

03

Chapter Three

TRAFFIC AND ROAD SAFETY





3.0 TRAFFIC AND ROAD SAFETY

The Directorate of Traffic and Road Safety is responsible for traffic management, road safety enforcement, and crash investigation in the country. It plays a critical role in regulating road use, promoting compliance with traffic laws, and coordinating road safety interventions.

This chapter presents an analysis of the national road traffic situation in Uganda for 2025. It examines trends in road traffic crashes, fatalities, injuries and highlights the major factors influencing crash occurrence. It also analyzes the distribution of crashes by time, location, collision type, vehicle involvement, and road user characteristics.

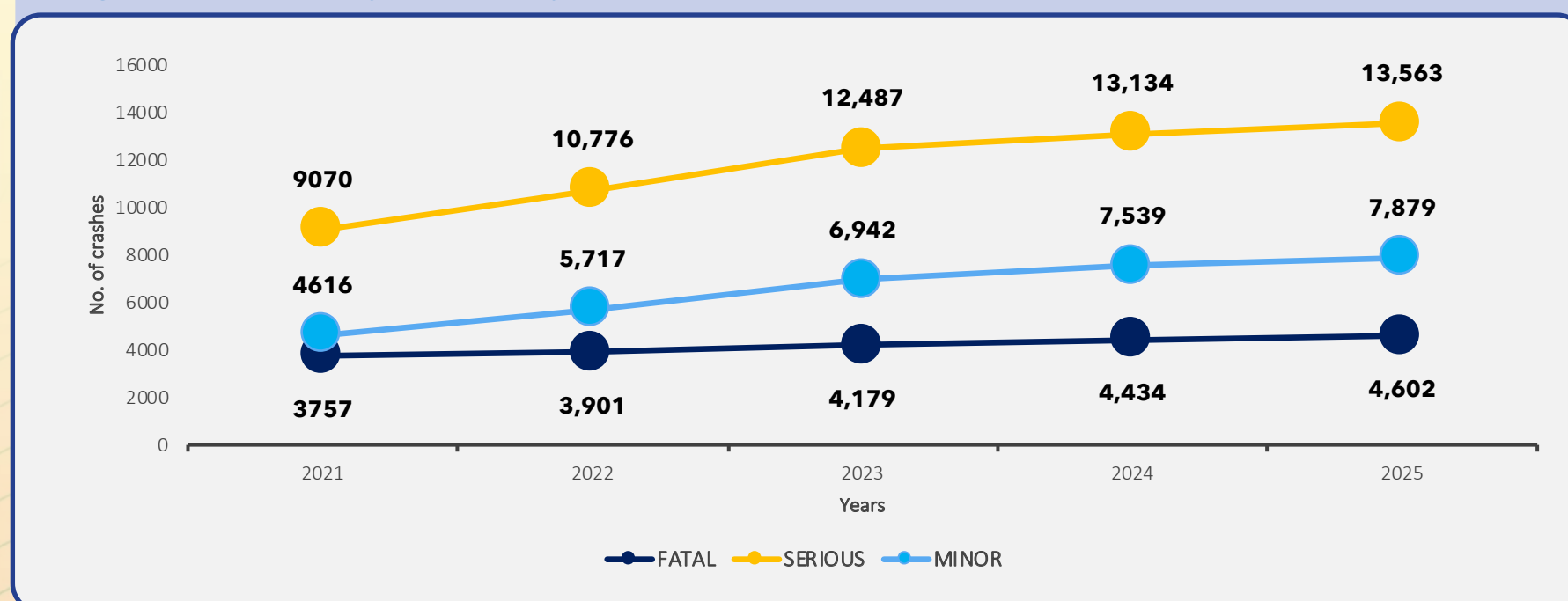
In 2025, a total of **322,441** incidents were registered compared to **426,432** in 2024 which marked a **24.4%** decrease. A total of **26,044** crashes were reported to the Police, out of which **4,602** were fatal, **13,563** were serious and **7,879** were minor.

3.1 TREND OF ROAD TRAFFIC CRASHES

In 2025, a total of **26,044** road traffic crashes were reported compared to **25,107** crashes recorded in 2024, representing an increase of **3.7%**. Fatal crashes also increased from **4,434** in 2024 to **4,602** in 2025, while serious and minor crashes increased by **3.3%** and **4.5%**, respectively.

Although road crashes continue to increase, the trend over the past five years indicates that the rate of increase has gradually slowed.

Figure 77: Trend of Road Traffic Crashes (2021-2025)



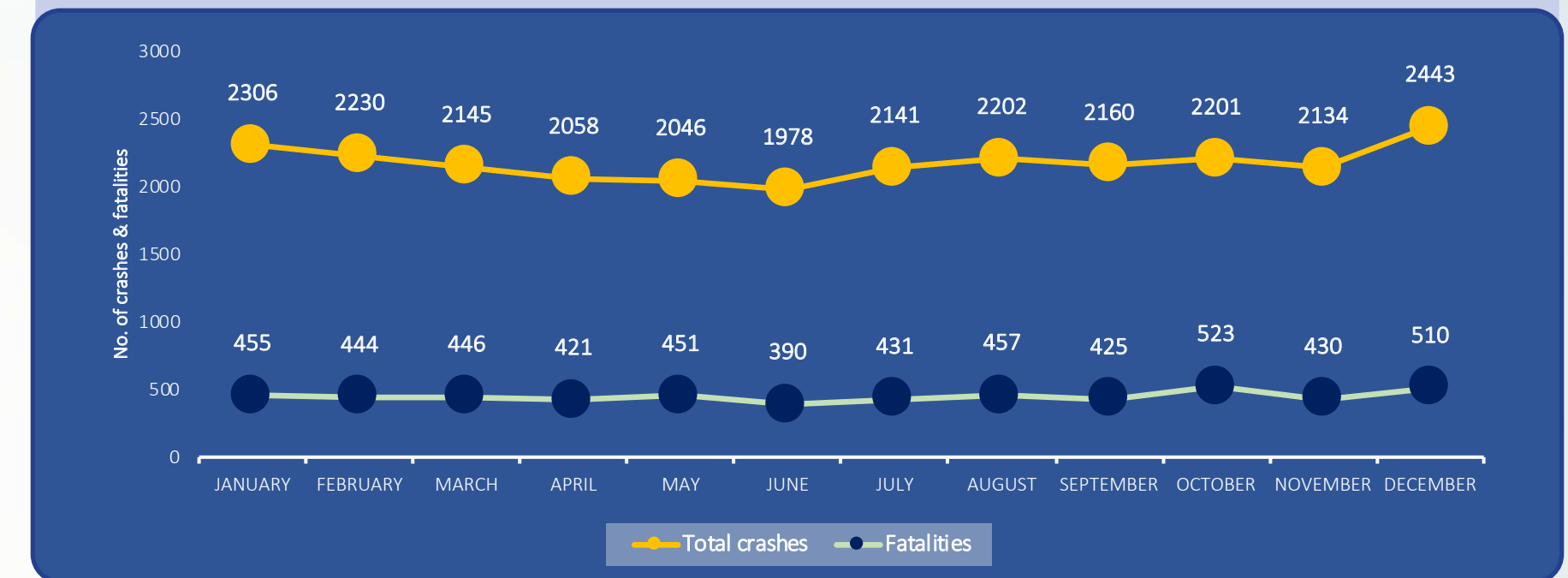
Temporal Distribution of Crashes

Road traffic crashes varied across months, days of the week, and time of day, reflecting changes in traffic volume and road user activity patterns.

The highest number of crashes was recorded in December with **2,443**, and the lowest in June with **1,978**. Fatalities followed a similar pattern, with the highest recorded in October with **523** and the lowest in June with **390**. The increased crashes and fatalities during peak periods are attributed to higher travel demand, increased commercial activity, and longer travel distances during festive season.



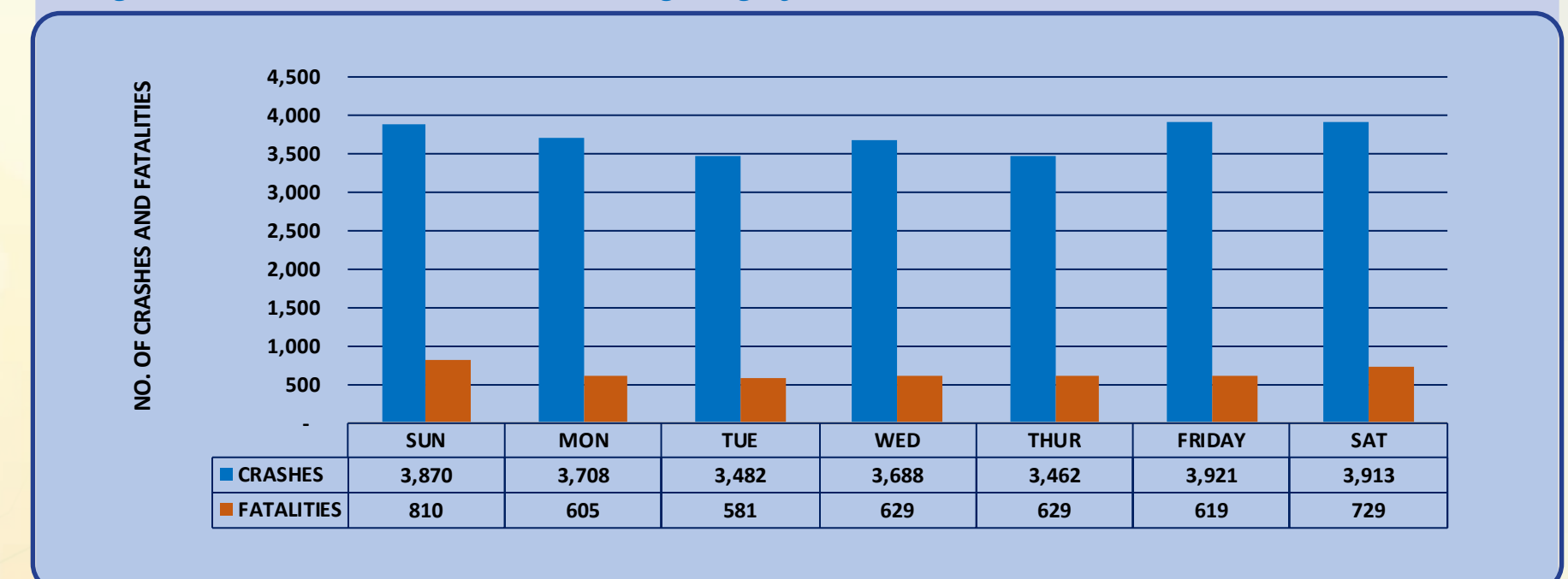
Figure 78: Monthly Trend of Crashes and Fatalities, 2025



Crashes by Day of the Week

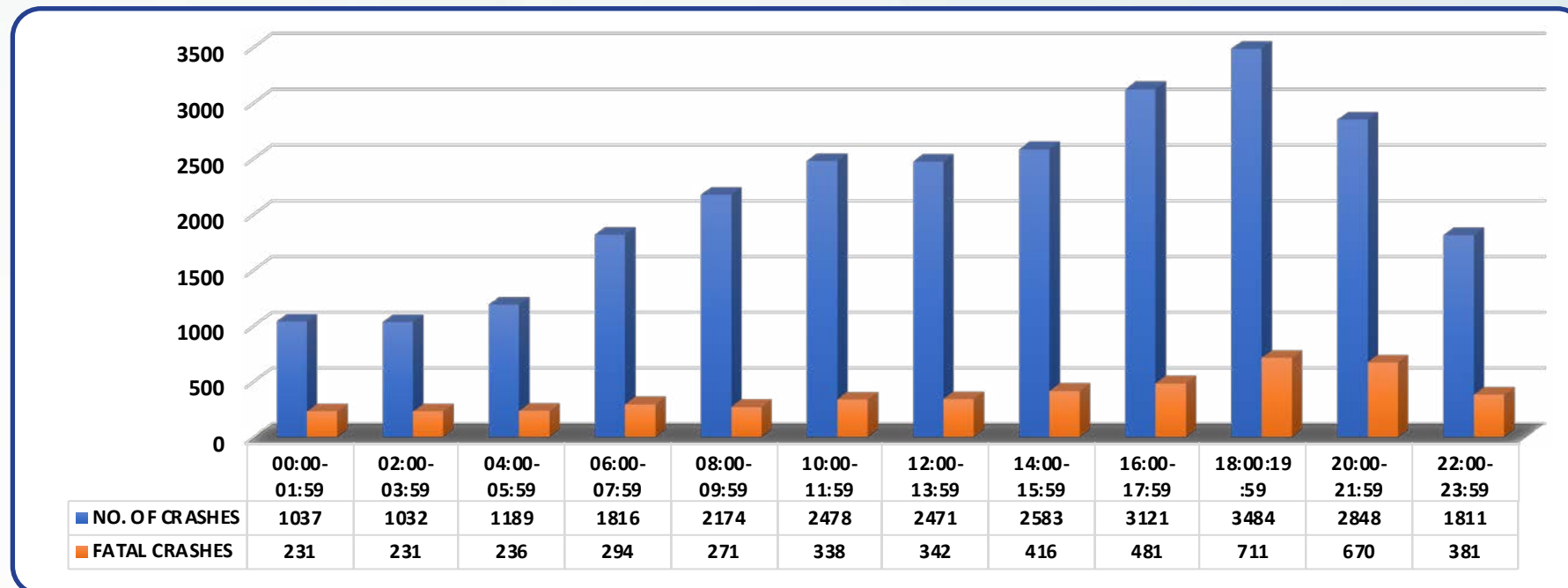
Analysis by day of the week shows that the highest number of crashes were recorded on Fridays with **3,921**, followed by Saturdays with **3,913**, and Sundays with **3,870** while Thursdays had the fewest crashes with **3,462**. Fatalities also peaked on weekends, with **810** on Sundays and **729** on Saturdays. This pattern reflects increased travel, leisure activities, and commercial transport movements over weekends.

Figure 79: Crashes and Fatalities by Day of Week



Crashes and Fatality Risk by Time of Day

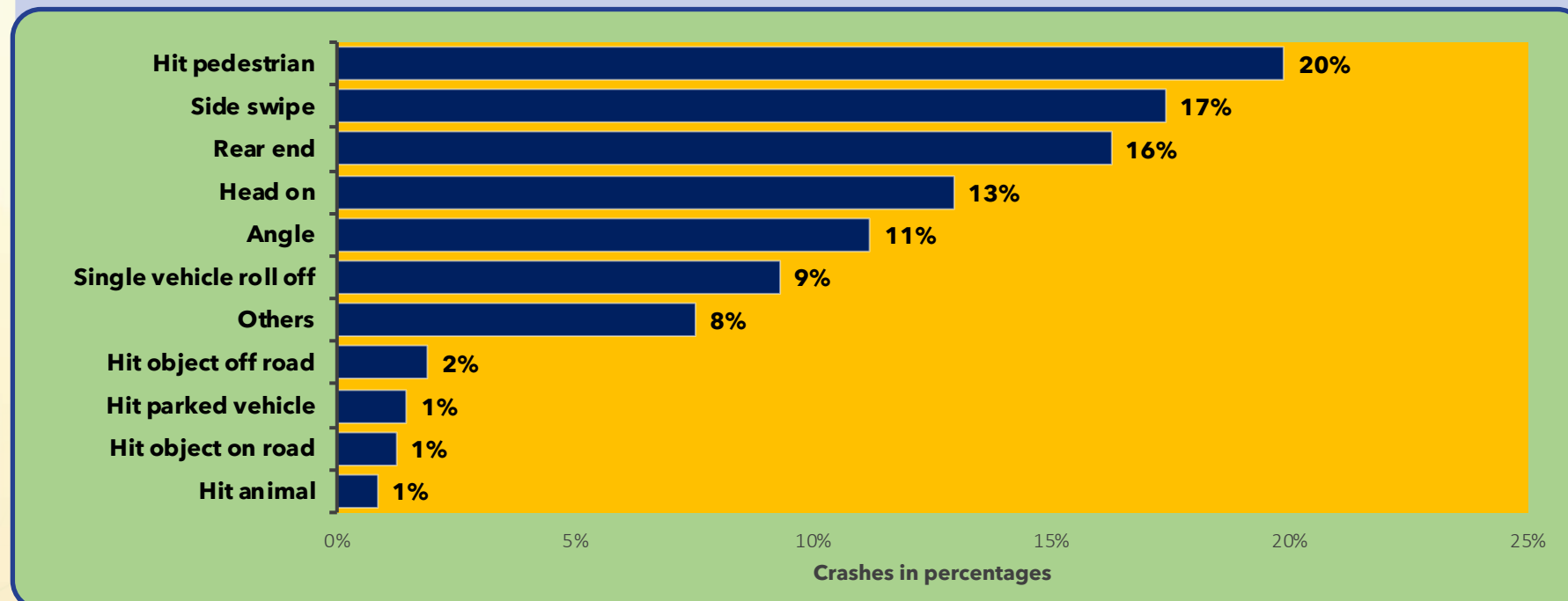
Further analysis of crashes by time of day shows that more crashes occurred during daytime hours. Most crashes were recorded between 1800 and 1959 hours, totaling **3,484**, while the fewest occurred between 02:00 and 03:59 hours, with **1,032**. Fatal crashes were also highest during this period between 1800 and 1959 hours, totaling **711**.



Crashes by Collision Types

The analysis of collision patterns indicates that collisions involving pedestrians remain the most common type of road traffic crash, accounting for **20%** of all crashes. Other common collision types include side-swipe, rear-end, and head-on collisions, which are often associated with driver error, unsafe overtaking, and failure to maintain safe following distances.

Figure 80: Percentage of Crashes by Collision Type

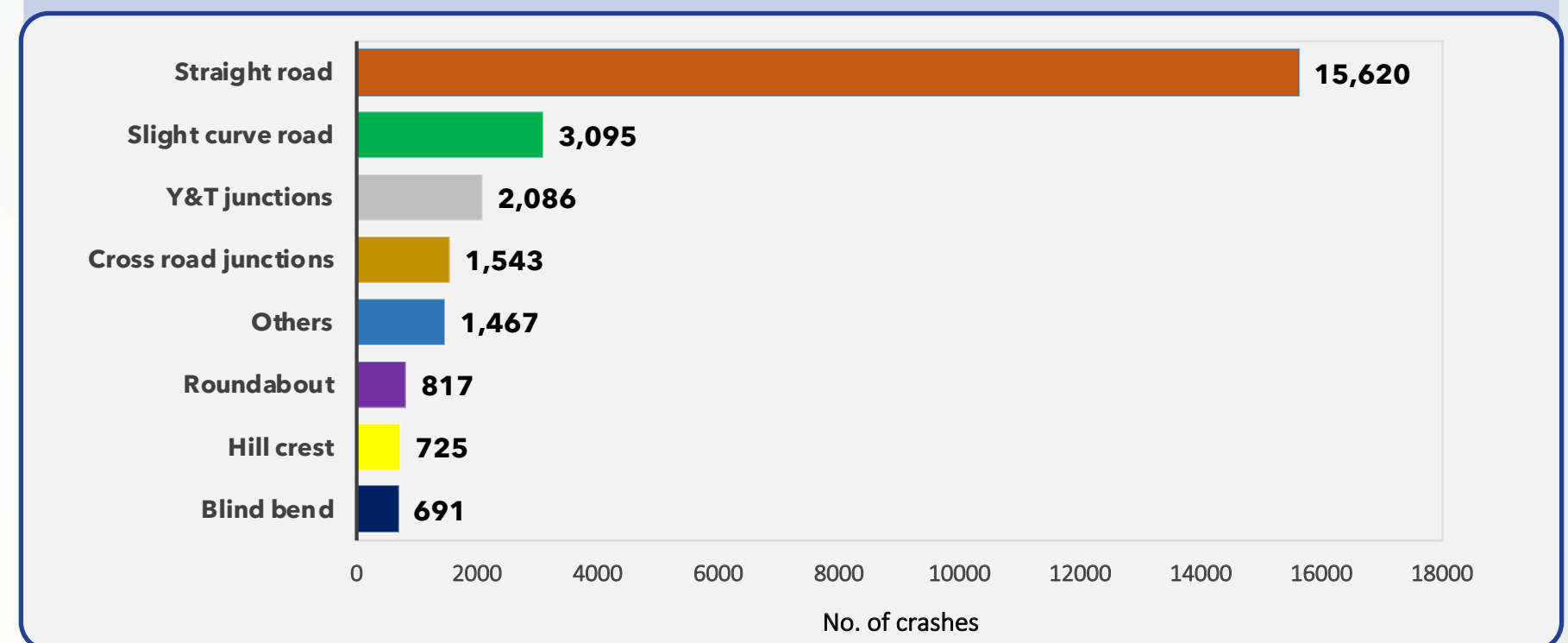


Character of the Road

The distribution of crashes by road characteristics further shows that most crashes occur on straight road sections, where speeding and risky overtaking are more prevalent. This suggests that driver behavior, rather than road geometry alone, remains a major contributing factor in crash occurrence.



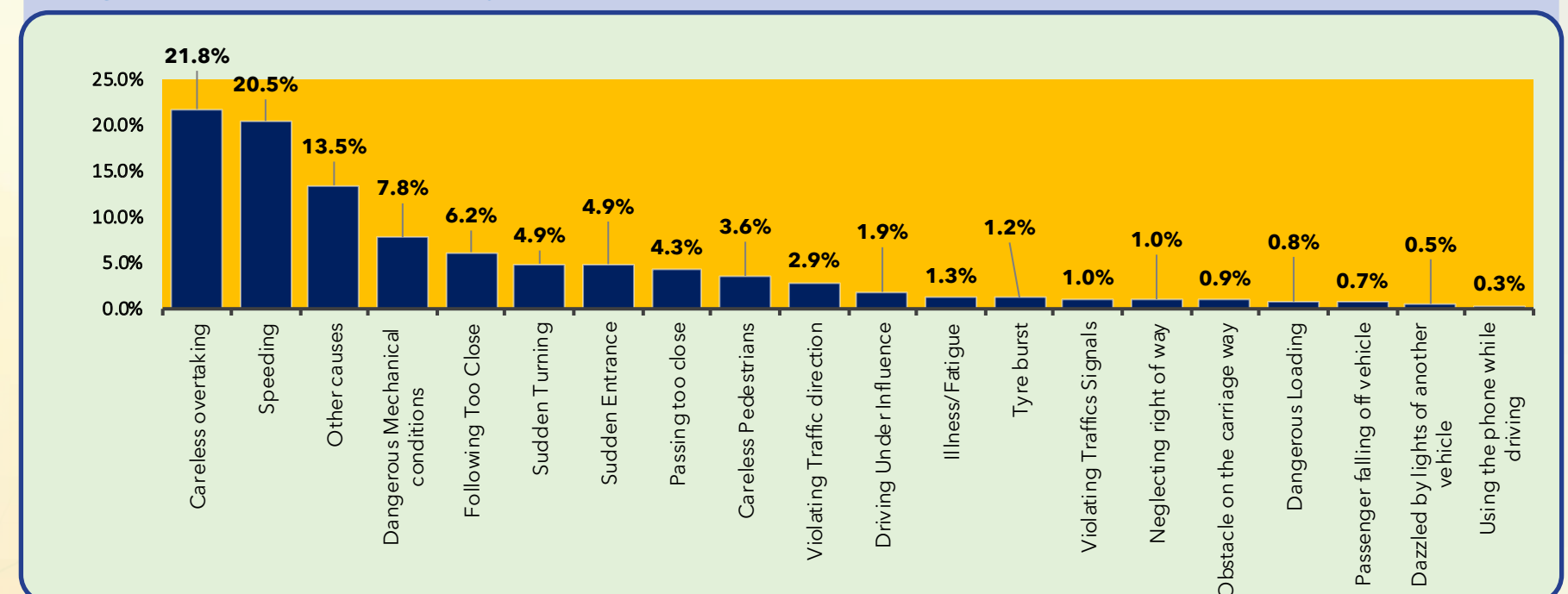
Figure 81: Crashes by Road Character



Causes of Road Traffic Crashes

Driver behavior remains the leading cause of road traffic crashes in Uganda. Careless overtaking and speeding together accounted for more than **40%** of all crashes recorded in 2025.

Figure 82: Main Causes of Crashes



Regional Distribution of Fatalities

Fatalities varied across regions, with Rwiizi, KMP South, KMP East, and KMP North recording the highest numbers, between **392** and **417**, while Wamala, Busoga East, Rwenzori West, Savanna, and Albertine South registered between **212** and **281** fatalities. Bukedi North, Bukedi South, South Kyoga, Kiira, Sipi, Aswa East, Rwenzori East, North West Nile, Greater Bushenyi, Mt. Moroto, and Kidepo recorded the lowest fatalities between **19** and **96** ("Figure 99: Map of Uganda showing Fatalities by Police Regions" on page 120).



Crash Severity Index Patterns

The Crash Severity Index, which measures deaths per 100 crashes, varied across regions. The highest levels were recorded in Albertine North, Busoga North, Rwenzori West, Masaka West, Kigezi, and Bukedi North with between 30-55 deaths, while moderate levels between 20-29 were observed in Savannah, Wamala, West Nile and Elgon. The lowest severity was recorded in Kiira, KMP North, KMP East, and KMP South with 8-19 (**Figure 100: Map of Uganda Showing Crash Severity Index by Police Regions” on page 121).**

Vehicles Involved in Road Traffic Crashes

Motorcycles accounted for the largest number of vehicles involved in road traffic crashes, with **35%** of all vehicles involved, followed by motorcars with **28%**, light omnibuses with **7%**, and medium goods vehicles with **5%**.

Table 26: Categories of Vehicles Involved in Road Traffic Crashes

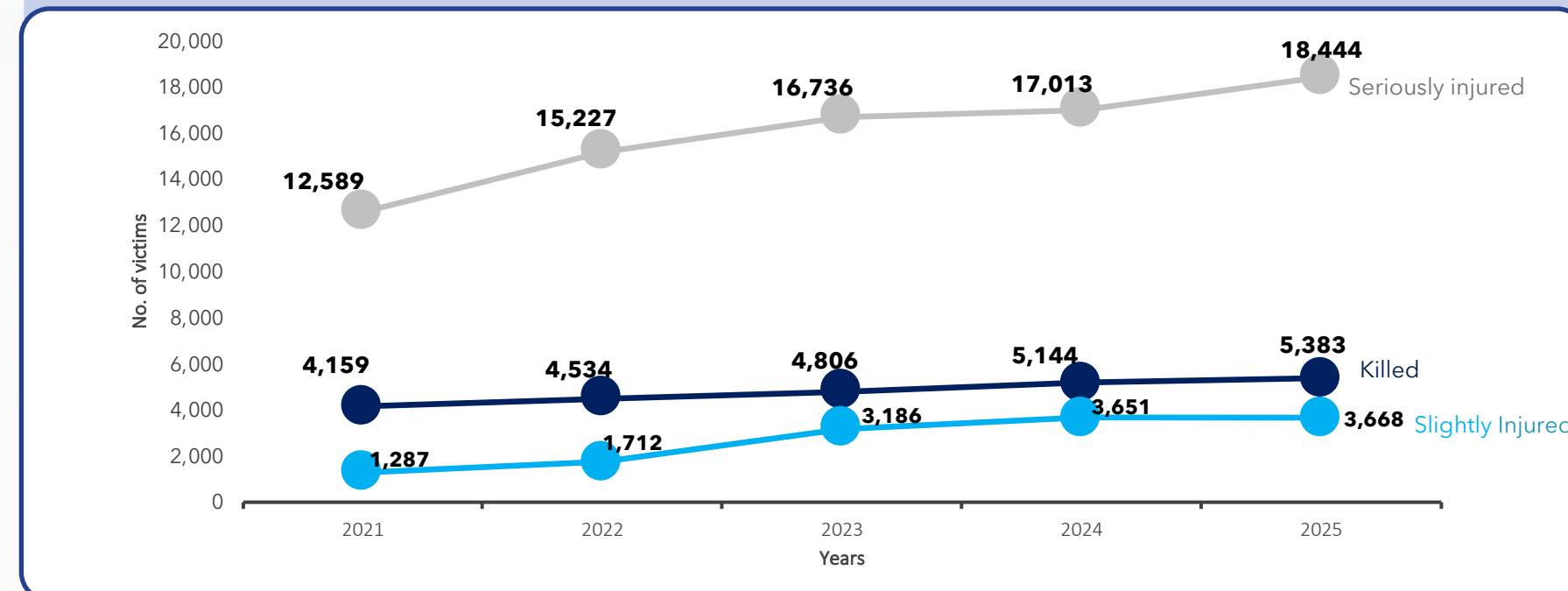
S/No.	Classes of Vehicles	Fatal	Serious	Minor	Total
1	Motorcycles	3,224	10,276	1,596	15,096
2	Motorcars	953	4,830	6,301	12,084
3	Light omnibus	365	1,589	1,144	3,098
4	Medium goods vehicle	428	841	1,076	2,345
5	Unknown	869	1,071	403	2,343
6	Light goods vehicle	384	927	821	2,132
7	Heavy goods vehicle	280	460	740	1,480
8	Dual purpose vehicles	122	549	678	1,349
9	Trailer & semi-trailers	197	371	675	1,243
10	Heavy omnibus	105	148	184	437
11	Tricycles	62	256	103	421
12	Pedalcycles	117	261	29	407
13	Medium omnibus	63	144	114	321
14	Fuel tanks	44	70	90	204
15	Tractors	29	51	37	117
16	Engineering plant	20	25	19	64
17	Pedestrian-controlled vehicle	25	31	7	63
Total		7,287	21,900	14,017	43,204

Road Traffic Deaths and Injuries

Uganda recorded **5,383** road traffic deaths in 2025 compared to **5,144** in 2024, representing a **4.7%** increase. Serious injuries also increased by **8.4%** from **17,013** in 2024 to **18,444** in 2025, and minor injuries increased by **0.5%** from **3,651** in 2024 to **3,668** in 2025.



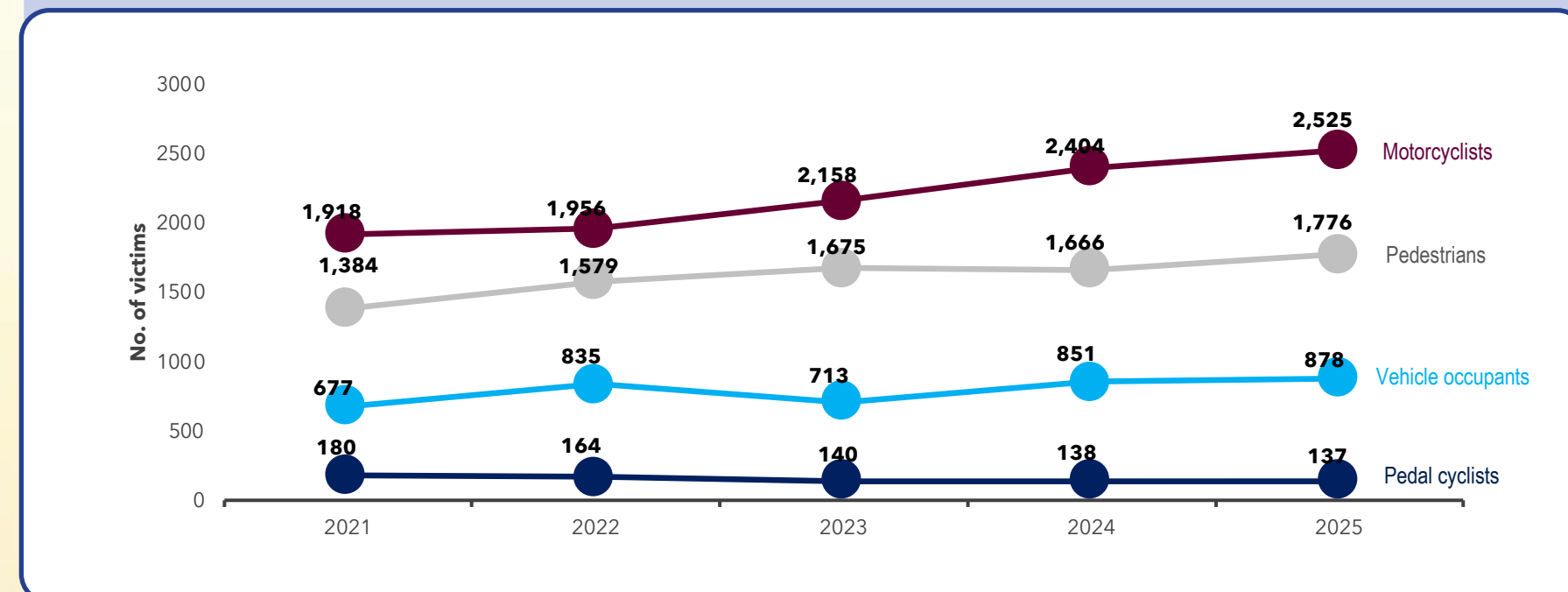
Figure 83: Trend of Road Traffic Deaths and Injuries (2021-2025)



Deaths and Serious Injuries by Road User Category

Fatalities among pedal cyclists slightly decreased by **0.7%**, from **138** in 2024 to **137** in 2025. Deaths among vehicle occupants increased by **3.2%**, while motorcyclist fatalities increased by **5%**. Pedestrian deaths increased by **6.6%**, from **1,666** in 2024 to **1,776** in 2025.

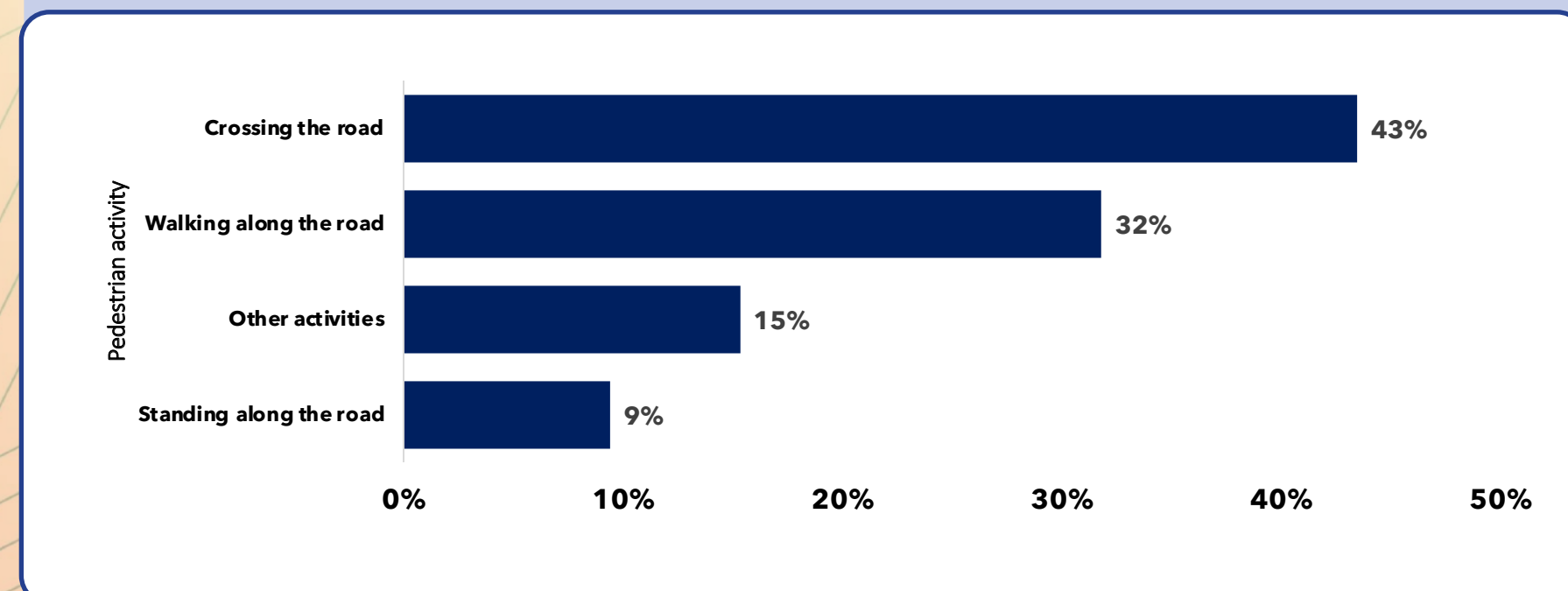
Figure 84: Trend of Deaths by Road User Category (2021-2025)



Pedestrian Fatalities by Road Activity

Pedestrian fatalities varied by activity at the time of the crash, with **43%** occurring while crossing the road, **32%** walking along the road, and **9%** standing by the roadside.

Figure 85: Pedestrian Deaths by Road Activity





Comparison of Fatalities by Age Group

Overall fatalities increased by **4.6%**, rising from **5,144** in 2024 to **5,383** in 2025. However, deaths among the 5-11 and 12-17 age groups declined by **8.1%** and **0.9%**, respectively.

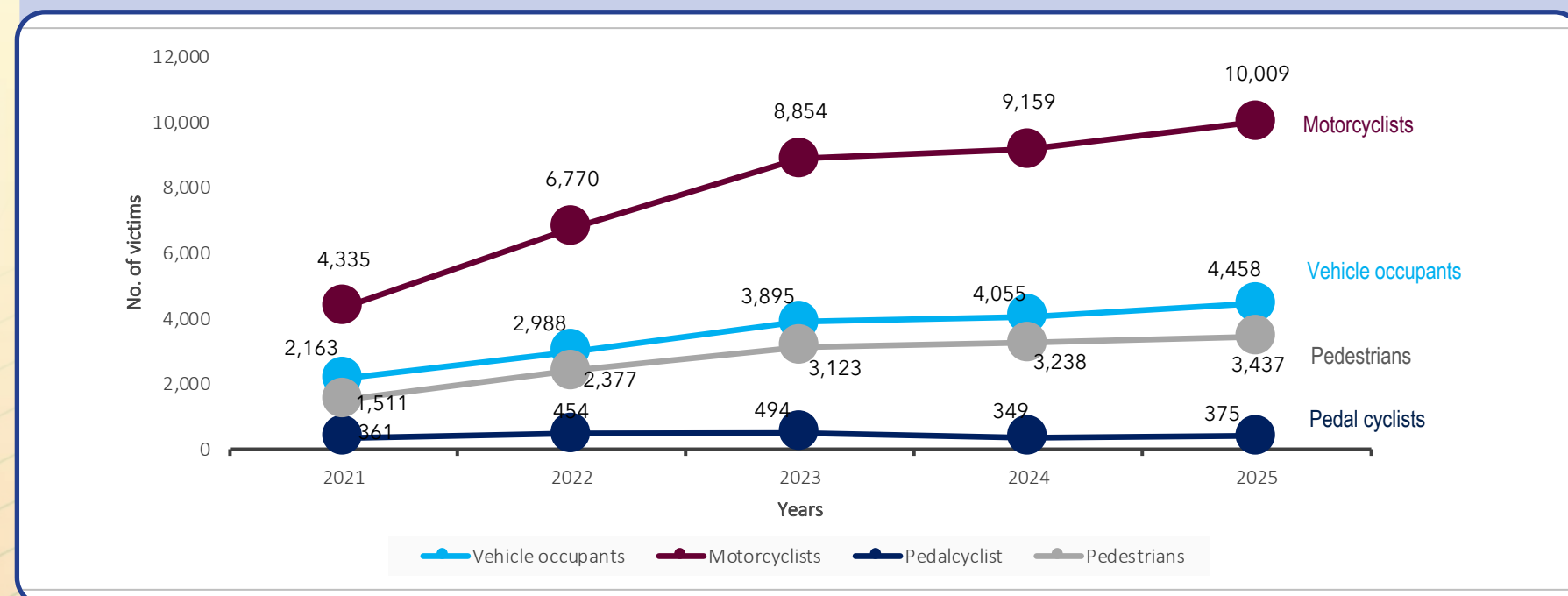
Table 27: Comparison of Fatalities by Age Group 2024 and 2025

S/No.	Age group	2024	2025	Percent change
1	Less than 5yrs	234	233	-0.4
2	5-11	247	227	-8.1
3	12-17	221	219	-0.9
4	18-24	731	875	19.7
5	25-34	1,434	1,469	2.4
6	35-44	918	984	7.2
7	45-54	543	555	2.2
8	55-64	265	266	0.4
9	65-74	163	148	-9.2
10	Above 74yrs	71	58	-18.3
11	Unknown	317	349	10.1
	Total	5,144	5,383	4.6

Persons seriously Injured (2021-2025)

In 2025, motorcyclists (riders and passengers) accounted for the largest share of seriously injured road users, representing **55%** of all cases. This was followed by vehicle occupants, who constituted **24%**, pedestrians at **19%**, and pedal cyclists at **2%**.

Figure 86: Trend of Persons Seriously Injured (2021 - 2025)

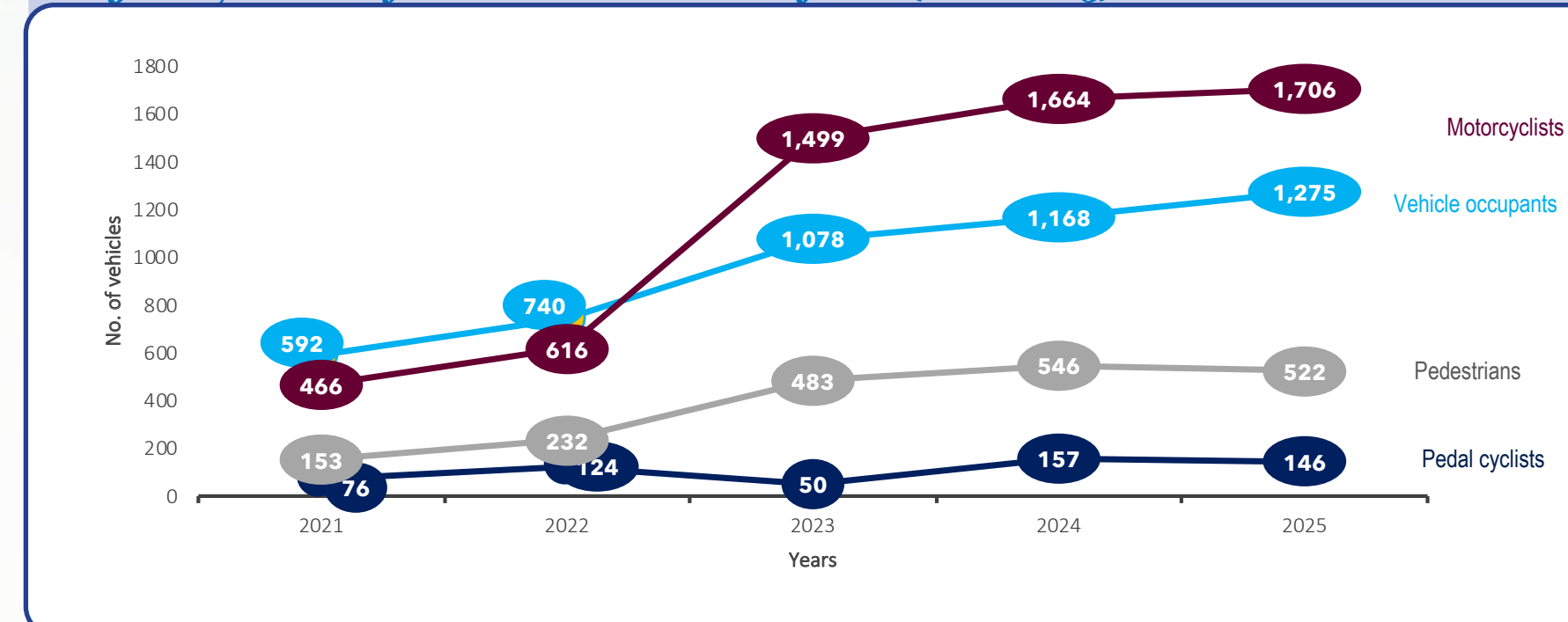


Persons with minor injuries by road user category

Minor injuries among motorcyclists increased by **2.5%**, from **1,664** cases in 2024 to **1,706** in 2025. Minor injuries among vehicle occupants also increased by **9.2%**, from **1,168** to **1,275**. In contrast, minor injuries among pedestrians and pedal cyclists declined by **4.4%** and **7.0%**, respectively.



Figure 87: Trend of Persons With Minor Injuries (2021-2025)



Common Traffic Offences and Offenders Handled

In 2025, a total of **322,441** traffic offenders were arrested for various road safety violations. Among these, **76,069** were apprehended for using vehicles in poor mechanical condition, and **67,190** for careless or inconsiderate driving. Other notable offences included driving without third-party insurance with **31,804**, operating a vehicle without a valid license **30,629**, and speeding **4,509**. Regarding motorcycles, **7,158** riders were arrested for not wearing a crash helmet, **10,034** for riding without a valid driving permit, and **1,695** for carrying more than one passenger.

Table 28: Traffic & Road Safety Offences Handled 2025

Offence Code(s)	Offence(s) committed	No. of Tickets issued
1	Using a motor vehicle that is not in good condition on a road	76,069
2	Careless or inconsiderate use of a motor vehicle	67,190
3	Using or permitting use on a road, a motor vehicle, trailer, or engineering plant without any insurance prescribed by law for that use	31,804
4	Driving without a valid driving licence or a valid learner's driving licence	30,629
5	Using a motor vehicle for the carriage of passengers or goods for hire or reward when it is not licensed to do so	19,264
6	A driver in a vehicle is not wearing a safety belt	17,554
7	Use of a motor vehicle without reflectors and/or warning signs	14,877
8	Riding a motorcycle without a valid driving licence	10,034
9	In respect of a motor vehicle, trailer, or engineering plant, obstructing a road or waiting, or being left or parked, or being loaded or unloaded on a road	8,530
10	Using a vehicle operator's licence in breach of the licence issued	8,273
11	Riding a motorcycle without wearing and fastening a crash helmet on the head	7,158
12	Using a hand-held mobile telephone while driving	6,277
13	Using a goods vehicle on a road in a manner that makes it a danger to other road users	5,212



Offence Code(s)	Offence(s) committed	No. of Tickets issued
14	Failure to comply with safety measures	4,507
15	Failure to comply with the prescribed speed limit (in excess of 1 km to 30 km/h)	4,480
16	Carrying of passengers on a motor vehicle, trailer, or engineering plant in such numbers or in such position as to be likely to interfere with safe driving	4,275
17	Carrying more than one person in addition to the driver on a motorcycle. Carrying a person on a seat not securely fixed to a motorcycle	1,695
18	Using or permitting use on a road, a motor vehicle, trailer, or engineering plant whose registration plate or licence is obscured or indistinguishable	1,609
19	Driving a motor vehicle without a copy of the registration book in respect of the vehicle	726
20	Permitting any person to drive a vehicle without a valid driving licence or a valid learner's driving licence	655
21	Failing to give the right of way to authorised emergency vehicles or unauthorised driving on the shoulder	604
22	Failure to use child restraints	330
23	Driving with a blood alcohol concentration above the prescribed limit	236
24	Riding in a dangerous position	118
25	Removing or tampering with a registration plate that was fixed on a motor vehicle	71
26	Driving under the influence of drugs	70
27	permitting a person not enrolled as a student in a driving school to drive a motorcycle, motor car, dual-purpose vehicle or trailer	39
28	Driving a motor vehicle where registration plates are not affixed in accordance with the regulations	36
29	Failure to comply with the prescribed speed limit (over 30 km/h)	29
30	Removing a registration plate from a motor vehicle without notifying the chief licensing officer	22
31	Failure to update and validate the registration of a motor vehicle with the registration plates issued under the regulations	17
32	Defacing, mutilating, obliterating, or altering a registration plate affixed on a motor vehicle or exhibiting any colorable imitation of any registration plate	15
33	Use of a motor vehicle without an approved registration or dealer plates	11
34	Tampering or interfering with the functioning of an electronic device installed in a motor vehicle	11
35	Driving a vehicle where a figure, letter, design, or ornamentation has been included on a registration plate other than those authorized by regulations	6
36	Failing to stop at a railway level crossing	5
37	Driving a transit or temporarily imported motor vehicle in Uganda that is not installed with a readable sticker prescribed by the chief licensing officer	3
TOTAL		322,441

3.2 STRATEGIES TO REDUCE ROAD CRASHES

Enforcement of traffic laws and regulations

Traffic Police stepped up enforcement of traffic laws and regulations through general and targeted operations, mainly focusing on the major risk factors like speeding, wearing of crash helmets for Boda Bodas, and driving under the influence of alcohol. In addition, there were operations against drivers, especially of government vehicles that drive in the opposite direction of traffic, and those who had installed swiveling lights on their vehicles were impounded and punished. The IOV carried out an inspection of vehicles suspected of being in a dangerous mechanical condition.

Use of CCTV Cameras in Enforcement and Crash Investigations

The Directorate has enhanced enforcement of Traffic Laws and Regulations using CCTV cameras. It has undertaken the following activities:

Identification of vehicles involved in hit-and-run crashes

The Traffic Management System Operations (TMSO) department carries out daily operations for motor vehicles and motorcycles with reported criminal and traffic offences committed using or aided by motor vehicles on all the roads across the country where we have Automated Number Plate Recognition Cameras (ANPR) coverage. Such motor vehicles are blacklisted in the system for easy tracking. During the operations, such wanted motor vehicles are impounded, drivers arrested and handed over to Police investigators for further management.

Traffic control

The use of CCTV cameras in traffic control has enabled officers to manage congestion efficiently. The officers deployed in the Traffic Monitoring Centres across the country communicate with the personnel on the ground and provide real-time information on which roads to give priority to.

Capacity Building of Traffic Personnel

The Directorate of Traffic and Road Safety, with support from Bloomberg Philanthropies for Global Road Safety, together with the Global Road Safety Partnership (GRSP) carried out a number of trainings to build the capacity of the officers in the various areas.

Road safety awareness

The Directorate has carried out several sensitization activities with a particular focus on vulnerable road users, who include riders, pedestrians, school children, and market vendors. A total number of **34** television talk shows, **320** radio talk shows, and **830** physical engagements have been carried out during this period.

Digitization of the Road Crash Database System

The Directorate carried out the digitization of the Road Crash Data using the Survey123 software tool. Officers from nine Police Stations within Kampala Metropolitan were trained on using the tool for data collection and entry. This application will help the directorate to know the exact location where crashes are happening in order to deploy its resources appropriately and also carry out targeted enforcement.

Community engagements.

The regions all over the country conducted community engagements to bring the public closer to the Traffic Police. This engagement involved Local Council Leaders, religious leaders, and Community-Based Organizations in a bid to take road Safety to the grassroots.

04

Chapter Four

FIRE & RESCUE SERVICES

