

ADR

G3 OPERATIONS/PLANS - TACTICAL HEADQUARTERS
BOI

17 NOV 1971-10 MAR 1975

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ORIGINAL ORDER

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UN ARCHIVES

SERIES 51002

BOX 117

FILE 4

ACC. 118/183

BOARD OF INQUIRY INTO ROAD
TRAFFIC ACCIDENT INVOLVING
BROWN AND ROOT WATER TANKER
NO. BR 62 ASSIGNED TO
GHANAIAN SUPPLY PLATOON
ON 17 NOVEMBER 1994

[illegible]

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
Les dossiers temporaires sont créés à l'égard d'un SEUL CAS.
2. T.D.s NOT to be placed on main file UNLESS Records Management Office informed by File Control Form GC 97
Ne PAS placer un dossier temporaire dans le dossier principal SANS en informer le Bureau de la gestion des dossiers au moyen de la formule GC 97.
3. T.D. No. together with main file number to be quoted on all correspondence originated.
Mentionner le numéro du dossier temporaire et le numéro de référence du dossier principal dans toute correspondance.
4. Action should be taken as soon as possible in order that main file may be kept up to date. If action cannot be taken within 5 working days, B.F. Docket.
Donner suite le plus tôt possible, afin de tenir le dossier principal à jour. Si non réalisable dans les 5 jours ouvrables, acheminer et inscrire une date de rappel.
5. T.D.s to be requisitioned, passed, B.F.'d, etc., in the same manner as main files by means of Form GC 97.
Utiliser la méthode applicable aux dossiers principaux pour les demandes, acheminements, rappels, etc., des dossiers temporaires; employer la formule GC 97.

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GHANBATT HQ
KIBUNGO

BOI/A/95

15 FEB 95

PROCEEDINGS OF BOARD OF INQUIRY INTO ROAD TRAFFIC ACCIDENT ON
17 NOV 95 INVOLVING BROWN AND ROOT WATER TANKER REGISTRATION NUMBER
BR 62 ASSIGNED TO GHANA SUPPLY PLATOON LOCATED AT BUTARE

○ References:

- A. Ops/12 dated 15 January 1995.
- B. A/79 dated 030930 B February 1995.

GENERAL

- 1. The board of inquiry composed as per reference A above, met at Tac HQ, Butare on 03 and 11 february 95.
- 2. Five witnesses appeared before the board and all evidences were recorded on oath.

COMPOSITION OF THE BOARD

- 3. The board was composed of the following:

- a. Major A Y Assane - President
- b. Major S M G Sadunge - Member
- c. Major Alick Mhone - Member
- d. Captain S Choudhary - Member/ Secretary

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TAC HQ
BUTARE

JANUARY, 1995

OPS/

See Distribution:

CONVENING ORDER
BOARD OF INQUIRY INTO ROAD TRAFFIC ACCIDENT
INVOLVING BROWN AND ROOT WATER TANKER
NO BR 62 ASSIGNED TO GHANAIAN SUPPLY PLATOON
ON 17 NOVEMBER 1994 BY ORDER OF
COL H OSAE-ADDAE (M1215) jsc, psc
CHIEF OPERATION OFFICER

GENERAL

1. A Board of Inquiry as composed below is to meet at a time and place convenient to the President, but not later than 24 January 1995, to investigate the circumstances leading to the involvement of BROWN and ROOT water tanker (BR 62), assigned to Ghanaian Supply Platoon and driven by Sgt CK Nani (M1338) in a road traffic accident between Butare and Gikongoro on 27 November 1994.

COMPOSITION

2. The Board will be composed as below:

- | | | | |
|----|--------------------------|---|------------------|
| a. | Maj AY Assane (M6643) | - | President |
| b. | Maj SMG Sadungu (M6647) | - | Member |
| c. | Maj Alick Mhone (M4799) | - | Member |
| d. | Capt S Choudhary (M7442) | - | Member/Secretary |

TERMS OF REFERENCE

3. The Board will fully investigate circumstances leading to the road traffic accident, express opinions, make findings and recommendations.

4. The Board will establish the following facts:

- a. Whether the vehicle was on authorised route.
- b. Who authorised the journey.
- c. The nature of duty the driver was performing.
- d. Whether the trip ticket was properly booked.
- e. Who signed the trip ticket.
- f. Whether the driver holds a current UNAMIR Driving Permit.
- g. Whether the driver holds his country's current national driving license.

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- h. Whether the driver holds his country's current military driving license/permit.
- i. Whether the driver was sober prior to and after the accident.
- j. The conditions of the road at the time of the accident.
- k. Visibility at the time of the accident.
- l. Defects on the vehicle prior to the accident
- m. The speed at which the vehicle was travelling at the time of the accident.
- n. Extent of damage on the vehicle after the accident.
- o. Estimated cost of damage to the vehicle.
- p. Whether the proper procedure for reporting accidents was followed after the accident.
- q. Was there any passenger(s) on board the vehicle at the time of the accident.
- r. Was there any injury or injuries to any of the passengers.

WITNESSES

5. The following witnesses will appear before the board to give evidence. All evidence will be given on oath.

- a. Maj Cooper-Glawu (M718)
- b. Capt J Kweifio-Okai (M721)
- c. WOI Addo-Kwakyie (M1356)
- d. Sgt CK Nani (M1338)
- e. Cpl Oppong-Boakye (M1341)

6. The Board is authorised to call any other person (s) whose evidence will be relevant to the Board.

DOCUMENTS

7. The under-listed documents should be attached to the report:

- a. Damage and discrepancy report (if any)
- b. Military Police accident report.
- c. Trip Ticket for the period.
- d. Medical Report (in respect of victim (s)).

FINDINGS

8. The Board will make findings as to:

- a. Time, date and place of the accident.
- b. Cause(s) of the accident.
- c. Who was responsible for the accident.
- d. Whether there was any civilian casualty.
- e. Whether there was any military casualty.
- f. Any other civilian interest.

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OPINION

9. The Board is free to express its opinion as it deems fit.


RECOMMENDATIONS

10. The Board will make recommendations on:

- a. Who is to be blamed for the accident.
- b. Who should bear the cost of repairs of the accident vehicle.
- c. Whether any compensation is due to whom.
- d. Measures to prevent occurrences of such accidents in the future.

REPORT

11. The Board is to submit twelve (12) copies of board of inquiry proceedings to this HQ by 10 February, 1995.


H OSAE-ADDAE
Col
Chief Operation Officer

Distribution List

External:

Action:

Maj AY Assane
Maj SMG Sadungu
WOI Addo-Kwakye
Sgt CK Nani
Cpl Oppong-Boakye

Information:

FC
DFC
DCO (Log)
OIC Administration
Legal
CGSO (Claims)
CTO
CIVPOL
Brown and Root

Internal:

Information:

Maj V Cooper-Glawu
Maj Alick Mhone
Capt J Kweifio-Okai
Capt S Choudhery

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TERMS OF REFERENCE

4. With reference to the terms of reference and from the evidences adduced, the board established the following facts:

- a. The vehicle was on authorised route.
- b. The journey was authorised by Capt J Kweifio Okai, the supply platoon commander.
- c. The driver was enroute to deliver water to SAVE and Nyanza schools.
- d. The trip ticket was properly booked. The same is attached as annexure A.
- e. The driver holds a current UNAMIR driving license number M1338. Attached as Annex 'B'.
- f. The driver holds the Ghanaian national and military driving licenses number 131400 and MTS 17942 respectively. Attached as Annexures 'C' and 'D'.
- g. The driver was sober prior to and after the accident.
- h. The road was in good condition as notified in the police report.
- j. Visibility was good at the time of accident.
- k. No defect on the vehicle was reported prior to the accident.
- l. The vehicle was travelling at the speed of 40 kilo metres per hour.
- m. Damage to the vehicle is as notified in the discrepancy report attached as annexure E.
- n. Estimated cost of damage to the vehicle is about seventy three thousand eight hundred fifty dollars and seventy cents(annexure E).
- o. The proper procedure for accident reporting was followed. The traffic accident report is attached as annexure F.
- p. There was a co-driver on board the vehicle at the time of the accident. His particulars are number 184092 corporal Oppong Boakye.
- q. Injuries to the driver and the co-driver are as noted in the medical report attached as annexure G.

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STATEMENT BY FIRST WITNESS

179906 (UNID NO. M1338) SERGEANT NANI C K

Number 179906 (UNAMIR Identity Card Number M1338) Sergeant Nani C K having been duly warned states the following:

That on 17 November 1994, I, Sergeant Nani C K, was driving a water tanker with Registration Number BR62 from Gikongoro water works to Save and Nyanza. Getting to a signboard indicating sharpbends, I tried to reduce the speed of the vehicle by applying brakes. The brakes however proved to be ineffective. Realizing that the brake system of the vehicle has failed, I tried to control the speed by lowering the gears. To my utter disbelief, the gears too did not work. The place of accident which is between Gikongoro and Kizi, has steep slope with sharp curves. I could manage to negotiate three such curves but the vehicle went out of my control on the fourth curve. In order to avoid a fatal accident, I steered the vehicle to the right because of which it went and struck the escarpment on the right side of the road and later fell towards the left of the road.

The above statement has been read over to the individual in the language he understands and he signs it as correct.

Date: 14 February, 1995


NANI C K
Sergeant

QUESTIONS FROM THE BOARD

Q1. Was the vehicle Registration Number BR 62 on authorised UNAMIR duty ?

Ans Yes.

Q2. Who authorised this duty ?

Ans. The duty was authorised by Captain Jeff Okai, the Ghana Supply Platoon Commander under whom I serve.

Q3. What was the nature of the duty which you were performing?

Ans. I was tasked to collect water from Gikongoro water point and supply it to the schools in Nyanza and SAVE.

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Q4. Was the route being used by you, the authorised route ?

Ans. Yes, this is the only route from Gikongoro to Nyanza.

Q5. Was the trip ticket booked as per UMAMIR regulation ?

Ans. Yes.

Q6. Do you have the UNAMIR and National Driving Licenses ?

Ans. Yes, I have my National driving license (Number 131400) and UNAMIR driving license (Number M1338).

Q7. Do you have your National Military License?

Ans. Yes (Number MTS 17942).

Q8. Did you consume any alcoholic drink before proceeding on the aforesaid duty ?

Ans. No.

Q9. What was the condition of the road at the time of the accident ?

Ans. Normal.

Q10. What was the state of visibility at the time of the accident?

Ans. It was reasonably good.

Q11. Was there any defect in the vehicle prior to the accident?

Ans. When I took the vehicle on the aforesaid duty, there was no technical problem. However, just before the accident occurred, I realised that both the brakes and the gear system of the vehicle had failed.

Q12. What was the speed of the vehicle just prior to the accident?

Ans. It was 40 kilometers per hour.

Q13. Which gear were you travelling in prior to the accident?

Ans. The vehicle was in fifth gear prior to the accident (the vehicle has nine gears).

Q14. What action did you take after the accident ?

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Ans. After the accident, I lost my consciousness and regained it at Ghana Battalion Headquarter's Regimental Aid Post.

Q15. Did you have any co-passenger on the vehicle ?

Ans. Yes, it was Number 184092 Corporal Oppong Boakye.

Q16. Was Number 184092 Corporal Oppong Boakye also injured and if so how serious was the injury ?

Ans. Number 184092 Corporal Oppong Boakye, although did not have an apparent injury but he complained of severe body pains.

Q17. For how long have you been driving this vehicle ?

Ans. For approximately three weeks.

Q18. Did you do any induction course before you took over this vehicle ?

Ans. No.

Q19. Did you carry out first parade servicing on the day of the accident ?

Ans. Yes.

Q20. Did you find any fault with the vehicle ?

Ans. No.

14 FEB 1995


NANI C.K
SERGEANT

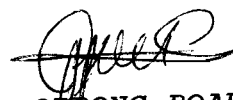
STATEMENT BY THE SECOND WITNESS
184092 (UNID NO. M1341) CORPORAL OPPONG-BOAKYE

Number 184092 Corporal Oppong Boakye (UNAMIR Identity Number M1341) having been duly warned states the following:

That on 17 November 1994, I was a co-passenger on the vehicle Number BR 62. However at times I also used to act as the reserve driver for this vehicle. On the aforesaid date, we set off at about 0700 hours from Gikongoro water works to deliver water to SAVE School and Nyanza Higher Secondary School. On reaching a point where there is a road sign indicating sharp turns ahead, I observed the driver trying to slow down the speed of the vehicle. I could notice a brake failure as desperate attempts by the driver to apply brakes was not being effective at all. The driver also tried to lower down the gears but the gears too were not getting engaged. After travelling for some meters where there was another sharp curve, the vehicle went and hit the right side of the road where I was sitting. When the vehicle came to a rest, I loosened my seat belt, jumped off the vehicle and tried to locate the driver. I found the driver, Number 179906 (UNAMIR Identity Card Number M1338) Sergeant Nani CK lying in front of the vehicle. I quickly rushed towards him, pulled him to the side of the road and started waiting for a vehicle which could convey us to the nearest medical centre. After about 10 minutes, two NGO's vehicles came to the site. The driver was conveyed to the Ghana Battalion Regimental Aid Post in the first vehicle and I took the next NGO's vehicle to go to the Regimental Aid Post.

The above statement has been read over to the individual in the language he understands and he signs it as correct.

Date: 14th February, 1995


OPPONG-BOAKYE
Corporal

QUESTIONS FROM THE BOARD

Q1. Did the driver carry out first parade servicing ?

Ans. Yes, we took the moisture out from the air cylinder, checked the engine oil, water level, tyre pressure, topped up the fuel tank, checked the brake pressure etc.

Q2. Did you notice any fault in the vehicle during the first parade servicing ?

Ans. No.

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Q3. For how long have you been a co-driver to this vehicle prior to the accident ?

Ans. I have been a co-driver since the time the vehicle was supplied to Supply Platoon.

Q4. Did the car give you any problem before the accident ?

Ans. No.

Q5. Was the engine running when the accident occurred ?

Ans. Yes.

Q6. With the engine running and the brake pressure as specified, do you think that the brakes can fail ?

Ans. Yes.

Q7. How do you think the brake could fail under circumstances as enumerated in question number 6 ?

Ans. The brake system in the vehicle is hydro-pneumatic and the failure may be attributable to leakage of the brake fluid.

Q8. Was there any other passenger in the vehicle ?

Ans. No.

Q9. Do you think that this was an authorised journey ?

Ans. Yes, because we were officially detailed by Captain Jeff Okai, our Platoon Commander to perform this duty.

Q10. Do you think that the vehicle was on the authorised route?

Ans. Yes, this is the only route from Gikongoro to Nyanza.

Q11. Was there any injury to you after the accident ?

Ans. Yes, I felt severe body pains.

Q12. What was the state of the driver after the accident ?

Ans. The driver was unconscious.

Q13. Did he have any apparent body injury ?


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Ans. Yes, he had cuts on the chin and the ear and his two teeth were uprooted.

Q14. Do you think that the driver was under the influence of alcohol ?

Ans. No.

Date: 14th February, 1995


CHPONG-BOAKYE
Cpl

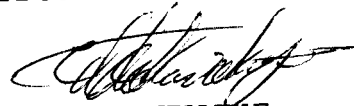
STATEMENT BY THE THIRD WITNESS
172846 (UNID NO) M1356 WARRANT OFFICER I ADDO KWAKYE

172846 (UNAMIR Identity Card Number M1356) Warrant Officer Class I Addo Kwakye having been duly warned states the following:

That on 17 November 1994, I detailed Sergeant Nani CK and Corporal Oppong-Boakye to supply water to some schools and orphanages at Nyanza, SAVE and Butare. This I did on the instructions of our Platoon Commander, Captain Jeff Okai. They left the camp at 0600 hours to go to Gikongoro to collect water. That very day, I left for Kigali in the morning. In Kigali itself, I was informed by a Ghanaian Signalman that the aforesaid water tanker had met with an accident on the Gikongoro-Butare road.

The above statement has been read over to the individual in the language he understands and he signs it as correct.

Date: 14 February, 1995


ADDO KWAKYE
WARRANT OFFICER I

QUESTIONS FROM THE BOARD

Q1. Does the driver of the aforesaid vehicle take alcoholic drinks ?

Ans. No.

Q2. What was the state of the vehicle prior to the accident?

Ans. This vehicle was fully road worthy.


Q3. Did the driver of this vehicle complain to you of any defect on this vehicle prior to the accident ?

Ans. No.

Q4. In your view, how competent is the driver ?

Ans. Sergeant Nani CK is a very good driver.

Date: 14 Feb 95


ADDO-KWAKYE
WARRANT OFFICER I

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STATEMENT BY THE FOURTH WITNESS

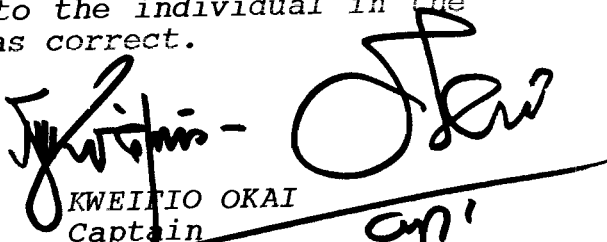
GH/2247 (UN ID NO M 721) CAPT J KWEIFIO-OKAI

Number GH/2247 Capt J Kweifio Okai (UNAMIR Identity Card Number M721) having been duly warned states the following:

I, Captain Jeff Okai, am the Platoon Commander of Ghana Supply Platoon. On 17 November, 94, I detailed Sergeant Nani CK and Corporal Oppong-Boakye to supply water to Nyanza and SAVE schools. The 20,000 litres capacity water tanker Registration Number BR 62, belonging to the Brown and Root and hired by UNAMIR was being used for this purpose. This water tanker used to collect water from Gikongoro, as the water point at Butare did not have safe entry and exit points. On 17 November 94, later in the day I received a message that the water tanker had met with an accident on the road between Gikongoro and Butare. I drove to the accident site and arranged for removal of the water tanker to the Ghana Battalion location at Gikongoro.

The above statement has been read over to the individual in the language he understands and he signs it as correct.

Date: 14 Feb 95


KWEIFIO OKAI
Captain
Platoon Commander
Ghana Supply Platoon

QUESTIONS FROM THE BOARD

Q1. Was the journey authorised ?

Ans. Yes.

Q2. Is the driver qualified to drive this vehicle ?

Ans. Yes.

Q3. In your views, is Number 179906 Sergeant Nani CK a good driver ?

Ans. Yes, this driver is also a qualified vehicle mechanic.

Q4. Before the performance of aforesaid duty, did you have knowledge of any defect in this vehicle ?

Ans. No.

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Q5. Was the driver on authorised route ?

Ans. Yes.

Q6. Does the driver take alcoholic drinks ?

Ans. No.

Q7. Does the driver take any drugs ?

Ans. No.

Q8. Since you had been to the site of the accident what do you think is the cause of the accident ?

Ans. I think it was due to some mechanical fault.


Q9. What is the extent of damage to the vehicle ?

Ans. I personally feel the vehicle is beyond economic repairs.

Q10. How do you normally authorise a duty ?

Ans. We use a normal UNAMIR trip ticket to fill in the details of the duty performed.

Date: 14 Feb 95


J KWEIFIO-OKAI
Capt
Platoon Commander
Ghana Supply Platoon

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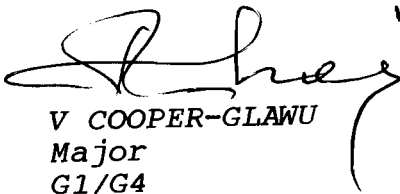
STATEMENT BY THE FIFTH WITNESS
1885 (UN ID NO M 718) MAJ V COOPER GLAWU

Number 1885 (UNAMIR Identity Card Number M 718) Major Cooper Glawu having been duly warned states the following:

That on 16 October 1994, I received a call from Major Nicholson, the then Supply Officer at UNAMIR Headquarters that a Volvo Water Tanker with a carrying capacity of 20,000 litres has been issued to the Ghana Supply Platoon for water delivery duties in and around Butare. I passed on this message to Captain Jeff Okai, the Ghana Supply Platoon Commander who sent Sergeant Nani CK to Kigali for the collection of this vehicle. The vehicle was on charge of the Ghana Supply Platoon till the day of the accident.

The above statement has been read over to the individual in the language he understands and he signs it as correct.

Date: 14 Feb 95


V COOPER-GLAWU
Major
G1/G4
Tac HQ, BUTARE

FINDINGS OF THE BOARD

1. The accident occurred on Thursday, 170705 B November 94.
2. The cause of the accident was a mechanical fault in the braking system. Continuous application of the brakes exhausted the air in the system thereby causing seizure of the brakes.
3. The vehicle has not been properly designed for use on long steep roads. Hence the accident was as result of the poor design by the manufacturers.
4. There was no civilian casualty.
5. The driver and the co-driver sustained injuries and were treated by the Ghanaian medical team. The medical report is attached as annexure E.

OPINION OF THE BOARD

The board is of the opinion that the accident occurred as a result of a mechanical fault in the braking system of the vehicle.

RECOMMENDATIONS OF THE BOARD


1. The board recommends the following:
 - a. The suspension imposed on the driver be lifted.
 - b. The loss incurred as a result of the accident be borne by the UNAMIR.
 - c. Drivers should be given a orientation course on all UNAMIR vehicles before they are issued with driving permits.

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CONVENING AUTHORITY'S COMMENTS

1. I fully endorse the findings, opinions and recommendations made by the Board.
2. The design of the vehicle which according to the board is not ideal for long steep roads needs to be looked into considering the mountainous terrain of Rwanda.
3. The faulty braking system which the board attributes to be the main cause of the accident needs to be re-examined in all the Volvo Water Tankers under the care of Brown and Root to avoid future accidents.
4. The suspension imposed on Sgt C K Nani (M1338), the driver of the water tanker should be lifted.
5. UNAMIR should bear the full cost of the repairs on the accident vehicle.

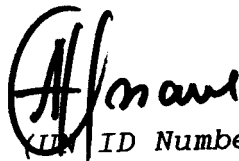
Date: 13 March 1995


H OSAE-ADDAE
Col
Chief Operation Officer

UN RESTRICTED

Report of a board of inquiry which conducted its proceedings from 04 February 1995 to 11 February 1995 by order of colonel Osae Addae, the chief operations officer, Tactical Headquarter, Butare for the purpose of investigating the incident wherein a road traffic accident occurred on 17 November 1994 involving a Brown and Root water tanker, registration number BR 62, assigned to Ghanaian Supply platoon, Butare.

CHAIRMAN



Major A Y Assane (UN ID Number M 6643)

MEMBERS



Major S M G Sadungu (UN ID Number M 6647)



Major Alick Mhone (UN ID Number M 4799)



Capt S Choudhary (UN ID Number M 7442)

Submitted this 10 day of Mar 1995

DATED

NOTE : COPY OF LEAVE PASS TO BE ATTACHED IF WELFARE TRIP

UNAMIR HQ
TRANSPORT SECTION

UNAMIR VEHICLE MONTHLY TRIP TICKET

BR 62

The "Ticket must be filled out (IN PRINT) at end of each trip taken

ASSIGNMENT TO SUPPLY PLATON

VEHICLE TRIP LOG FOR THE MONTH OF NOVEMBER 1994
LOCATION BUTARE

UNAMIR

DATE	DRIVER'S NAME	KILOMETERS					DESTINATION	PETROL	
		ID N°	START	END	DUTY	LIBERTY		COUPON N°	LTRS
1-11-94	SGT NANI	M1338	2090	2290	WATER SUP		BUTARE - GIKONGORO		200
—							- NYANZA - SAVE		
2-11-94	SGT NANI	M1338	2290	2414	WATER SUP		BUTARE - KIABZI -		
							SAVE		
3-11-94	SGT NANI	M1338	2414	2614	WATER SUP		BUTARE - GIKONGORO		
							- NYANZA - SAVE		
4-11-94	SGT NANI	M1338	2614	2738	WATER SUP		BUTARE - KIABZI -		
							SAVE		
6-11-94	SGT NANI	M1338	2738	2862	WATER SUP		BUTARE - KIABZI -		
							SAVE		
7-11-94	SGT NANI	M1338	2862	3062	WATER SUP		BUTARE - GIKONGORO		
							- NYANZA - SAVE		
8-11-94	SGT NANI	M1338	3062	3186	WATER SUP		BUTARE - KIABZI -		
							SAVE		
9-11-94	SGT NANI	M1338	3186	3386	WATER SUP		BUTARE - GIKONGORO		320
							- NYANZA - SAVE		
10-11-94	SGT NANI	M1338	3386	3510	WATER SUP		BUTARE - KIABZI -		
							SAVE		

KMS START

OF MONTH 2090

KMS END

OF MONTH

TOTAL PETROL

RECEIVED

AVERAGE KMS/PER LITER

PETROL COUPONS AND TRIP LOGS PREPARED AND FORWARDED

BY DATE

REMARKS (CTO ONLY)

POL RECORDED BY DATE

LIBERTY KMS RECORDED BY DATE

ANNEXURE 'B' TO
BOI A195
DATED

UNITED NATIONS ASSOCIATION
(UNAMIR)
MISSION DES NATIONS UNIES POUR L'ASSISTANCE AU RWANDA
(MINUAR)



DRIVER'S PERMIT N° M 1338

This is to certify that United Nations staff member

NAME: CHARLES RANK: SGT ID N: M1338

is qualified and authorized to operate the following type(s)
of vehicle(s) belonging to the United Nations

SEDAN	JEEP 4X4	TRUCK, H
		TRUCK, H

Chief Transport Officer :

B-1



UNITED NATIONS

ASSISTANCE MISSION FOR RWANDA (UNAMIR)

The bearer of this card is a member of the United Nations Assistance Mission for Rwanda. All civilian and Military Personnel are requested to allow the bearer freedom of Movement and afford the bearer all privileges necessary to carry out his/her duties.

Le titulaire de cette carte est un membre de la Mission d'Assistance des Nations Unies pour le Rwanda. Il est demandé à tout le personnel civil et militaire de lui accorder les privilèges nécessaires pour accomplir ses tâches.

Nyiri iyi karita iranga umuntu ari mu kazi, akaba ari mu bagize umutwe wa O.N.U. ushinze kubahiriza amahoro mu Rwanda. Kandi afitse uburenganzira bu'abakozi bose bakora mu muriyango w'Abibumbye. Waba umusivire cyangwa umusirikare usabwe kumufasha ku buryo bwose ushoboye kugira ngo abashe gutunganya imirimo ye.

ANNEXURE 'C' TO
B011A195

DATED

FORM H

PROFESSIONAL DRIVER'S
LICENCE

(Regulation 16
Road Traffic Regulations, 1953)

NUMBER: **Nº 131400**

CHARLES K. NANI

(Name in full)

of **AIR FORCE STATION**

(Address)

ACCRA

hereby licensed to drive:-

- * (a) any motor vehicle
- * (b) a motor vehicle not exceeding 50 cwt. gross weight
- * (c) a motor cycle only
- * (d) a **SCOOTER** (state type)

for a period of twelve months expiring on the

17th day of **MAY** 19**83**

Dated at **ACCRA**

this **18th** day of **MAY** 19**82**

FEE PAID: **24.00 + 10.00**

[Signature]
Licensing Authority

The holder has been tested on **VEHICLE**

OF 8000 KGS CAPES

(Here state make and class of vehicle)

* Delete inapplicable words.

* Not applicable where test not required.

Licensing Authority.

A copy of the photograph of the holder must be pasted where indicated on the opposite page.

0102 WPC Nº 051574

100-2014-4-82



Signature

LEFT

or

Right

Thumb-

Print



C-1

ANNEXURE D TO
B01/A195

DATED
REPLACEMENT

Defence Form A 52
(Sept. 1971)

MTS/7942



MINISTRY OF DEFENCE

GHANA

ARMED FORCES DRIVING PERMIT

The undersigned No. 179906 Rank CPL

Name CHARLES NANI

Description AS PER AFS 814

having passed the appropriate driving test, is
hereby authorized to drive Service mechanically
propelled vehicle of the following groups when
on Service duty.

D-1

ANNEXURE E TO
BOI/A/95
DATED

CENTRAL MAINTENANCE FACILITY WORK ORDER REQUEST

EQUIPMENT INFORMATION:

TYPE EQUIPMENT Volvo
MODEL NIL-10 Tanker
SERIAL /REGISTRATION NUMBER _____
ODOMETER READING 0

UNIT INFORMATION:

UNIT: CTO
LOCATION BATARE
RADIO CHANNEL AND CALL SIGN 84C CH 11
NAME OF PERSON SUBMITTING JOB * JORSLING

TYPE OF WORK {circle one} UNSCHEDULED, SCHEDULED, FABRICATION

DESCRIPTION OF
WORK

Provide Technical Inspection
on Air Brake System Failure
Provide detailed Report cause of
accident

ACCEPTED / REJECTED BY E. M. Dawener
{If not accepted state reason}

DATE ACCEPTED 21 Nov 94 DATE COMPLETED _____

BRSC JOB ORDER NUMBER 479
TASK ORDER CHARGE CODE 100-630-402



WORK ORDER REQUEST

CMC# 331

DATE OF REQUEST: 19 NOV 94 WORK LOCATION: BUTARE

Description of work (attach sheet if necessary):

1. ACCOMPANY CTO INSPECTION STAFF TO THE SITE OF A DAMAGED VOLVO WATER TANKER AT BUTARE.
2. PROVIDE TECHNICAL ADVICE ON THE PROBABLE CAUSE OF THE ACCIDENT CONCENTRATING, IN PARTICULAR, ON THE BRAKE SYSTEM WHICH IT IS CLAIMED FAILED PRIOR TO THE ACCIDENT OCCURRING.
3. PROVIDE, IN CONJUNCTION WITH CTO STAFF, A REPORT OUTLINING THE POSSIBLE CAUSES OF THE ACCIDENT AND THE FEASIBILITY OF REPAIR.
4. PERSON NOMINATED IS TO REPORT TO CTO OFFICE BY 0900 21 NOV 94.

Point of Contact: MR N JORSLING Phone/Call sign: 84C ON CH11

Priority of Work: ☐ Flash; ☒ Immediate; ☐ Urgent; ☐ Routine

Requested Completion Date: 23 NOV 94

SUBTASK MANAGER (only)

Subtask WO number: M057/94

Comments:

Subtask Order Manager: A. H. Moore Date: 19 NOV 94

CONTRACT MANAGEMENT CELL (only)

Work Order Number: 10.063.0-007

Cost estimate:

- ☐ Need Detailed cost estimate. Provide estimate in ___ day(s)
☐ Need Rough order cost estimate. Provide estimate in ___ day(s)
☒ No cost estimate required

Action:

- ☐ Do Not begin work until directed by the Contract Administrator.
☒ Begin work immediately

Comments:

AUTHORIZED BY: _____ Date: _____

CERTIFIED AUTHORITY: _____ Date: _____

REMOTE TERMINAL IDENTIFICATION	TIME	RE-SULTS	MODE	TOTAL PAGES	PERSONAL LABEL	FILE NO.
01:35PM 0025641 230443 05'15"		E	S	07		091

PAGE(S) NOT TRANSMITTED	ERROR CODE(S)
P.01	0-08
P.03	0-08
P.04	0-08
P.05	0-08

E)ECM >)REDUCTION: S)STANDARD @)FORWARDING M)MEMORY C)CONFIDENTIAL #)BATCH
 D)DETAIL \$)TRANSFER
 F)FINE P)POLLING

Span US \$ 70 850.00
 Labor 2001-2005 US \$ 3000.00
 @15
 Total US \$ 73 852.70

DAMAGE/DISCREPANCY REPORT

No:
PAGE 1 OF 7

MAKE: VOLVO	MODEL: NLIØ	YEAR: 94	KM: NIK	UNAMIR	
ASSIGNED TO: GHANBATT		LOCATION: NYAMAGABE			
DAMAGE/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT		DURING DUTY/LIBERTY	
PLACE: 5kms from GIKANGORO		DATE: 17 Nov 94		TIME:	
DRIVER:		I.D. No.:		REF:	
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	Qty Rec'd	COST \$		
			EACH	TOTAL	
	1Ø82762 - 4 CAB ASST	①			
	1617Ø64 - 9 ABSORBER CAB SUPPORT	②			
	162Ø658 - 3 SHOCK ABSORBER CAB	②			
	965192 - 8 FLANGE SCREW	⑧			
	971Ø99 - 7 FLANGE LOCKNUT	⑦			
	81514Ø4 - 2 BONNET	①			
	1617245 - 4 BRACKET	②			
	946173 - 2 FLANGE SCREW	④			
	9419Ø7 - 8 SPRING WASHER	④			
	1587382 - 1 SPRING	②			
	8Ø36614 - 9 CABLE	①			
	16Ø89Ø2 - 1 NUT PLATE	②			
	16Ø6699 - 5 ATTACHING PLATE	②			
	969147 - 8 SCREW	⑧			
	9419Ø6 - Ø SPRING WASHER	①⑧			
	1372215 - 2 RUBBER BUSHING	②			
NOTE	16Ø6661 - 5 ECCENTRIC LOCK	②			
Vehicle in normal roadworthy	969584 - 2 SCREW	⑧			
condition prior to accident incident	1612396 - Ø BONNET LOCK	②			
Inspected by: MR MCWHINNIE C497	Est. Cost of Parts			\$0.00	
Place: NYAMAGABE Date: 21 Nov 94	Est. Cost of Labour at			W/S	
Verified by Chief Mechanic on date:	Est. Cost of Labour at			hrs x \$15 UNAMIR W/S	
Signature:	Est. Total Cost of Parts and labour			\$0.00	
For CTO Only:	W/O No.			Date Completed	
	Actual Cost of Parts				
	Actual Cost of Labour				
LSB Case No.	HQ SB No.	Actual Total Cost of Parts and Labour			\$0.00
DISTRIBUTION CTO (1)	W/s (1)	CFO (1)	LSB (1)	DATE	

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DAMAGE/DISCREPANCY REPORT

No:

PAGE 2 OF 7

MAKE: VOLVO	MODEL: NL10	YEAR: 94	KM: N/K	UNAMIR	
ASSIGNED TO: GILANBATT		LOCATION: NYAMAGABE			
DAMAGE/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT		DURING DUTY/LIBERTY	
PLACE: 5kms from GIKANGORO		DATE: 17 Nov 94		TIME:	
DRIVER:		I.D. No.:		REF:	
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$			
		EACH	TOTAL		
	971071 - 6 Nut ②				
	941908 - 6 SPRING WASHER ②				
	1617429 - 4 GRILLE ①				
	1609529 - 1 STRIP ①				
	1609565 - 5 CLIP ⑥				
	965481 - 5 SCREW ⑤				
	941906 - 0 SPRING WASHER ⑤				
	1617482 - 3 SPACER SLIDE ⑤				
	1609377 - 5 EMBLEM ②				
	8120910 - 8 EMBLEM ①				
	6886490 - 9 CLAMP ②				
	191695 - 6 RETAINING CLIP ④				
	1617484 - 9 RUBBER WASHER ⑤				
	1609620 - 8 EMBLEM ①				
	1081346 - 7 MUDGUARD LH ①				
	1081347 - 5 MUDGUARD RH ①				
NOTE	8121546 - 9 SLIP PROTECTION ②				
Vehicle in normal roadworthy	8121547 - 7 SLIP PROTECTION ②				
condition prior to accident incident	1617503 - 6 SEALING STRIP ②				
Inspected by: MR McWHINNIE	Est. Cost of Parts		\$0.00		
Place: NYAMAGABE Date: 21 Nov 94	Est. Cost of Labour at W/S				
Verified by Chief Mechanic on date:	Est. Cost of Labour at hrs x \$15 UNAMIR W/S		\$0.00		
Signature:	Est. Total Cost of Parts and labour		\$0.00		
For CTO Only:	W/O No. Date Completed				
	Actual Cost of Parts				
	Actual Cost of Labour				
LSB Case No. HQ SB No.	Actual Total Cost of Parts and Labour		\$0.00		
DISTRIBUTION CTO (1)	W/s (1)	CFO (1)	LSB (1)	DATE	

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DAMAGE/DISCREPANCY REPORT

No:

PAGE 3 OF 7

MAKE: VOLVO		MODEL: NL10		YEAR: 94		KM: N/K		UNAMIR	
ASSIGNED TO: GHABATT				LOCATION: NYAMAGARE					
DAMAGE/DISCREPANCY CAUSED BY:				ACCIDENT/INCIDENT				DURING DUTY/LIBERTY	
PLACE: 5kms E of GIKANGORO				DATE: 17 Nov 94				TIME:	
DRIVER:		I.D. No.:		REF:					
ITEMS REPAIRABLE		ITEMS NON-REPAIRABLE				COST \$			
						EACH		TOTAL	
		1617436 - 9 BRACKET lh (1)							
		1617437 - 7 BRACKET rh (1)							
		1617481 - 5 MUDFLAP UPPER (2)							
		946441 - 3 FLANGE SCREW (4)							
		960148 - 5 WASHER (4)							
		969586 - 7 SCREW (14)							
		943353 - 3 RIVET (2)							
		960140 - 2 WASHER (6)							
		949278 - 6 FLANGE LOCKNUT (6)							
		946329 - 0 FLANGE SCREW (14)							
		960143 - 6 WASHER (14)							
		1594751 - 8 MUDFLAP (2)							
		1500356 - 9 FLATBAR (2)							
		965176 - 1 SCREW FLANGE (24)							
		976944 - 9 WASHER (24)							
		190788 - 0 WASHER (24)							
NOTE		955892 - 5 WASHER (8)							
Vehicle in normal roadworthy		949278 - 6 FLANGE LOCKNUT (24)							
condition prior to present incident		3126060 - 7 COVER (2)							
Inspected by: MR McWHINNIE		Est. Cost of Parts						\$0.00	
Place: NYAMAGARE Date: 21 Nov 94		Est. Cost of Labour at				W/S			
Verified by Chief Mechanic on date:		Est. Cost of Labour at				hrs x \$15 UNAMIR W/S		\$0.00	
Signature:		Est. Total Cost of Parts and labour						\$0.00	
For CTO Only:		W/O No.				Date Completed			
		Actual Cost of Parts							
		Actual Cost of Labour							
LSB Case No.		HQ SB No.		Actual Total Cost of Parts and Labour				\$0.00	
DISTRIBUTION CTO (1)		W/S (1)		CFO (1)		LSB (1)		DATE	

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DAMAGE/ DISCREPANCY REPORT

PAGE 4 OF 7

MAKE: <u>Vavo</u>	MODEL: <u>NL10</u>	YEAR: <u>94</u>	KM: <u>N/K</u>	UNAMIR	
ASSIGNED TO: <u>GHANBATT</u>		LOCATION: <u>NYAMAGABE</u>			
DAMAGE/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT		DURING DUTY/LIBERTY	
PLACE: <u>5kms E of GIKANGORD</u>		DATE: <u>17 Nov 94</u>		TIME:	
DRIVER:		I.D. No.:		REF:	
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$			
		EACH	TOTAL		
	972020-2 SCREW (4)				
	945626-0 SPRING NUT (4)				
	1082773-1 SIDE PANEL lh (1)				
	1082774-9 SIDE PANEL rh (1)				
	3090395-9 MIRROR (2)				
	1697679-7 MIRROR GLASS (1)				
	3090016-1 KERB OBS MIRROR (1)				
	3090002-1 KNOB (1)				
	3090019-5 CLAMP (2)				
	955894-1 WASHER (1)				
	1620638-5 BRACKET (1)				
	971366-0 SCREW (3)				
	1614035-2 ARM (1)				
	945444-8 FLANGE SCREW (1)				
	945244-2 FIBRE WASHER (1)				
	976944-9 WASHER (1)				
NOTE	948645-7 FLANGE LOCK NUT (1)				
Vehicle in normal roadworthy condition prior to accident incident	1621007-2 COVER (1)				
	1577217-1 PROTECTING CASING (1)				
Inspected by: <u>MR MCWHINNIE</u>	Est. Cost of Parts		\$0.00		
Place: <u>NYAMAGABE</u> Date: <u>21 Nov 94</u>	Est. Cost of Labour at <u>W/S</u>				
Verified by Chief Mechanic on date:	Est. Cost of Labour at <u>hrs x \$15 UNAMIR W/S</u>		\$0.00		
Signature:	Est. Total Cost of Parts and labour		\$0.00		
For CTO Only:	W/O No. Date Completed				
	Actual Cost of Parts				
	Actual Cost of Labour				
	Actual Total Cost of Parts and Labour		\$0.00		
LSB Case No.	HQ SB No.				
CONTRIBUTOR CTO (1)	W/s (1)	CFO (1)	LSB (1)		

UNAMIR
TRANSPORT SECTION

TPT-6

DAMAGE/DISCREPANCY REPORT

PAGE 3 OF 7

MAKE: VOLVO	MODEL: NL 10	YEAR: 94	KM: N/K	UNAMIR	
ASSIGNED TO: GHANBATT		LOCATION: NYAMAGABE			
DAMAGE/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT		DURING DUTY/LIBERTY	
PLACE: 5 kms E of GIKANGORO		DATE: 14/Nov 94		TIME:	
DRIVER:		I.D. No.:		REF:	

ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$	
		EACH	TOTAL
	948211-8 STRIP CLAMP ①		
	1620786-2 SEAT ①		
1678171-8 BUMPER ①			
	8151546-2 CRASH PAD ①		
	1698358-7 PAINT WHITE (5 ltrs)		
	1082751-7 HEADLAMP lh ①		
	1082752-5 HEADLAMP rh ①		
	964763-7 BULB ②		
	1082755-8 COMBINED LAMP lh ①		
	1082756-6 COMBINED LAMP rh ①		
	967708-9 Bulb 21w ②		
	967709-7 Bulb ④		
	1578127-1 LENS WHITE ②		
	972051-7 SCREEN ④		
	1587585-9 HOUSING ②		
	1088175-3 HOUSING ②		
NOTE	479841-0 INTER MOUNTING ①		
Vehicle in running roadworthy	276052-8 GASKET KIT ①		
condition prior to accident incident	471867-2 STARTER ELEMENT ①		
Inspected by: MR MCWHINIE	Est. Cost of Parts		\$0.00
Place: NYAMAGABE Date: 21 Nov 94	Est. Cost of Labour at	W/S	
Verified by Chief Mechanic on date:	Est. Cost of Labour at	hrs x \$15 UNAMIR W/S	\$0.00
Signature:	Est. Total Cost of Parts and labour		\$0.00
For CTO Only:	W/O No.	Date Completed	
	Actual Cost of Parts		
	Actual Cost of Labour		
	Actual Total Cost of Parts and Labour		\$0.00
Unit Case No.	HQ SB No.		
DISTRIBUTION CTO (1)	W/s (1)	CFO (1)	LOS (1)
		DATE	

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DAMAGE/DISCREPANCY REPORT

PAGE 1 OF 1

MAKE: VOLVO	MODEL: N/L	YEAR: 94	KM: N/K	UNAMIR
ASSIGNED TO: GHANBATT	LOCATION: NYAMAGABE			
DAMAGE/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT	DURING DUTY/LIBERTY	
PLACE: 5 Kms E of GIKANGORO	DATE: 17 Nov 94	TIME:		
DRIVER:	I.D. No.:	REF:		
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$		
		EACH	TOTAL	
	424618-7 GASKET (2)			
	1545170-1 CONNECTING PIPE (1)			
	1545322-8 EXHAUST MANIFOLD (1)			
	1661250-9 RADIATOR CLW Mty (1)			
	1674020-6 Fan (1)			
	966393-1 V-Belt Set (1)			
	1592945-8 OIL RESERVOIR (1)			
	1625712-3 Hub CAP (1)			
	1624612-6 CLAMP (2)			
	1088677-8 EXHAUST PIPE (1)			
	8152560-2 EXHAUST HOSE (1)			
	1589141-9 CLAMP (2)			
	969499-3 FLANGE SCREW (2)			
	971098-9 FLANGE LOCKNUT (2)			
	1083946-2 EXHAUST PIPE (1)			
	973924-4 FLANGE SCREW (2)			
NOTE	948645-7 FLANGE LOCKNUT (2)			
Vehicle in normal roadworthy condition prior to present incident	1084004-9 HEAT SHIELD (1)			
	1625815-4 EXHAUST PIPE (1)			
Inspected by: MR M. SHANNIS	Est. Cost of Parts		\$0.0	
Place: NYAMAGABE Date: 21 Nov 94	Est. Cost of Labour at	W/S		
Verified by Chief Mechanic on date:	Est. Cost of Labour at	hrs x \$15 UNAMIR W/S	\$0.0	
Signature:	Est. Total Cost of Parts and Labour		\$0.0	
For CTO Only:	W/O No.	Date Completed:		
	Actual Cost of Parts			
	Actual Cost of Labour			
LSR Case No.	HO Case No.	Actual Total Cost of Parts and Labour	\$0.0	
DRIVER'S SIGNATURE (1)	W/S (1)	CTO (1)	LSR (1)	

UNAMIR
TRANSPORT SECTION

TPT - 6

DAMAGE/DISCREPANCY REPORT

PAGE 1 OF 1

MAKE: <u>VOLVO</u>	MODEL: <u>NL10</u>	YEAR: <u>94</u>	KM: <u>N/K</u>	UNAMIR	
ASSIGNED TO:		LOCATION:			
DAMAGE/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT		DURING DUTY/LIBERTY	
PLACE: <u>5km E of Gikanga</u>		DATE: <u>17 Nov 94</u>		TIME:	
DRIVER:		I.D. No.:		REF:	
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$			
		EACH	TOTAL		
	1625813-9 EXHAUST PIPE (1)				
	1607521-0 TAIL PIPE (1)				
	1589141-9 CLAMP (1)				
	1620064-4 PROTECTIVE SCREEN (1)				
	1676832-7 FILTER HOUSING (1)				
	1088084-7 FILTER HOUSING (1)				
	8121117-9 STEERING COLUMN (1)				
	WATER TANK ASSY (1)				
	8152234-4 AIR FILTER (1)				
	8152784-8 AIR INLET (1)				
	1085694-6 HAND HELP (2)				
	971381-9 SCREW (4)				
	469431-1 VALVE COVER (1)				
	424693-0 GASKET (1)				
	469432-9 VALVE COVER (1)				
	424694-8 GASKET (1)				
NOTE					
Vehicle in normal roadworthy condition prior to accident incident					
Inspected by: <u>MR MCWHINNIE</u>		Est. Cost of Parts			
Place: <u>NAMAGARE</u> Date: <u>21 Nov 94</u>		Est. Cost of Labour at <u>W/S</u>			
Verified by Chief Mechanic on date:		Est. Cost of Labour at <u>hrs x \$15 UNAMIR W/S</u>			
Signature:		Est. Total Cost of Parts and Labour			
For CTO Only:		W/O No. Date Completed			
		Actual Cost of Parts			
		Actual Cost of Labour			
		Actual Total Cost of Parts and Labour			
LSB Case No. HQ SB No.					
DISTRIBUTION CTO (1)		W/s (1)	CFO (1)		
		LSB (1)	DATE		

E-10

21 Nov 94

Travelled to Butare to inspect the above vehicle arrived approx 1230 hrs
Vehicle reported to be in Gikangoro arrived approx 1345 hrs, not there
informed by Ghanbatt vehicle is at Nyamagabe. Could see ~~right~~ ^{site} from
Ghanbatt location. Arrived Nyamagabe approx 1420 hrs vehicle parked in
transport pool. Extensive damage to Bonnet and Cab section of Vehicle,
Front of Water tank crushed and ruptured on top, mounting for tank to
Chassis intact. On detailed investigation faults were found as per TI
sheets in package. On inspection of Air System:

- ① Gauge found to be intact
- ② Centre Brakes had been wound off to facilitate towing
- ③ No air pressure present in Air Reservoirs
- ④ No visibly broken air pipes or components on vehicle system
- ⑤ This check was only hand and eye due to vehicle not able to
be run up. A further check would be necessary if/when
Vehicle recovered to Base location.

Further to the air System tyres were also checked and the following
points noted:

- ① No visible 'Flat spots' on tyres
- ② All Tyres normally inflated

After consultation with Ghanbatt Military Police with regards to
circumstances of accident the scene of the accident was visited.

The scene was approximately 4-5 Kms East of Gikangoro on
the main road to Butare. The road has a good tarmac surface
is working and the vehicle was found to be in a ditch on the
left side of the road which also has a ditch on the
right side parallel to it.

I walked approximately 244m back along the road in the direction of Grikangoro (W) at no point on the road between where I stood, to the resting place of the vehicle could there be seen any tyre marks indicating heavy braking of the vehicle (ie lock up)

It is hoped that the MP report will, with the drivers report, shed some light on the build up to the accident however, further investigation involving stripping of the ~~axles~~ Drums off the Vehicle will be required to ascertain whether brake fade occurred due to overheating of the brakes by constant application prior to the accident.

Shuffling of the load, in this case water, in the tank may well be a contributory factor in the turning over of the Vehicle due to the fact that although lateral baffles are fitted there are no longitudinal baffles fitted to stop side sway of the load.

It is in my opinion, dependant on ^{and Chassis Drop Test} spares cost, that this unit could be returned to a Roadworthy condition in ~~43~~ ⁸⁰ man hours of work.



Brown & Root, Inc.

VEHICLE RECONDITION ESTIMATE

DATE 11 / 21 / 94

Summit
BRG2 Volvo NL10 94 NIK
Serial Number
Chassis 225848
Cab 687262

LOCATION OF VEHICLE

Contingency

DESCRIPTION OF ESTIMATED REPAIRS

MATERIAL

LABOR

Renew No 2 Cylinder Rocker Cover

Renew Fan Belts

Renew Air Filter Housing

Renew Radiator Stabilizer Bar

Renew Steering Column

Straighten Front Bumper

Strip and Examine Brakes for signs of
Overheating

Carry out Chassis Drop Test

Renew Water Tank Assembly

Carry out Brake Pressure Checks

Carry out Brake Function Checks

Initial Trip (Travel & Reports)

14.0

LN HOURS subtotal

Expat HOURS SUB TOTAL

TOTAL

E-14

OK

NOV 23 1994 01:35PM BRSC UNAMIR KAMPALA

UNAMIR
TRANSPORT SECTION

DAMAGE/DISCREPANCY REPORT

PAGE 1 OF 1

MAKE: <u>Volvo</u>	MODEL: <u>NL10</u>	YEAR: <u>94</u>	KM: <u>NK</u>	UNAMIR	
ASSIGNED TO: <u>GHANBOTT</u>		LOCATION: <u>NYAMAGABO</u>			
DAMAGE/DISCREPANCY CAUSED BY: <u>ACCIDENT/INCIDENT</u>		DURING DUTY/LIBERTY			
PLACE: <u>Stone from GIKANGORO</u>		DATE: <u>17 Nov 94</u>		TIME:	
DRIVER:	ID No.:	REF:			
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	Qty Req'd	COST \$		
			EACH	TOTAL	
	1682762 - 4 CAB ASST	①	258.97	258.97	
	1617064 - 9 ABSORBER CAB SUPPORT	②	193.94	387.88	
	1624158 - 8 SHOCK ABSORBERS CAB	②	103	206	
	965192 - 8 FLANGE SCREW	⑧	1.31	10.48	
	931099 - 7 FLANGE LOCKWASHER	⑦	2.39	19.12	
	8151400 - 2 BONNET	①	44.71	44.71	
	1617245 - 4 BRACKET	④	3.67	7.38	
	946173 - 2 FLANGE SCREW	②	0.79	3.16	
	941907 - 8 SPRING WASHER	⑧	0.51	2.04	
	1587382 - 1 SPRING	①	20.79	41.58	
	8036614 - 9 CABLE	⑨	191.14	191.14	
	1608902 - 1 NUT PLATE	①	9.39	18.78	
	1606699 - 5 ATTACHING PLATE	⑤	20	40	
	969147 - 8 SCREW	⑧	0.51	4.08	
	941906 - 0 SPRING WASHER	①⑥	0.27	4.32	
	1372215 - 2 RUBBER BUSHING	②	3.79	7.58	
NOTE	1606661 - 5 ECCENTRIC LOCK	⑤	55.58	111.16	
	11.06.01 - 7 SCREW	⑦	0.87	6.96	
	1612396 - 0 BONNET LOCK	②	279.50	559.04	
Inspected by: <u>MR M. W. H. 16 2497</u>		Est. Cost of Parts		50.00	
Place: <u>NYAMAGABO</u> Date: <u>21 Nov 94</u>		Est. Cost of Labour at		50.00	
Verified by Chief Mechanic on date:		Est. Cost of Labour at		50.00	
Signature:		Est. Total Cost of Parts and Labour		50.00	
For CTO Only:		W/O No.		Date Completed	
		Actual Cost of Parts			
		Actual Cost of Labour			
		Actual Total Cost of Parts and Labour		50.00	
LES Case No.	NO 58 No	W/O (1)	CFO (1)	LES (1)	DATE
DISTRIBUTION CTO (1)					

E-15

UNAMIR
TRANSPORT SECTION

DAMAGE/DISCREPANCY REPORT

No. -
PAGE 2 OF 7

MAKE: <u>VOLVO</u>	MODEL: <u>NL10</u>	YEAR: <u>94</u>	KM: <u>NK</u>	UNAMIR	
DAMAGE/DISCREPANCY CAUSED BY: <u>ACCIDENT/INCIDENT</u>		DURING DUTY/LEISURE			
PLAC: <u>Shing Fung Guano</u>		DATE: <u>17 Nov 94</u>		TIME:	
DRIVER: <u>I.D. No.</u>		REF:			
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$			
		FACH	TOTAL		
	931071 - 6 Nut (2)	0.43	0.86		
	941908 - 6 Spring Washer (2)	0.67	1.34		
	1617429 - 4 Grills (1)	825.00	825.00		
	1609529 - 1 Strip (1)	68.38	68.38		
	1609565 - 5 Cup (1)	0.23	1.15		
	965481 - 5 Screws (5)	0.55	2.75		
	941906 - 6 Spring Washer (3)	0.27	1.62		
	1617482 - 3 Spring Screws (3)	8.99	44.97		
	1609333 - 5 Emblem (2)	29.99	59.98		
	8120910 - 8 Emblem (1)	21.89	21.89		
	6886490 - 9 Clamp (2)	8.39	16.78		
	191695 - 6 Rotating Cup (4)	0.91	3.64		
	1617484 - 9 Rubber Washer (3)	4.19	20.97		
	1609620 - 8 Emblem (1)	11.79	11.79		
	1081346 - 7 Mucgwaerch (1)	1227.67	1227.67		
	1081347 - 5 Mucgwaerch (1)	1227.67	1227.67		
NOTE	8121546 - 9 Super Protection (2)	50.78	101.56		
Vehicle in normal/accident	8121547 - 7 Super Protection (2)	50.78	101.56		
Condition prior to accident/incident	1617503 - 6 Spring Strip (2)	54.78	109.56		
Inspected by: <u>MR HSH. NIG</u>	Est. Cost of Parts		\$		
Verified by Chief Mechanic on date:	Est. Cost of Labour		\$		
Signature:	Est. Total Cost of Parts and Labour		\$		
For CTO Only:	W.O. No.		Date Completed		
	Actual Cost of Parts				
	Actual Cost of Labour				
	Actual Total Cost of Parts and Labour				
LEB Case No.	HO SB No.	CFO (1)	LEB (1)		
DISTRIBUTION CTO (1)	W/O (1)	CFO (1)	LEB (1)		

E-16

UNAMIR
TRANSPORT SECTION

DAMAGE/DISCREPANCY REPORT

No:

PAGE 3 OF 3

MAKE: <u>Volvo</u>	MODEL: <u>NL10</u>	YEAR: <u>94</u>	KM: <u>N/K</u>	UNAMIR	
ASSIGNED TO: <u>GUADAGATT</u>		LOCATION: <u>NYAMAGARE</u>			
DAMAGE/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT		DURING DUTY/LIBERTY	
PLACE: <u>5km E of GIKANGORO</u>		DATE: <u>17 Nov 94</u>		TIME:	
DRIVER:		I.D. No.:		REF:	

ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$	
		EACH	TOTAL
	1617436 - 9 Bracket lh ①	117-16	117-16
	1617433 - 7 Bracket ch ①	117-16	117-16
	1617481 - 5 MUDGAP UPPER ②	29-19	58-38
	946441 - 3 FERRIS SCREW ④	1-47	5-88
	960148 - 5 WASHER ④	0-71	2-84
	969686 - 7 SCREW ④	0-39	5-46
	943053 - 3 RIVET ②	0-47	0-94
	960140 - 2 WASHER ⑥	0-35	2-10
	949278 - 6 FERRIS LOCKWUT ⑥	0-47	2-82
	946329 - 6 WILLOW LOCKWUT ⑥	1-47	20-58
	960143 - 6 WASHER ④	1-03	14-42
	1594751 - 8 MUDGAP ②	39-98	79-96
	1504356 - 9 FERRIS ②		
	965176 - 1 SCREW FERRIS ④	0-35	8-40
	976944 - 9 WASHER ④	0-43	10-32
	190394 - 4 WASHER ④	0-79	18-96
NOTE	955892 - 5 WASHER ⑧	0-27	2-16
Vehicle in normal loadworthy	949278 - 6 FERRIS LOCKWUT ④	0-47	11-28
Condition prior to accident	3126060 - 7 COVER ②	36-79	73-58
Inspected by: <u>MR MCJUNNIE</u>	Est. Cost of Parts		\$0.00
Place: <u>NYAMAGARE</u> Date: <u>21 Nov 94</u>	Est. Cost of Labour at		
Verified by Chief Mechanic on date:	Est. Cost of Labour at		\$0.00
Signature:	Est. Total Cost of Parts and Labour		\$0.00
For CTO Only:	W/O No.		Date Completed
	Actual Cost of Parts		
	Actual Cost of Labour		
	Actual Total Cost of Parts and Labour		\$0.00

LBB Case No.	KO 38 No	W/O (1)	OFO (1)	LBB (1)	DATE: <u>23 Nov 94</u>
DISTRIBUTION CTO (1)					

E-17

4/8

UNAMIR
TRANSPORT SECTION

101-6

MAKE: <u>VOLVO</u>	MODEL: <u>NL16</u>	YEAR: <u>94</u>	KM: <u>N/K</u>	UNAMIR
ASSIGNED TO: <u>Graham Barr</u>		LOCATION: <u>NYAMAGAGE</u>		
DAMAGED/DISCREPANCY CAUSED BY:		ACCIDENT/INCIDENT		DURING DUTY/LIBERTY
PLACE: <u>Skate E of Gikanga</u>		DATE: <u>17 Nov 94</u>		TIME:
DRIVER:	ID. NO.	REF:		

ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$	
		EACH	TOTAL
	945626-0 Spring Nut ④	1-99	7-96
	1083773-1 Side Panel lb ①	1206-87	1206-87
	1083774-9 Side Panel lb ①	1206-87	1206-87
	3090396-9 Mirror ②	157-15	314-30
	1693629-7 Mirror Glass ①	53-18	53-18
	3090016-1 KERR OBS Mirror ①	99-57	99-57
	3080002-1 KERR ①	5-39	5-39
	3090019-5 CLAMP ②	3-79	7-58
	955894-1 WASHER ①	0-27	0-27
	1620638-5 BRACKET ①	16-19	16-19
	971366-0 SCREW ③	0-75	2-25
	1614035-2 ARM ①	14-99	14-99
	945444-8 FINGER SCREW ①	0-39	0-39
	945244-2 FINGER WASHER ①	0-85	0-85
	976944-9 WASHER ①	0-43	0-43
NOTE	948645-7 FINGER LOCK Nut ①	1-19	1-19
Vehicle in non-roadworthy condition	1621067-2 CYLINDER ①	18-39	18-39
Source for parts and labour	577217-1 PROTECTIVE CRANK ⑤	4-99	24-95
Inspected by: <u>MR McWinnie</u>	Est Cost of Parts		\$0.00
Place: <u>NYAMAGAGE</u> Date: <u>21 Nov 94</u>	Est Cost of Labour at		
Verified by Chief Mechanic on date:	Est Cost of Labour at	<u>NIS</u>	\$0.00
Signature:	Est Total Cost of Parts and Labour		\$0.00
For CTO Only:	W/O No.	Date Completed	
	Actual Cost of Parts		
	Actual Cost of Labour		
	Actual Total Cost of Parts and Labour		\$0.00

LBB Code No.	NO 50 NO	W/O (1)	OFO (1)	REF (1)	DATE
DISTRIBUTION CTO (1)					

704-0

E-19

TRANSPORT SECTION

MAKE: <u>VOLVO</u> MODEL: <u>N 10</u> YEAR: <u>94</u> KM: <u>N/K</u>		PAGE: <u>683</u>	
ASSIGNED TO: <u>GILBERT</u>		LOCATION: <u>NYAMAGASE</u>	
DAMAGE/DISCREPANCY CAUSED BY: <u>ACCIDENT/INCIDENT</u>		DURING DUTY/LIBERTY	
PLACE: <u>5 km E of GIKANGORO</u>		DATE: <u>17 Nov 94</u>	
DRIVER: <u></u>		TWE: <u></u>	
ITEMS REPAIRABLE	ITEMS NON-REPAIRABLE	COST \$	
		EACH	TOTAL
	424618-7 GASKET ②	8.19	16.38
	1545130-1 CONNECTING ROD ①	467.87	467.87
	1545322-8 EXHAUST MANIFOLD ①	1240.06	1240.06
	1661250-9 RADIATOR SLANT ①		
	1674020-6 Fan ①	294.72	294.72
	966393-1 V-Bar SRT ①	28.79	28.79
	1593945-8 OIL RESERVOIR ①	233.13	233.13
	1625712-3 HUB CAP ①	61.58	61.58
	1624612-6 CLAMP ②	42.78	85.56
	1088637-8 EXHAUST PIPE ①	707.81	707.81
	8152560-2 EXHAUST HORN ①	119.16	119.16
	1589141-9 CLAMP ②	31.19	62.38
	971095-9 FINGER LOCKWAS ②	2.19	4.38
	1083446-2 EXHAUST PIPE ①	438.28	438.28
	973929-9 FLANGE SCREW ②	-0.51	1.02
NOTE	948645-7 FINGER LOCKWAS ②	1.19	2.38
Vehicle in normal condition	1084004-9 HORN SHORN ①	124.36	124.36
Condition prior to accident/incident	1625815-4 EXHAUST PIPE ①	223.54	223.54
Inspected by: <u>MMS</u>	Est. Cost of Parts		50.00
Place: <u>NYAMAGASE</u> Date: <u>21 Nov 94</u>	Est. Cost of Labour at		50.00
Verified by Chief Mechanic on duty	Est. Cost of Labour at	<u>WIS</u>	50.00
Signature:	Est. Total Cost of Parts and Labour		50.00
For CTO Only:	W/O No.	Date Completed	
	Actual Cost of Parts		
	Actual Cost of Labour		
L&R Case No	Actual Total Cost of Parts and Labour		50.00
DISTRIBUTION CTO (1)	W/O (1)	CTO (1)	LTR (1)
DATE: <u>21 Nov 94</u>			

MODEL: NL 10

YEAR: 94

KM: NIK

UNAMIR

CAUSE BY:

LOCATION:

ACCIDENT/INCIDENT

DURING DUTY/LIBERTY

DATE: 17 Nov 94

ID. No.

REF:

REPAIRABLE

ITEMS NON-REPAIRABLE

COST \$

EACH

TOTAL

1625813-9 EXHAUST PIPE ①

920.95

920.95

1607521-0 TAIL PIPE ①

323.91

323.91

1589141-9 CLAMP ①

31.19

31.19

1620064-4 PROTECTIVE SCREEN ①

340.30

340.30

1676832-7 FILTER HOUSING ①

121.96

121.96

1088084-7 FILTER HOUSING ①

971.74

971.74

8121117-9 STOPPING CANNON ①

832.18

832.18

WATER TANK ASSY ①

14852

14852

8152234-4 AIR FILTER ①

73.98

73.98

8152234-0 AIR FILTER ①

82.37

82.37

1085694-6 HAND HOLE ②

71.98

143.96

971381-9 SCREW ④

1.83

7.32

469431-1 VALVE COVER ①

67.18

67.18

424693-0 GASKET ①

5.79

5.79

469432-9 VALVE COVER ①

62.38

62.38

424694-8 GASKET ①

5.79

5.79

Ex Cost of Rep

Ex Cost of Labor

Ex Cost of Material

80.00

UNAMIR

DATED

2

UNAMIR
INTEROFFICE MEMORANDUM

SUBJECT : TRAFFIC ACCIDENT

~~18~~ ~~1001~~
JOHN TABASE
WO1
Detachment Commander

[illegible]

F-1
UN RESTRICTED

Sum 26/11 — Ac BF SUN 27 NOV with Bat File WY.

③ Filing CR

Pse R/F on fire A dist 27/11

UNAMIR MILITARY POLICE
ACCIDENT SQUAD
FINAL TRAFFIC ACCIDENT INVESTIGATION REPORT

CASE REFERENCE:

INITIAL TRAFFIC ACCIDENT REPORT DATED: _____ REFERS:
1. DATE OF ACCIDENT: 17 - 11 - 94 TIME OF ACCIDENT: 0705 HRS LT
2. REPORTED TO MP/CIVPOL ON DATE: 17 - 11 - 94 TIME: 0720 HRS LT
3. MP/POLICE ARRIVAL DATE: 17 - 11 - 94 TIME: 0740 HRS LT
4. DETAILED LOCATION: ABOUT 5KM FROM GIKONGORO TOWN

5. CIVILIAN INVOLVEMENT: NO

6. SUMMARY OF INJURIES:

7. VEHICLES INVOLVED:

vehicle reg. No	Make/Type	Owner/assigned to	No of passengers
BR 62 UN	VOLVO	4 SUPPLY PLATOON TAC HQ BUTARE	1

8. DRIVER(S):

veh. reg.No	rank/title/name	ID No	unit/adr.
BR 62 UN	SGT NANI CK	M1338	4 SUPPLY PLATOON TAC HQ BUTARE

9. UN DRIVER ON DUTY - DRIVING PERMIT NO:

10. PURPOSE OF THE TRIP: WATER SUPPLY DUTIES

11. DAMAGE TO UN VEHICLE/PROPERTY:

ATTACHED

12. DAMAGE TO OTHER VEHICLE/PROPERTY: NIL

13. MOTORING CONDITIONS: LOW

A. ROAD WIDTH: 6.60M

B. ROAD CHARACTER: GOOD

C. ROAD SURFACE: TARMENTED

D. ROAD DEFECTS: NIL

E. WEATHER: CLEAR

F. LIGHT AND VISIBILITY: CLEAR

G. TRAFFIC CONTROL DEVICES: NIL

H. OTHER CONDITIONS: THE ROAD SURFACE VERY GOOD

14. ACC. TIME DRIVER(S) CONDITION: SERIOUSLY BLEEDING

15. ACC. DESCRIPTION (SPEED, SKID, BRAKING MARKS): The UN VOLVO Water Tanker Truck was travelling from GIKONGORO towards BUTARE JUNCTION. On reaching a spot about 5km from GIKONGORO town, the Truck developed a brake failure and the driver failed in all attempt with the gears to stop the truck, applied the hand brake and as a result fell and dragged itself about 35m into the Embankment at the right side of the road and turned to its left side dragged itself again about 70 metres by force of the collision and finally stopped at its resultant position.

16. PASSENGERS AND OTHER WITNESSES:

rank/title/name	ID No	unit/adr.
-	-	-
-	-	-
-	-	-

17. POLICY NO:

INSURANCE CO.:

18. DETAILS OF INJURIES (SEPARATE REP. AS REQUIRED):

19. MP ASSESMENT OF PROBABLE LIABILLITY AND REASONS:

The accident could have been avoided if the driver had not applied the hand brake.

20. SKETCH ATTACHED YES/NO:

21. STATEMENTS ATTACHED:

22. OTHER INVESTIGATORS:

23. LOCAL POLICE STATION:

RANK/NAME OF A CIV. POLICEMAN:

24. REMARKS: The Truck was later recovered to the Ghanbatt HQ, Murambi the same day by the Canadian recovery team.

25. SUBMITTED BY (RANK/NAME): ..M2877.. SSGT.. DZAKPASU PROMISE

26. UNIT/ADDRESS: SIGNATURE:

27. DATE:

28. REVIEWED BY (RANK/NAME):

29. DATE: SIGNATURE:

VEHICLE INSPECTION (ACCIDENT)

VEHICLE NO	MAKE/TYPE	ENGINE NO	CHASSIS NO
BR 62	VOLVO	TD 101G	YV2D0A1D2RA225848
	WATER TANKER		

1. ENGINE
 - a. Radiator damaged
 - b. Turbo charger broken
 - c. Exhaust manifold broken
 - d. Fan belt cut
 - e. No. 2 rocker cover broken.
2. GEARBOX - Could not be operated due to defects on No. 1x7.
3. TRANSMISSION - NVD
4. AXLES - Front Right Hub cover broken.
5. SUSPENSION - NVC
6. BODY - Tank dented
7. CAB - a. Damaged b. Windscreen broken.
8. Steering wheel broken b. Steering column bent.
9. BRAKES - Not tested because vehicle can not be driven due to defects on No. 1x7.
10. ELECTRICAL SYSTEM - Both head light broken.
11. TYRES -

90%
|
|
|
90%

90%
|
|
|
90%

90%
|
|
|
90%

90%
|
|
|
90%
12. OTHER EQUIPMENTS -
 - a. Water Pump 1
 - b. Spare tyre 1
 - c. Water hose
 - d. Both driving mirrors broken
 - e. 12V battery - 2

ANNEX:

UNAMIR MILITARY POLICE
WITNESS STATEMENT FORM

CASE REFERENCE:

STATEMENT OF:

LAST NAME: FIRST NAME: OPPONG BOAKYE
RANK: CPL ID NO: DATE OF BIRTH: _____
UNIT/ADDRESS: GHAN BARI Supply
NATIONALITY: DATE OF ROTATION: GHANAIAN
RECORDED BY: RANK: WFLD NO: M 2977 NARFET SAMUEL
UNIT/ADDRESS: UNAMIR HQ MP. BCT
STATEMENT BEGINS:

On the 17th Nov. 94 I was on board with SGT. NANI the driver of vehicle with reg. NB B2 G2 (TANIKER) as the spare driver and as the same time an escort. We came from BUTH to fill water at GIKON KORO water works and back. On our way back, at about 0700hrs. On reaching a place with a sign road sign which indicates a sharp deviation of road all that I could see was that the driver was struggling with the brakes but I realised there was nothing he could do. From this point, the car went forward about 150 metres where there was another sharp curve and finally fell at the right side of the road. I therefore broke my seat belt and came out through the window. I quickly pulled the driver of the spot to the road side, awaiting any available car. Fortunately I had a private car and put the driver on board to be sent to hospital. I was then standing by because our weapons G3 rifles were in the car, later I got one weapon only, but all efforts made to look for the other one failed.

(2)

because I could not stand on my feet anymore.
I therefore joined a private car down to RHP.

[Signature]

ANNEX:

UNAMIR MILITARY POLICE
WITNESS STATEMENT FORM

CASE REFERENCE:

STATEMENT OF:

LAST NAME: FIRST NAME: NANI CK.
RANK: SGT. ID NO: DATE OF BIRTH: _____
UNIT/ADDRESS: GHANBARI SUPPLY PLATOON
NATIONALITY: DATE OF ROTATION: GHANAIAN
RECORDED BY: RANK: 401 ID NO: M 2977 NARTEH SAMUEL
UNIT/ADDRESS: UNAMIR HQ MP. BGT.
STATEMENT BEGINS:

I am investigating a case of TRAFFIC ACCIDENT in which you are involved. You are not obliged to say anything, unless you wish to do so. But whatever you say will be taken down in writing and may be given in evidence. You are also reminded of your right to consult a Counsel of your own choice.

[Signature]
17/11/94
MP.

[Signature]
17/11/94
MP.

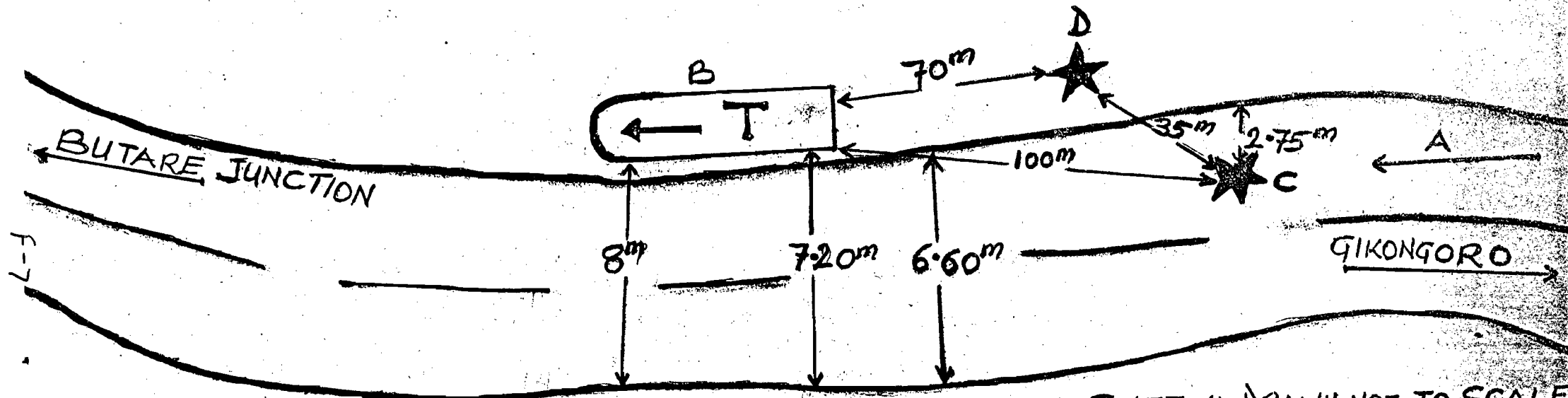
On the 17th Nov. '94, I was detailed by my Co Supply platoon to come to GIKONKORO WATER WORKS for water. After filling the tanker, I tested my brakes Car No BR 62 and found to be in good Condition. On my way back from GIKONKORO to NYANSA, On reaching a place with a road sign board indicates "Sharp deviation of road" at about 4700m. Ht, I intend applying my brakes to slow down in order to negotiate the Curve, but all effort made failed. In this point, all that I could see was that the weight of the Car threw me to the right side of the road and I could not see anything again.

[Signature]
17/11/94
MP.

(2)

This is my true Statement. I have been told that I can
add, correct, or alter anything I wish. I made it of
my own free will. ~~Sammy~~ ~~the~~ ~~Therapist~~

A SKETCH PLAN OF SCENE OF TRAFFIC ACCIDENT
WHICH OCCURRED ON 17-11-94 BETWEEN GIKONGORO
AND BUTARE JUNCTION AT ABOUT 0705 HRS LT
INVOLVING UN VOLVO WATER TANKER TRUCK REG
NO BR 62.



LEGEND

A: DIRECTION OF TRAVEL OF UN VOLVO TANKER NO BR 62
B: THE RESULTANT POSITION OF UN VOLVO AFTER IMPACTS
C: FIRST POINT OF IMPACT
D: SECOND POINT OF IMPACT

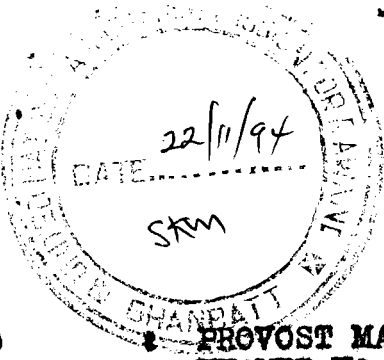
SKETCH DRAWN NOT TO SCALE
DRAWN AND COMPILED BY

NO M-2877

S/SGT DZAKPASHU P.

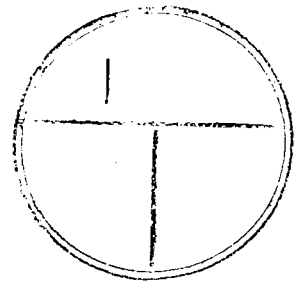
DATED: 20-11-94

SIGN:



UN RESTRICTED

UNAMIR
INTEROFFICE MEMORANDUM



TO : PROVOST MARSHAL
UNAMIR HQ

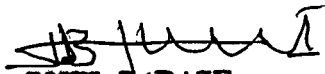
MP/4/0/94

INFO : CO GHANBATT

DATE : 22 NOVEMBER 1994

SUBJECT : TRAFFIC ACCIDENT

1. Attached please find MP Initial Traffic Accident Report on the above quoted subject for your info and action deemed necessary.
2. Accept for action.


JOHN TABASE
WOI
Detachment Commander

APPT.	INITIAL	DATE
CO	Y	23/11
RIC		
ADJUT	(u/y)	24/11
CHS OFFR		
CHD		
LOGG		
FOOD OFFR		
MAINT OFFR		
LM		
SNO		
MTD		
ENR		
PID		
ENGR OFFR		
ENG		
FO		
	SKM	24/11

UN RESTRICTED

**UNAMIR MILITARY POLICE
ACCIDENT SQUAD
INITIAL TRAFFIC ACCIDENT INVESTIGATION REPORT**

CASE REFERENCE:

TO: DISTRIBUTION LIST
FROM: UNAMIR FORCE MP, FC HQ KIGALI

1. DATE OF ACCIDENT: 17 - 11 - 94 TIME OF ACCIDENT: 0705HRS LT

2. CIVILIAN INVOLVEMENT: NO /YES

3. DETAILED LOCATION: ABOUT 5KM FROM GIKONGORO TOWN

4. VEHICLES INVOLVED:

vehicle reg. No	Make/Type	Owner/assigned to	No of passangers
<u>IR62UN</u>	<u>VOLVO</u>	<u>4 SUPPLY PLATOON</u> <u>TAC BUTARE</u>	<u>1</u>
-	-	-	-
-	-	-	-

5. DRIVER(S): D

veh. reg.No	rank/title/name	ID No	unit/adr.
<u>IR62UN</u>	<u>SGT NANI GK M1338</u>		<u>4 SUPPLY PLATOON</u> <u>TAC HQ BUTARE</u>
-	-	-	-
-	-	-	-

6. DRIVING PERMIT NO:

7. UN INJURIES: ..DRIVER & PASSENGERS OTHER INJURIES: NIL

8. UN DAMAGE: ...THE VEHICLE..... OTHER DAMAGE: NIL

9. BRIEF DESCRIPTION OF THE ACCIDENT: The UN VOLVO Water Tanker Truck was travelling from GIKONGORO towards BUTARE JUNCTION. On reaching a spot about 5 Km from GIKONGORO Town, the Truck developed a brake failure and the driver failed in all attempts with the gears to stop the truck, applied the Hand brake and as a result fell and dragged itself about 35 metres into the Embankment at the right side of the road, and turned to its left side, dragged itself again about 70 metres by force of the collision and finally stopped at its resultant position

10. UN MP INVESTIGATOR: No M2877 SSGT DZAKPASU PROMISE

11. OTHER INVESTIGATORS: NID

12. ESTIMATED DATE OF FINAL REPORT: _____

SIGNATURE: _____

CHECKED BY:

MEDICAL CONFIDENTIAL

UNAMIR

INTER-OFFICE-MEMORANDUM

TO OPS OFFICER ↖

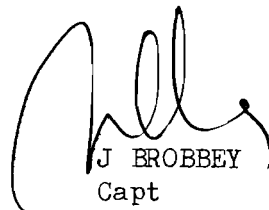
FROM: GHANBATT(RAP)

DATE: 10 FEB 95.

GH2/RAP/02/A

SUBJECT: MEDICAL REPORT
RE: 179906 SGT NANI C.K.

1. 179906 Sgt Nani C.K. was involved in a Road Traffic Accident on the 17 Nov 94 as the driver of the vehicle.
2. He sustained laceration to the chin, rugged laceration on the right ear abrasion of the infra-orbital region, right cheek and right upper arm. Avulsed incisor and broken dentures.
3. He complained of back, chest pains and headache.
4. He was conscious, had no fever, he was shivering, not pale, anicteric.
5. BP 150/90/ Pulse 78/min respiration rate 20/min. / mmHg
6. No abdominal injury was elicited.
7. His central nervous system was intact mild tenderness along the vertebral column. X-ray of skull, chest, lumbasacral vertebra was normal.
8. No injuries to the limbs.
9. Suturing of the lacerations were done under local anaesthesia.
10. He was managed with Antibiotics and analgesics. He was referred for dental surgery.
11. He was on admission at the RAP from 17 Nov 94 to 10 Dec 95.


J BROBBEY
Capt
SMO-Ghanbatt


G-1

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INTER-OFFICE-MEMORANDUM

TO: OPS OFFICER 

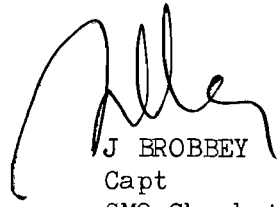
FROM: GHANBATT(RAP)

GH2/RAP/02/A

DATE: 10 FEB 95.

SUBJECT: MEDICAL REPORT
RE: 184092 CPL OPPONG-BOAKYE

1. 184092 Cpl Oppong-Boakye was involved in a Road Traffic Accident as a passenger on 17 Nov 94.
2. He sustained contusion to the neck and complained of mild tenderness at the back of the neck.
3. He was conscious, not pale, anicteric, no fever.
4. BP 130/90 mmHg Pulse 88/min
5. No injuries to the chest.
6. No injuries to the abdomen.
7. Central Nervous system was intact.
8. X-ray of cervical spine was normal.
9. He was managed with analgesics.
10. He was on admission from 17 Nov 94 to 25 Nov 94.


J BROBBEE
Capt
SMO-Ghanbatt

G-2

MEDICAL CONFIDENTIAL