**SUMMARY OF ROAD TRAFFIC CRASH AND CASUALTY SITUATION**

**PROVISIONAL STATISTICS FOR HALF YEAR (JANUARY TO JUNE) 2022**

1. **General Overview**

Table 1: Summary of RTC and Casualty Situation – (January to June2022).

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Jan to June 2022** | **Jan to June 2021** | **Percentage Change****(Compared to 2021)** |
| **Cases Reported** | 193 | 247 | -21.9% |
| **Vehicles Involved** | 318 | 423 | -24.8% |
| **Persons Killed** | 48 | 64 | -25% |
| **Persons Injured** | 133 | 268 | -50.3% |
| **Pedestrians Knockdown** | 46 | 53 | -13.2% |

Figure 1: Summary of RTC and Casualty Situation – (January to June2022).

From Table 1 above, a total of **193 Crashes** were reported from January to June 2022, involving 3**18 Vehicles**. **48 lives** werelost and **133** persons sustaining various degrees of **injuries**. In the same period a total of **46 Pedestrians** were knocked down.

A comparison with the data for January to June 2021 shows a general reduction in all cases. The number of crashes reduced by 21.9% (from 247 in 2021 to 193 in 2022), a 24.8% reduction in vehicles involved from 423 to 318, a 25% reduction in fatalities from 64 in 2021 to 48 in 2022, a 50% reduction in persons injured from 268 in 2021 to 133 in 2022 and a 13.2% reduction in pedestrians knocked down.

1. **Monthly Distribution of crashes.**

Table 2: Monthly Distribution of crashes for Jan to June 2021 and Jan to June 2022

|  |
| --- |
| **CRASHES** |
| **REGION** | **2022** | **%** | **2021** | **%** | **% change****compared to 2021** |
| January | 32 | 16.58 | 46 | 18.6 | -30.43 |
| February | 24 | 12.44 | 45 | 18.2 | -46.67 |
| March | 41 | 21.24 | 46 | 18.6 | -10.87 |
| April | 37 | 19.17 | 48 | 19.4 | -22.92 |
| May | 26 | 13.47 | 34 | 13.8 | -23.53 |
| June | 33 | 17.10 | 28 | 11.3 | 17.86 |
| **Total** | **193** | **100** | **247** | **100** |  |

Figure 2: Monthly Distribution of crashes for Jan to June 2021 and Jan to June 2022

From Table 2 above, out of the total number of **193 Crashes** reported from January to June 2022,March recorded the highest amount with 41 cases followed by April with 37 cases and june with 33 cases. February recorded the least cases with 24 cases recorded.

A comparison with the data for January to June 2021 shows a general reduction crashes for all the months in 2022 except June. February recorded the highest reduction of cases with a 46% decrease in cases from 45 in 2021 to 24 in 2022. June was the only month to record an increase in crashes from 28 in 2021 to 33 in 2022.

1. **Monthly Distribution of crashes.**

Table 3: Monthly Distribution of crashes for Jan to June 2021 and Jan to June 2022

|  |
| --- |
| **FATALITIES** |
| **REGION** | **2022** | **%** | **2021** | **%** | **% change compared to 2021** |
| January | 9 | 18.75 | 17 | 26.6 | -47.06 |
| February | 10 | 20.83 | 10 | 15.6 | 0.00 |
| March | 16 | 33.33 | 13 | 20.3 | 23.08 |
| April | 6 | 12.50 | 13 | 20.3 | -53.85 |
| May | 3 | 6.25 | 7 | 10.9 | -57.14 |
| June | 4 | 8.33 | 4 | 6.3 | 0.00 |
| **Total** | **48** | **100** | **64** | **100** |  |

From Table 3 above, a total of **48** lives were lost in the first half of the 2022. March recorded the highest number of fatalities with **16** followed by February with **10** fatalities. May 2022 recorded the least fatalities with **3** deaths.

Figure 3: Monthly Crash Situation for 2021 and 2022

From the figure 3 above, the months of 2022 experienced lower fatalities as compared to the months of 2021. March 2022 was the only month to record an increase in fatalities with a 23% increase from 13 fatalities in 2021 to 16 fatalities in 2022. May recorded a 57% decrease in fatalities from 13 fatalities in 2021 to 6 in 2022. April recorded a 53% decrease from 13 fatalities in 2021 to 6 in 2021. January recorded a 47% decrease from 17 fatalities in 2021 to 9 in 2022. February recorded 10 fatalities in 2021 same as in 2022. June recorded no change as fatalities were 4 in 2022 same as in 2021.

## **Divisional Distribution of Road Traffic Crash and Casualty Situation**

The Divisional distribution on crashes and casualty’s situation for the first half of 2022 is presented in table 4 below:

Table 4: Divisional distribution of Road Traffic Case Situation

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| *Divisions* | *Crashes* | *Vehicles Involved* | *Persons Killed* | *Persons Injured* | *Pedestrians knocked down* |
| *Ho Division* | 112 | 187 | 18 | 58 | 18 |
| *Keta Division* | 31 | 47 | 7 | 48 | 16 |
| *Tongu Division* | 29 | 47 | 18 | 11 | 10 |
| *Hohoe Division* | 7 | 10 | 0 | 5 | 0 |
| *Kpando Division* | 7 | 13 | 1 | 4 | 1 |
| *Ketu Division* | 7 | 14 | 4 | 7 | 1 |

From table 4 above, Ho division recorded the highest numbers for all the cases within the region with 112 Crashes, 187 vehicles involved in the crashes, 18 persons killed, 58 persons injured and 18 pedestrians knocked down. Tongu division recorded the joint highest persons killed, 18 same as the Ho division. Hohoe division, Kpando division and Ketu division all recorded 7 crashes each in the first half of the year which is least. The Hohoe division recorded no fatalities in the first half of 2022.

Table 5: Divisional distribution of crashes

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **DIVISION** | **2022** |  | **2021** | **% change compared to 2021** |
| Ho | 112 | 58.0 | 132 | -15.15 |
| Keta | 31 | 16.1 | 35 | -11.43 |
| Tongu | 29 | 15.0 | 51 | -43.14 |
| Hohoe | 7 | 3.6 | 4 | 75.00 |
| Kpando | 7 | 3.6 | 5 | 40.00 |
| Ketu | 7 | 3.6 | 20 | -65.00 |
| **Total** | **193** | **100.0** | **247** |  |

 From the table 5 above, the HO division recorded the highest number of crashes with 58% of all crashes within the region. Hohoe, Kpando and Ketu divisions recorded 7 crashes each representing 3.6% of crashes within the region.

Figure 4: Divisional distribution of crashes

From figure 4 above, the Ho division recorded a 15% decrease in crashes from 132 in 2021 to 112 in 2022. Keta division recorded an 11% decrease in crashes from 35 in 2021 to 31 in 2022. Tongu division recorded a 43% decrease from 51 in 2021 to 29 in 2022. Ketu division recorded a 65% decrease in crashes from 20 in 2021 to 7 in 2022. Hohoe division recorded a 75% increase in from 4 in 2021 to 7 in 2022. Kpando division also recorded a 40% increase in crashes from 5 in 2021 to 7 in 2022.

Table 6: Divisional distribution of fatalities

|  |
| --- |
| **FATALITIES** |
| **DIVISION** | **2021** | **2022** | **% change compared to 2021** |
| Ho | 18 | 18 | 0.0 |
| Keta | 18 | 7 | -61.1 |
| Tongu | 14 | 18 | 22.2 |
| Hohoe | 0 | 0 | 0.0 |
| Kpando | 4 | 1 | -75.0 |
| Ketu | 10 | 4 | -60.0 |
| **Total** | **64** | **48** |  |

From table 6, Ho and Tongu divisions recorded 18 fatalities each with both divisions accounting for 75% of all fatalities within the region. Hohoe division recorded no fatality.

Figure 5: Divisional distribution of crashes

From figure 5, all the divisions generally recorded decrease in fatalities apart from the Tongu division which recorded an increase. Ho division no change in fatalities as it recorded 18 fatalities for both 2022 and 2021. Keta division recorded the highest reduction with 61% decrease from 18 in 2021 to 7 in 2022. Tongu Division recorded a 22% increase in fatalities from 14 in 2021 to 18 in 2022.Kpando division recorded a 75% decrease in fatalities from 4 in 2021 to 1 in 2022. Ketu division recorded a 600% decrease in fatalities from 10 in 2021 to 4 in 2022. Hohoe recorded no fatalities for both 2021 and 2022.

1. **Vehicles Involved in Crashes**

Figure 5: Vehicle types involved in crashes from January to June 2022.

From figure 5, there was a total of 318 vehicles were involved in crashes in the first half of 2022. Motorcycles were the vehicles most involved in crashes with 125 motorcycles representing 40%, Private vehicles recorded 121 vehicles representing 38% and commercial vehicles recorded 71 crashes with 22% of all crashes.

1. **Persons Killed and Injured by Vehicle types**

The numbers of persons killed and injured by the various vehicle types are illustrated in the

figures below.

Figure 6: Persons Killed by Vehicle types

Figure 7: Persons injured by vehicle types

From figure 6 and 7 above, Out of the **48** fatalities and **133** injuries reported from January to June 2022, Motorcycles contributed to the most fatalities, **29 (60%)** of fatalities and most injuries with **59** injuries **(44%).** Commercial vehicles contributed to **14 (29%)** of fatalities and **50 (38%)** of injuries. Private Vehicles accounted for **5 (11**%) of fatalities and **24 (18%)** of injuries

1. **Distribution of Fatalities by Sex and Age**

The distribution of fatalities by sex and age is shown in Figures 8 and 9 below respectively

Figure 8: Distribution of fatalities by sex

From Figure 7 above, it is observed that male fatalities have outstripped the female fatalities by an approximate ratio of **(3.1: 1**), implying that male fatalities are highly over-represented (3 times) in road traffic fatalities. This trend has not changed as compared to previous years.

Figure 9: Distribution of fatalities by sex

The adult age-group (above 18 years) was the most represented in the fatality statistics constituting 81% of fatalities as compared to 19% for children.

Putting the riskiest age-group and sex together, the picture implies that more adult males are dying than their female counterparts. This further points to the understanding that male casualties are more likely to have fatal outcomes than female casualties.

1. **Pedestrians Knocked down**

Figure 10: Pedestrians Knocked down

Out of the 46 pedestrians knocked down, 14 persons were killed while 32 persons sustained various degrees of injuries