	51	94	19	164
Central West				
Mubende	83	123	44	250
Mityana	51	50	32	133
Mpigi	87	141	116	344
Gomba	2	2	1	5
Kiboga	35	63	29	127
Kyankwazi	7	15	7	29
Butambala	4	12	4	20
Central East				
Buikwe	68	128	105	301
Luwero	64	112	52	228
Nakasongola	34	69	70	173
Nakaseke	16	27	7	50
Kayunga	26	69	44	139
Southern				
Masaka	43	157	74	274
Lyatonde	23	47	25	95
Rakai	44	44	27	115
Sembabule	17	33	24	74
Kalangala	0	15	2	17
Bukomasimbi	7	2	6	15
Kalungu	27	53	38	118
Lwengo	60	51	60	171
South West				
Mbarara	122	123	87	332
Ntungamo	45	44	46	135
Isingiro	16	7	42	65
Ibanda	20	53	23	96
Kiruhura	36	25	34	95
Mid South West				
Bushenyi	28	81	78	187
Rubirizi	8	29	27	64
Mitooma	3	16	5	24
Sheema	21	25	36	82
South South West				
Kanungu	16	30	8	54
Kisoro	17	29	39	85
Kabale	41	102	66	209

Rukungiri	13	70	38	121
South East				
Jinja	61	230	103	394
Iganga	59	144	67	270
Mayuge	33	45	19	97
Kamuli	25	51	12	88
Bugiri	27	48	23	98
Kaliro	7	19	2	28
Luuka	8	16	5	29
Namutumba	20	17	6	43
Northern				
Gulu	42	78	38	158
Kitgum	11	87	21	119
Pader	5	11	15	31
Amuru	8	23	24	55
Agago	0	7	3	10
Lamwo	0	1	4	5
Nwoya	15	32	26	73
Central North				
Lira	41	100	44	185
Apac	8	13	23	44
Oyam	32	22	15	69
Otuke	0	0	0	0
Alebtong	0	4	5	9
Kole	3	13	15	31
Dokolo	11	13	10	34
Amolatar	5	14	8	27
Central North East				
Moroto	0	33	20	53
Nakapiripirit	5	16	26	47
Amudat	1	2	3	6
Napak	0	8	11	19
North East				
Kotido	9	39	27	75
Abim	6	17	15	38
Kabong	2	14	11	27
North West				
Arua	47	168	31	246
Moyo	6	18	20	44
Adjumani	8	26	13	47
Yumbe	5	34	37	76
Nebbi	25	97	36	158

Koboko	13	59	27	99
Zombo	7	52	20	79
Maracha	3	15	9	27
Western				
Kabarole	39	67	68	174
Kasese	40	68	19	127
Bundibugyo	7	16	3	26
Kyenjojo	36	53	47	136
Kamwenge	2	4	5	11
Kyegegwa	13	30	41	84
Ntoroko	2	1	8	11
Mid West				
Masindi	35	40	140	215
Hoima	29	52	44	125
Bullisa	3	17	5	25
Kibale	37	32	11	80
Kiryandongo	63	85	89	237
Eastern				
Mbale	24	365	153	542
Tororo	28	162	64	254
Busia	22	41	14	77
Budaka	17	58	37	112
Pallisa	15	33	28	76
Sironko	13	30	10	53
Kapchorwa	11	38	9	58
Kibuku	5	6	5	16
Butaleja	4	15	2	21
Bukwo	2	7	6	15
Bulambuli	6	8	0	14
Bududa	4	26	4	34
Manafwa	8	14	2	24
Mid East				
Soroti	19	61	50	130
Kumi	8	42	32	82
Katakwi	1	21	14	36
Kaberaido	8	14	10	32
Bukedea	4	23	13	40
Amuria	4	11	8	23
Ngora	6	23	16	45
Serere	4	30	2	36
Grand Total	2,843	10,153	9,276	22,272

Appendix XIII: Distribution of Accident Victims by Region/District (Jan.-Dec. 2011)

Annual	Persons Killed										Serious Injury						Minor Injury													
	KMP East						DRI.				M/C				P/C				PAS.				PED				TOTAL			
	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL						
	Jinja Road	1	11	1	10	31	54	26	209	29	63	228	555	41	54	9	19	31	154											
	Kira Road	2	19	3	8	33	65	70	194	49	135	237	685	0	5	1	3	1	10											
	Kira Division	5	17	0	13	29	64	18	87	10	93	80	288	0	0	0	6	0	6											
	Mukono	6	14	1	9	25	55	21	81	11	95	95	303	8	16	4	25	16	69											
	KMP South	1	29	5	11	63	109	38	170	36	86	211	541	2	5	1	6	10	24											
	Cps Kampala	1	7	1	2	13	24	44	250	40	204	396	934	0	0	0	0	0	0											
	Kabalagala	2	16	1	3	20	42	28	127	15	84	124	378	10	59	9	42	60	180											
	Kajjansi	3	5	4	8	24	44	48	102	14	106	130	400	0	0	0	0	1	1											
	Entebbe	3	5	3	3	23	37	43	115	18	40	104	320	6	11	2	12	11	42											
	KMP North																													
	Kawempe	9	5	3	20	43	80	34	104	29	143	140	450	1	3	1	27	10	42											
	Wandegeya	0	7	3	5	12	27	23	169	31	114	159	496	1	1	0	0	0	2											
	Old Kampala	3	15	3	7	42	70	32	103	19	109	246	509	23	36	2	52	85	198											
	Wakiso	7	14	4	21	17	63	21	34	8	106	28	197	9	1	0	4	1	15											
	Central West																													
	Mubende	3	14	17	35	40	109	20	52	11	105	30	218	0	0	0	0	0	0											
	Mityana	2	11	2	14	27	56	7	13	4	61	19	104	3	0	0	1	0	4											
	Mpigi	3	18	13	17	41	92	32	40	18	100	28	218	3	2	0	2	1	8											
	Gomba	0	0	0	1	1	2	0	0	0	1	1	2	0	0	0	0	0	0											
	Kiboga	0	7	3	21	14	45	4	31	7	49	18	109	0	0	0	0	0	0											
	Kyankwazi	1	0	1	0	5	7	2	4	4	8	4	22	1	0	0	0	0	1											
	Butambala	0	0	0	0	4	4	0	2	0	3	3	8	3	0	0	27	0	30											
	Central East																													
	Buikwe	6	16	2	25	36	85	22	37	9	91	40	199	4	2	0	35	11	52											
	Luwero	0	14	6	18	33	71	18	34	15	142	33	242	2	0	0	2	1	5											
	Nakasongola	5	5	8	19	9	46	23	14	8	116	13	174	0	0	0	0	0	0											

Annual	Persons Killed										Serious Injury						Minor Injury					
	KMP East					Southern					Serious Injury					Minor Injury						
	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL				
	Nakaseke	0	2	2	5	8	17	6	16	1	36	7	66	0	1	0	0	1	2			
	Kayunga	0	6	2	10	10	28	5	36	5	51	30	127	0	3	4	4	6	17			
	Southern																					
	Masaka	2	14	5	8	20	49	13	54	10	109	60	246	1	1	2	19	13	36			
	Lyatonde	0	5	3	6	10	24	6	16	3	16	20	61	0	0	0	0	0	0			
	Rakai	1	7	3	9	23	43	12	10	3	38	12	75	1	3	0	2	6	12			
	Sembabule	0	4	0	6	8	18	0	11	4	49	7	71	2	7	2	8	4	23			
	Kalangala	0	0	0	0	0	0	4	4	2	7	2	19	1	0	0	0	0	1			
	Bukomasimbi	0	2	0	2	3	7	0	2	1	0	0	3	0	0	1	1	0	2			
	Kalungu	3	4	2	6	12	27	4	11	6	71	23	115	3	1	0	2	2	8			
	Lwengo	2	5	6	27	39	79	7	12	3	41	17	80	4	5	2	13	5	29			
	South West																					
	Mbarara	7	29	23	42	42	143	12	36	9	112	35	204	0	0	0	0	3	3			
	Ntungamo	4	3	7	23	16	53	6	14	4	27	12	63	0	2	1	13	1	17			
	Isingiro	1	2	0	11	5	19	1	0	0	15	1	17	3	3	3	20	2	31			
	Ibanda	0	4	2	5	13	24	2	15	4	27	25	73	0	0	0	0	0	0			
	Kiruhura	2	6	2	28	15	53	5	17	1	36	9	68	2	3	1	10	3	19			
	Mid South West																					
	Bushenyi	1	6	2	17	12	38	9	30	10	51	22	122	3	7	2	12	1	25			
	Rubirizi	1	1	0	1	4	7	4	8	2	42	17	73	0	0	0	0	0	0			
	Mitooma	0	0	0	1	2	3	1	6	1	3	5	16	0	1	1	0	0	2			
	Sheema	1	7	3	9	4	24	2	16	4	14	5	41	5	1	1	4	3	14			
	South South West																					
	Kanungu	1	4	1	3	9	18	3	13	3	18	8	45	0	0	2	0	0	2			
	Kisoro	0	5	0	3	11	19	3	7	2	10	16	38	0	0	0	1	1	2			

Annual	Persons Killed										Serious Injury										Minor Injury										
	KMP East					DRI.					DRI.					DRI.					DRI.					DRI.					
	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	
Kabale	3	4	9	27	17	60	11	22	20	84	35	172	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	
Rukungiri	0	1	3	3	7	14	0	23	7	32	24	86	1	2	2	2	2	7	1	2	2	2	7	14	1	2	2	2	7	14	
South East																															
Jinja	3	16	5	21	30	75	25	64	26	117	74	306	4	12	9	14	8	47	4	12	9	14	8	47	4	12	9	14	8	47	
Iganga	5	5	6	34	28	78	15	59	21	145	50	290	6	5	1	12	5	29	6	5	1	12	5	29	6	5	1	12	5	29	
Mayuge	2	6	2	17	16	43	9	13	2	59	10	93	2	1	0	10	2	15	2	1	0	10	2	15	2	1	0	10	2	15	
Kamuli	0	5	6	5	13	29	6	19	12	36	16	89	0	2	1	2	0	5	0	2	1	2	0	5	0	2	1	2	0	5	
Bugiri	2	3	4	9	12	30	6	8	10	13	22	59	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	
Kaliro	0	4	0	2	1	7	4	8	2	6	7	27	1	1	0	5	0	7	1	1	0	5	0	7	1	1	0	5	0	7	
Luuka	1	3	2	1	2	9	0	14	0	10	3	27	3	0	0	0	1	4	3	0	0	0	1	4	3	0	0	0	0	1	4
Namutumba	1	2	5	10	9	27	0	5	3	27	9	44	1	0	0	4	0	5	1	0	0	4	0	5	1	0	0	4	0	5	
Northern																															
Gulu	0	7	12	12	15	46	4	22	16	67	32	141	0	2	0	1	0	3	0	2	0	1	0	3	0	2	0	1	0	3	
Kitgum	0	1	2	7	3	13	9	23	25	67	25	149	0	1	0	3	0	4	0	1	0	3	0	4	0	1	0	3	0	4	
Pader	1	1	1	5	1	9	1	1	3	22	2	29	4	5	0	27	8	44	4	5	0	27	8	44	4	5	0	27	8	44	
Amuru	0	0	1	5	4	10	3	0	7	22	7	39	1	0	1	2	1	5	1	0	1	2	1	5	1	0	1	2	1	5	
Agago	0	0	0	0	0	0	0	1	0	3	4	8	1	2	1	5	0	9	1	2	1	5	0	9	1	2	1	5	0	9	
Lamwo	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	2	0	1	1	0	0	2	0	1	1	0	0	2	
Nwoya	3	1	0	6	8	18	6	4	2	77	9	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Central North																															
Lira	2	6	5	23	12	48	4	22	41	51	23	141	0	0	2	5	2	9	0	0	2	5	2	9	0	0	2	5	2	9	
Apac	0	2	1	2	3	8	1	2	2	7	4	16	0	1	6	3	5	15	0	1	6	3	5	15	0	1	6	3	5	15	
Oyam	2	2	10	9	14	37	4	6	6	27	4	47	1	2	1	0	0	4	1	2	1	0	0	4	1	2	1	0	0	4	
Otuke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Alebtong	0	0	0	0	0	0	0	1	0	5	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kole	0	0	0	2	2	4	1	4	3	30	3	41	2	0	1	2	2	7	2	0	1	2	2	7	2	0	1	2	2	7	
Dokolo	2	3	1	2	4	12	2	9	9	14	3	37	4	0	1	0	0	7	4	0	1	0	0	7	4	0	1	0	0	7	

Annual	Persons Killed										Serious Injury										Minor Injury																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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	KMP	East	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Amolatar	1	0	2	2	1	6			0	7	2	4	5	18	0	7	2	4	5	18	0	1	3	22	1	27																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</

Annual	Persons Killed										Serious Injury										Minor Injury									
	KMP East					Mid West					Eastern					KMP East					Mid West					Eastern				
	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL
Masindi	0	10	4	6	17	37	3	10	6	22	15	56	3	11	9	24	16	63												
Hoima	0	6	4	11	11	32	4	17	7	32	15	75	0	0	0	0	1	1												
Bullisa	0	0	0	0	3	3	0	5	5	23	3	36	0	0	0	0	0	0												
Kibale	3	8	4	11	16	42	0	23	4	53	19	99	1	7	0	22	4	34												
Kiryandongo	3	7	17	39	30	96	10	13	25	46	23	117	11	6	3	21	3	44												
Mbale	1	11	2	6	9	29	14	74	31	151	141	411	0	0	0	0	0	0												
Tororo	0	6	4	8	12	30	7	31	22	99	42	201	4	7	3	14	2	30												
Busia	0	3	5	5	7	20	2	5	7	11	6	31	7	1	3	11	11	33												
Budaka	1	3	4	7	7	22	1	18	12	66	22	119	2	2	6	3	6	19												
Pallisa	2	4	1	6	4	17	3	17	4	22	14	60	1	3	5	12	5	26												
Sironko	0	3	1	4	5	13	2	13	2	27	9	53	0	1	0	2	1	4												
Kapchorwa	0	5	1	1	4	11	3	18	0	38	23	82	0	2	0	7	0	9												
Kibuku	1	0	2	3	1	7	1	3	3	11	1	19	0	0	0	1	1	2												
Butaleja	0	0	0	1	3	4	0	1	3	13	10	27	0	0	0	0	0	0												
Bukwo	0	1	0	1	0	2	2	6	0	5	4	17	0	2	0	11	3	16												
Bulambuli	0	0	1	3	3	7	0	3	2	2	2	9	0	0	0	0	0	0												
Bududa	0	0	0	4	0	4	2	3	0	26	12	43	0	0	0	3	0	3												
Manafwa	0	3	2	2	3	10	2	1	4	6	7	20	0	0	0	0	0	0												
Soroti	1	4	1	9	7	22	4	15	16	76	21	132	0	0	1	0	0	1												
Kumi	1	1	2	4	1	9	9	21	8	69	5	112	5	3	3	42	6	59												
Katakwi	0	0	0	0	1	1	1	13	8	20	4	46	4	2	1	8	3	18												
Kaberamaido	0	0	3	3	2	8	0	2	4	29	2	37	0	0	1	3	1	5												
Bukedea	0	1	1	0	3	5	2	3	2	20	13	40	6	0	0	2	0	8												
Amuria	0	0	2	3	1	6	1	3	3	6	4	17	2	0	0	6	4	12												

Annual	Persons Killed										Serious Injury						Minor Injury														
	KMP East	DRI.					M/C					P/C					PAS.					PED					TOTAL				
		DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL	DRI.	M/C	P/C	PAS.	PED	TOTAL						
	Ngora	0	0	1	3	2	6	0	12	1	25	6	44	0	0	0	0	0	0	0	0	0	0	0							
	Serere	0	0	2	2	0	4	5	18	8	38	5	74	0	0	0	0	0	0	0	0	0	0	0							
	G/Total Annual	151	570	312	996		3,336	925	3279	1,002	5,401	3831	14,438	250	402	159	902	468													

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Produced and printed in Uganda on recyclable paper.

Published by Uganda Police Force
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