



**MVA Fund**

The Motor Vehicle Accident Fund of Namibia

*Driven to lend a helping hand!*

## MEDIA RELEASE

**To** : The News Editor

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**RE** : **STATUS OF ROAD DEATHS IN NAMIBIA**

The NRSC and the MVA Fund has taken note of recent reports published in various media houses citing the World Life Expectancy website [<http://www.worldlifeexpectancy.com>], WHO website: [http://www.who.int/healthinfo/global\\_burden\\_disease/estimates\\_country/en/](http://www.who.int/healthinfo/global_burden_disease/estimates_country/en/) as well as Sivak and Schoettle (2014) "Study on Mortality from Road Crashes in 193 Countries: A comparison with other Leading Causes of Death" published by the Transport Research Institute of the University of Michigan (UMTRI) regarding Namibia's ranking as the country with the highest road deaths per capita in the world. The NRSC and the MVA Fund would like to unequivocally state that the information contained in the mentioned references pertaining to road crashes and their resultant fatalities in Namibia is inaccurate, misleading and detrimental to Namibia's good image and reputation. Consequently, we would like to set the record straight based on the actual data at our disposal.

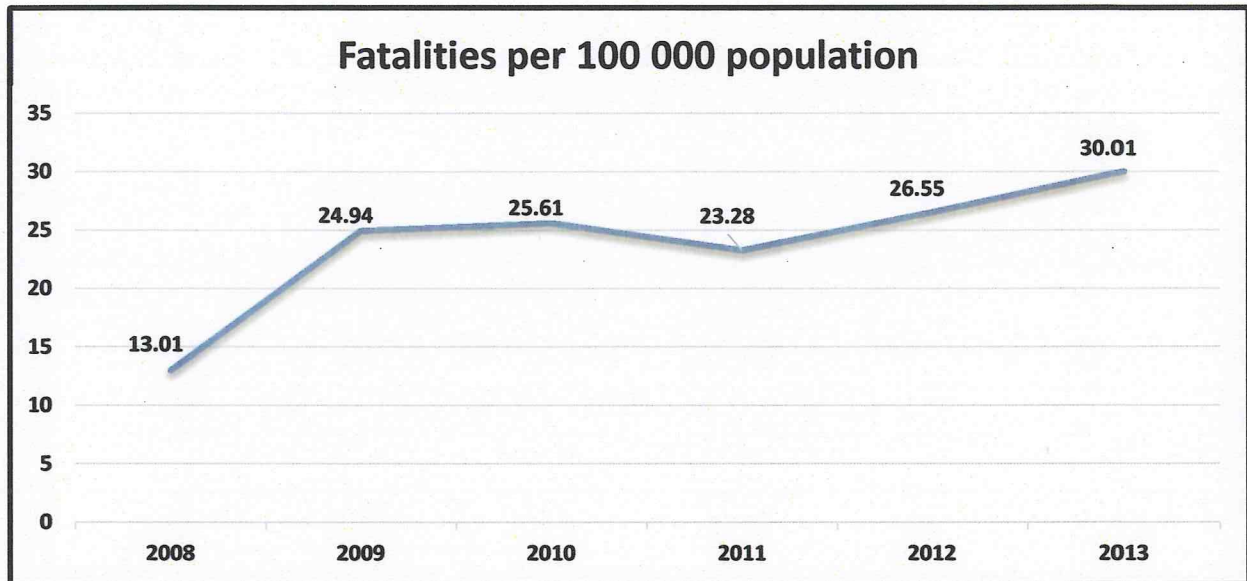
The NRSC, the MVA Fund and indeed the line Ministry of Works and Transport is concerned about the escalating road carnage in Namibia. Based on data collected at various points including crash scenes, hospitals, the Namibian Police and claims submitted to the MVA Fund, we are of the opinion that the situation has not reached the proportions as purported in the citations above and the resultant recent media reports. Furthermore, both the NRSC as the final custodian of national accident data and the Fund being the final recipient of all road crash related data in Namibia have never contributed to data held by the WHO's Department of Measurement and Health Information before the rankings were released, and therefore cannot conclusively support same.

It is true that Namibia is in fact faced with a road carnage crisis, but not to the level depicted in the citation and subsequent media reports. To this end, the NRSC, the MVA Fund and all key stakeholders are tirelessly working towards stabilizing the situation as per the aspirations and objectives of the Namibian Chapter of the Decade of Action for road safety 2011-2020.

The rankings which were released by the World Health Organisation in 2012 and based on road crash data for the year 2011, Namibia's fatality rate per 100 000 population was pegged at 25.00, and ranked at 35<sup>th</sup> in the world, and third in SADC, behind South Africa and Lesotho. In contrast, according to the data at our disposal, the country's fatality rate per 100 000 population stood at 23.28. The difference is due to the fact that WHO collated data using estimated population numbers and use other formulas to accommodate underreporting, while we used actual

population figures without corrective measures released after the 2011 census. It baffles us as to how the rate jumped from 25 to 45 over such a short period. It is important to note that, even with the slight difference in the figures, Namibia's ranking will not be at the top of the table, compared to countries such as South Africa and Lesotho.

Below is an illustration of the trend in the fatalities per 100 000 population recorded during the past five years:



The graph above indicates an upward trend in the fatality rates between 2012 and 2013. The lowest was recorded in 2008 at which time the fatality rate stood at 13.01. There was however a sharp increase in 2009 and 2010, with a slight decrease in 2011. The fatality rate per hundred thousand population currently stands at 30.01, however, with the upsurge recorded in fatalities over the past few months, this is likely to increase.

### Types of crashes

In terms of the highest types of crashes in Namibia, pedestrian-related crashes top the list, accounting for 31% of all total crashes recorded in the country followed by roll-overs and head-side collisions at 29% and 9% respectively. In fact, head-on collision only account for 4% of all road crashes as illustrated in the table below:

	Actual	Percentage
Pedestrians	1074	31%
Roll over	1016	29%
head side collision	306	9%
With Animal(Wild)	196	6%
Head rear collision	188	5%
With fixed object(specify)	160	5%
Head on collision	122	4%
Side wipe collision	114	2%
Cyclist	107	3%
Fell/ Jump from moving vehicle	77	2%
Chain collision	72	2%



Quad bike	35	1%
Under investigation	12	1%
Collision with train	5	0%
<b>Total</b>	<b>3484</b>	<b>100%</b>

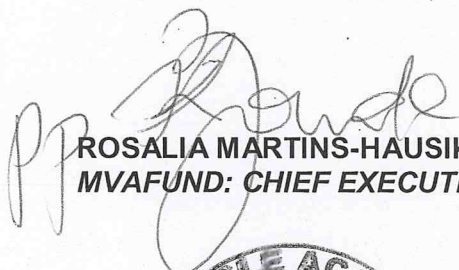
The latest data indicates that the number of crashes is increasing at an average of 16.3% per year. Although there is a slight decrease from 2012 to 2013. This may however prove insignificant as the number of injuries is increasing at an average rate of 14.6% per year, as illustrated in the table below.

	2009	2010	2011	2012	2013
<b>Crashes</b>	1965	2689	2902	3547	3484
<b>Injuries</b>	3538	5125	5659	5652	5845
<b>Fatalities</b>	525	539	492	561	634

#### National Interventions:

It is important to note that road safety needs a multi-faceted approach, as per the Decade of Action for Road Safety 2011-2020. For us to improve our road safety performance in the long run, there is a need for Namibia to build a long-lasting road safety culture. To this end approval has been given by the Ministry of Education to incorporate road safety in the National school curriculum from grade 1 up to 12. In addition the NRSC, MVA Fund, Namibian Police and the Roads Authority are moving towards consolidating efforts and mobilize strategic partners to tackle the escalating road carnage through sustainable year-long interventions. The collaboration during the last festive season was used to pilot the concept.

Regrettably, most road crashes are attributable to human error, therefore, our appeal to road users, be it drivers, passengers or pedestrians is for them to play their part by making right decisions. Drivers should be considerate of other road users and give them the choice to live. Likewise, passengers should make that choice of life by speaking to the driver to slow down or pull off when tired. For pedestrians, the choice is to use pedestrian crossing points, wearing bright coloured clothes at night and be vigilant.

  
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