



FESTIVE SEASON REPORT

25 NOVEMBER 2021 – 17 JANUARY 2022



**AUTOMOBILE
ASSOCIATION OF NAMIBIA**



Private Sector
Road Safety Forum



MUNICIPALITY OF OTJIWARONGO



Do the Right Thing & Save Lives



2nd Decade of Action for Road Safety Strategy (2021-2030)



“NO PERSON SHOULD BE KILLED OR SERIOUSLY INJURED ON NAMIBIA’S ROADS. NOW IS THE TIME FOR US TO HOLISITICALLY GALVANIZE OUR NATION’S ROAD SAFETY RESPONSE CAPABILITY

Minister of Works and Transport
Hon. John Mutorwa

This second Decade of Action for Road Safety is a roadmap for the period 2021-2030 that outlines the focus areas (Pillars), Objectives and Initiatives that NRSC and all road safety stakeholders in Namibia intend to take in order to achieve improved road safety in this new decade. This Plan was developed in response to the United Nations General Assembly’s call for a Decade of Action and provides an integrated picture of where road safety is should be within the next ten years and serves as a communication vehicle for conveying specific direction, focus and allocation of resources in response to the country’s road safety challenges. This strategic plan was compiled in close collaboration with the key role players and will form the basis for performance management.

ROAD SAFETY MANAGEMENT — SAFER ROADS AND MOBILITY
SAFER VEHICLES — POST-CRASH RESPONSE — SAFER ROAD USERS



Do the Right Thing & Save Lives



OUR VISION “ZERO DEATHS & SERIOUS INJURIES”



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ACRONYMS

CoW	City of Windhoek
IRTAD	International Traffic Safety Data and Analysis Group
ITF	International Transport Forum
MIRCO	Ministry of International Relations and Cooperation
MWT	Ministry of Works and Transport
NABTA	Namibia Bus and Taxi Association
NAMPOL	Namibian Police
NPPTA	Namibia Public Passenger Transport Association
NRSC	National Road Safety Council
NRSF	Namibia Road Safety Forum
SDGs	Sustainable Development Goals
UN	United Nations

1.

INTRODUCTION



1.1 GLOBAL CONTEXT

Road crashes kill about 1.35 million people worldwide every year, translating into nearly 3 700 people dying on the world's roads every day, according to the 2018 Global Status Report on road safety. The International Transport Forum (ITF) and International Traffic Safety Data and Analysis Group's (IRTAD) database collects and aggregates international data on road crashes and these databases have shown a marked decline in crashes and resultant fatalities from 2019 until 2020 and a sharp increase in the same in 2021 due to impact of COVID-19 related lockdowns. The sustained prevalence of the tragedy on the world's roads evokes the sense of urgency to achieve significant reductions in the number of road deaths globally and have strengthened the inclusion of road safety targets in the UN Sustainable Development Goals (SDGs). Road safety is captured among a number of the SDGs.

The SDG target 3.6 aspires to reduce global road traffic deaths and injuries by 50% by the year 2020, compared to their 2010 levels. SDG 11.2 calls to "provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons" by 2030.

1.2 AFRICAN CONTEXT

The Global Status Report indicates that the rate of road traffic fatality in the African Region remains the highest in the world. Whereas several countries have the relevant policy framework in place, there remains significant progress to be made in most countries. Progress will depend upon addressing the gaps identified in key road safety laws, infrastructure, vehicles standards and access to post-crash care. Knowledge about specific actions to be undertaken on each of these key areas is available. There are specific issues that need to be addressed. The first is increasing political will. Despite a better understanding of the problem and its solutions, political will to carry out the necessary actions is often lacking. Too many countries still lack funded strategies, lead agencies and good laws that are enforced.

1.3 NAMIBIAN CONTEXT

In Namibia, trends in road trauma/deaths are similar to the patterns seen globally. Namibia annually loses more than 400, with more than 6000 injuries resulting from around 3000 crashes. Although a steady decline, an average annual decrease of 8% was evident from 2016 to 2020, there is still room to further reduce the number of crashes on our national roads. According to the Global Status Report on road safety, it is estimated that for every ten lives lost in traffic crashes, nine occur in low- and middle-income countries, which unfortunately include Namibia. We do note though, that while there were some slight improvements in motor vehicle accidents in 2020 fatalities and injuries still remain a large challenge for the country. Following from the above, this report thus provides a consolidated analysis of the 2021/2022 road crash statistics as compared to 2020/2021 Festive season Period.

The Festive Season Report focuses on understanding the regional distribution of crashes, injuries and fatalities as well as contributory factors for crashes.

“According to the Global Status Report on road safety, it is estimated that for every ten lives lost in traffic crashes, nine occur in low- and middle-income countries, which unfortunately include Namibia”

2.

FESTIVE SEASON CAMPAIGN OVERVIEW



2.1 CAMPAIGN LAUNCH

The Festive Season Road Safety Campaign 2021-2022 was launched by the Deputy Minister of Works and Transport, Honourable Veikko Nekundi, on 25 November 2021, at the Roadblock in Keetmanshoop under the theme **#DoTheRightThingAndSaveLives**. This campaign ran from 25 November 2021 until 14 January 2022. It must be noted that the Traffic Law Enforcement operations started on 17 November 2021 and ended on 17 January 2022 and thus it will be noted in this report that statistical basis is deduced from the same dateline. Furthermore, the campaign launch was attended by the Honourable Governor, Honourable Aletha Frederick, Governor of the ||Kharas Region, who also presented remarks at the same occasion. The event was graced by the presence of various stakeholders in the sub-sector.

The Festive season campaign operations were mainly undertaken on the on B1 (Karasburg – Oshikango over 1500km stretch) and B2 (Windhoek-Swakopmund) being the routes with the highest traffic volumes and posing high exposure risk to road users. Given the above, the main thrust of interventions was concentrated along these roads during the festive season period by all key stakeholders.

2.2 CAMPAIGN OBJECTIVES

The following were the overall campaign objectives:

- a) *Increased road safety education and information dissemination activities*
- b) *Increased law enforcement interventions and visibility on B1 & B2 routes*
- c) *Increased Emergency Response capacity on B1 & B2 routes*
- d) *Reduced motor vehicle accidents, injuries and fatalities*

3.

LAW ENFORCEMENT



3.1 OPERATIONAL OBJECTIVE

The principal objective of the Law Enforcement Festive Season Operation was to improve road safety by intensified patrols on the highway and to conduct mobile roadblocks especially on the B1 & B2 roads to guarantee visibility and peace of mind to law abiding road users. The operational objective for the joint law enforcement and road safety campaign was to educate road users and provide deterrence to blatant violations of the rules of the road and to deal decisively with those who were bent to break the law.

3.2 DEPLOYMENT OF TRAFFIC OFFICERS

Traffic law enforcement officers from the Namibian Police, Road Traffic and Transport Inspectorate as well as Municipal Traffic Units were deployed on B1 and B2 Highways, who were assigned the responsibility to undertake law enforcement activities during the critical days of the festive period. The shifts organised by law enforcement on the B1 and B2 roads have been done in such a way that enabled random inspection of vehicles and road users alike. Some of those on these shifts performed speed measuring at relevant times, screening for alcohol and drugs on drivers, check roadworthiness and loads on vehicles. They also attended to other serious moving offences on the road.

All members worked eight hours per shift, depending on which time of the day or night their shifts started. The tactical performance target was for each member to screen 50 drivers for alcohol per day and check 50 vehicles for roadworthiness.

4.

PUBLIC EDUCATION CAMPAIGN



4.1 NATIONAL ROAD SAFETY COUNCIL

4.1.1 CAMPAIGN ACTIVATIONS

This year's theme **#DoTheRightThingAndSaveLives**, was trending through radio campaigns and other promotional material. Campaign activations took place on 03 December 2021 at the Swakopmund Roadblock in terms of face-to-face interaction and distribution of promotional material with the conclusion of the campaign on 14 January 2022 in Otjiwarongo. The public education campaigns were spearheaded by the National Road Safety Council with the support of the MVA Fund, Namibia Road Safety Forum and the Automobile Association of Namibia. In the same vein, activations took place at the following roadblocks:

1. Okapuka (Windhoek)
2. Rehoboth Roadblock
3. Otjiwarongo (Otjiwarongo North)
4. Oshiko (Ongwediva)
5. Omafo (close to Oshikango)
6. Mariental Roadblock
7. Keetmanshoop Roadblock
8. Wilhelmstal Traffic Checkpoint



DotheRightThing&SaveLives



Radio and Television interviews were undertaken since the beginning of November 2022 in preparation for the Festive Season. Newspaper placements were done for the reading audience in anticipation of reaching out to the general public, thus creating awareness of the road safety problem.

4.1.2 MEDIA PLATFORM

Different mediums were deployed to both educate and inform the public and or road users with the view of modifying their choices to a positive behaviour on our roads during the festive season period and beyond. Social Media (50%), Radio (30%), Television (12%) and the Print Media (8%) were used to reach the road using public.

4.1.3 RADIO INTERVENTIONS

The National Road Safety Council partnered with NBC radio and conducted in-depth interviews on NBC's English, Afrikaans, Lozi as well as Nama/Damara Radio Stations from Early November 2022 onwards. The Road show started at Keetmanshoop Roadblock at the launch on 25 November 2022, continued on 03 December 2022 at Swakopmund Roadblock, 10 December 2022 Okapuka Roadblock and continued to Otjiwarongo Roadblock on 15 December 2022 and ended on 17 December 2022 at the Oshiko Roadblock. Radio interventions were conducted at public transport terminals and roadblocks, where public members and commuters were mainly being educated on Tyre Tread Depth Check Guide, Life Span of Tyres, Seatbelt Safety, importance of correct information on Passenger List, information as regards important and critical contact numbers such as the Accident Response Number 09682 and Traffic Violation Report Number 061 222 888.

The NRSC on its part conducted interviews on Road Safety and Travelling Tips, Fatigue Management and Collaborated with Law Enforcement on the highways. Furthermore, the work of the National Road Safety Council and the oversight role of the Ministry of Works and Transport was also emphasised during the Radio Interviews. The prevalence of specific type of crashes in different regions were shared on the NBC National Radio, especially as regards vulnerable road user groups. Weekly radio interventions were conducted both on national and private radio stations, in the quest to update road users on road crash statistics, information on hazardous situations on the road, and continued awareness and education on road safety. The National Road Safety Council's jingle on the campaign slogan was continually aired on national radio.

4.1.4 TELEVISION AND SOCIAL MEDIA

1. Television



Different electronic media platforms such as Good Morning Namibia Show (GMN) as well as roadblock site radio and TV interviews were conducted to educate and inform the general public as well as motorists on specific road safety issues. These interviews were conducted in an effort to create wider public awareness.

The Namibian Broadcasting Corporation (NBC) and One Africa Television attended the launch and ran campaign adverts for the festive season campaign. One Africa Television also partnered with the City of Windhoek (CoW) in a Windhoek-based campaign highlighting the need to carry relevant Identification documents, Driver Licenses and Professional Authorizations for those driving for reward.

2. SOCIAL MEDIA REACH



In terms of the Social Media campaigns that ran from 03 December 2021 to 16 January 2022, around 465,447 Facebook¹ users were reached, whereas on Instagram 162,083 users were reached as can be seen from *Figure 1*. Google AdWords² were used for clicks, which resulted in 1,183 clicks with 2,782,685 impressions³. *Figure 2* shows Advert trends in terms of paid reach, accumulated 434,900 users, whereas the same has resulted in 3,3 million impressions.

Figure 1: Facebook and Instagram user-reach results

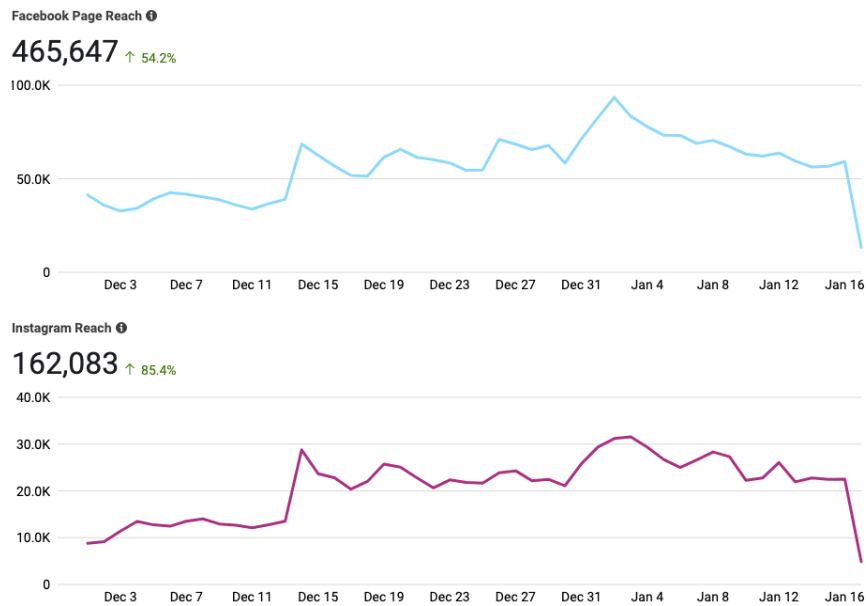
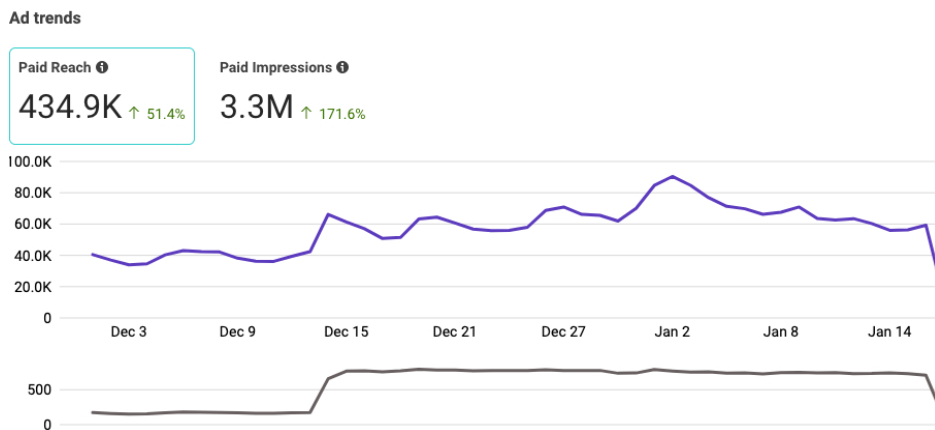


Figure 2: Ad Trends on social media



1. Facebook Ads defines impressions as the number of times an ad was viewed. With a few exceptions, an impression is counted each time an ad can be viewed when it enters a person's screen on Facebook, Instagram or Audience Network. Reach is defined as the number of people your Facebook ad was shown to (<https://www.facebook.com/business/help/104316936854650>)
2. Google Ads operates under a pay-per-click (PPC) model. That means marketers target a specific keyword on Google and make bids on the keyword — competing with others also targeting the keyword. The bids you make are "maximum bids" — or the maximum you're willing to pay for an ad (<https://ads.google.com/home/how-it-works/>)
3. Impression share shows you how the performance of your ads compares with the performance of others' ads. This metric is calculated by taking the number of impressions your ad received divided by the total number of impressions your ad was eligible to receive (<https://support.google.com/google-ads/answer/7103314?hl=en#:~:text=Impression%20share%20shows%20you%20how,ad%20was%20eligible%20to%20receive>)





4.2.1 CAMPAIGN ACTIVATION

The festive season is commonly known to be the period when roads are fraught with danger. For this reason, and, as it has become a norm since the year 2005, the Motor Vehicle Accident Fund (MVA Fund), partners and stakeholders embarked on rolling out the Festive Season Road Safety Campaign (FSRSC) from 25 November 2021 to 17 January 2022.

4.2.2 FUND SPECIFIC CAMPAIGN OBJECTIVES

- *Increased road safety education and information campaign activities*
- *Increased knowledge of the Accident Response Number (ARN) 9682 and Accident Response Process*
- *Ensure a significant increase in seatbelt compliance.*
- *Ensure an increase in tyre safety compliance.*

4.2.3 PUBLIC EDUCATION INTERVENTIONS

4.2.3.1 PRINT MEDIA



Various front page strip adverts of the Accident Response Number (ARN) 9682 were placed in the following media namely, Namibia Economist, Windhoek Observer, Namibia Daily News, Confidenté, New Era, Die Republikein, Consumer News and Kanaal 7 radio.

4.2.3.2 RADIO



The Fund embarked on a road safety show in collaboration with Namibian Broadcasting Corporation (NBC) for the campaign which commenced on 13 December 2021 and ended on 23 December 2021. The road safety show commenced in Otjozondjupa Region and ended in Erongo Region along the B1 and B2 routes where most crashes are reported. The radio broadcasts took place at road blocks and shopping malls. The show was broadcasted on five (5) indigenous language radio stations, namely National FM - English, Hartklop FM – Afrikaans, Kaisames - Damara/Nama, Omurari – Otjiherero, Kati FM - Oshiwambo as well as NBC television.

There was a robust popularisation of the Accident Response Number (ARN) **9682** on print, online and national television.

4.2.3.3 Virtual Talks



Two (2) virtual talks were conducted and re-enforced through social media

- Tyre Safety – 600 views with 6 shares
- Speeding with Motor Club members - 70 views

4.2.3.4 Tyre Safety, Driver Training and Emergency Response

- The emergency response time has been drastically reduced to an average of 20 minutes
- An average of 200 public transport buses were stopped and checked with a copy of passenger list or manifesto as well as seatbelt compliance (Green Dot Campaign)
- A random inspection of 500 vehicles had a valid tyre lifespan (Tyre Safety Campaign)
- 15 drivers were trained on defensive driving

4.2.3.5 Recommendations

The Fund proposed the following recommendations:

- a) Strengthen existing good working relations with key road safety partners.
- b) Capacitate the EMRS bases and extend the period for temporary bases beyond the Festive Season.
- c) Enhance road crash data collection during the FSRSC by a dedicated team.
- d) Proper profiling of drivers involved in crashes in terms of age, licence, gender and driving background.

4.3 LAW ENFORCEMENT INTERVENTIONS

NAMIBIAN POLICE FORCE OPERATIONS



4.3.1 LAW ENFORCEMENT OVERVIEW

The NRSC provided funding for Subsistence and Travel for the Monitoring Team during the campaign, especially those with the Airwing Team who monitored on the B1 and B2 during the campaign. Traffic law enforcement agencies converged on the B1 and B2 highways, collaborating in the enforcement of the relevant traffic laws under the leadership of the Namibian Police Force. The various traffic management units, Road Transport Inspectors, City Police, Walvisbay Traffic, Swakopmund Traffic, Keetmanshoop Traffic, Hentiesbay Traffic as well as the Otjiwarongo Traffic supported within their jurisdictions to enforce the traffic laws.

Traffic law enforcement officers were deployed on the B1 and B2 roads in line with the Concept Note adopted at the 6th Annual Road Safety Conference. The Concept Note calls for massive enforcement of the key traffic violations such as speeding, drunk-driving, reckless and careless driving, this was regarded as the most effective way of influencing road-user behaviour and of reducing road fatalities on B1 & B2 respectively. The Namibian Police Force, Road Traffic Inspectors from the Roads Authority as well as Local Authority Traffic Units from City of Windhoek, Walvisbay, Swakopmund, Hentiesbay, Otjiwarongo and Keetmanshoop converged on the B1 and B2 within their respective jurisdictions.



4.3.2 SOBRIETY TESTS, SUMMONSES ISSUED, SPEED

During this campaign period, the Namibian Police reported that various traffic checkpoints were setup and that through this initiative **110 558** vehicles were stopped and screened for alcohol, resulting in **226** drivers being detained for driving a motor vehicle whilst under the influence of alcohol/liquor. The lowest Alcohol measurement was 0.10mg per 1000ml between Swakopmund and Hentiesbay Road whereas the highest Alcohol measurement was 1.93mg per 1000ml between Windhoek and Okahandja Road. Each traffic law enforcement agency reported results in terms of their campaign operations that they have undertaken, which are summarised in the next section of this report.

A total of **9 824** summonses were issued to the value of **N\$10 306 595.00** (93 118 Male and 17 440 Female drivers) resulting in the suspension of **760** unroadworthy vehicles and the issuing of **915** courtesy notifications. In terms of speed management, the lowest speed on the highway between Okahandja and Otjiwarongo was 105kms per hour, whereas the highest speed was captured between Okahandja and Karibib 212kms per hour.

According to the NAMPOL accident report, dated from 17th November 2021 until 17th January 2022 in comparison with 2020/21 Festive Season period, the following comparisons are noted in *Table 1*:

Table 1: Festive Season Statistics- Source: NAMPOL

	2021/22	2020/21	Difference
 Accidents	480	545	Decrease with -12%
 Injuries	952	1074	Decrease with -11%
 Fatalities	116	101	Increase with 15%

Khomas and Otjozondjupa Regions have the highest motor vehicle accidents with 138 and 47 respectively, resulting in 8 and 27 fatalities in the same order. Seemingly the regions with the lowest motor vehicle accidents are Kavango West (3), IIKaras (4), Kunene (4) which were all below 5 fatalities. The trend remains the same for the previous festive season period of 2020/21.

ROAD TRAFFIC AND TRANSPORT INSPECTORS

4.3.3 METHODS/APPROACH

The Roads Authority's Road Transport Inspectors' approach was the use of predictable and unpredictable law enforcement measures with the following methods:

- Maintained visible high way road safety patrols with lights emitting throughout the operation;
- Random re-enforcement of roadblocks, checkpoints and lay-bye were undertaken;
- Checked of lay byes with all patrols;
- Randomly screened drivers;
- Random inspection of vehicles for roadworthiness;
- Driver risk profiling for those detected driving under the influence of alcohol and involved in serious and fatal road crashes were done;
- Enforced Warrants of Arrest;
- Investigated all suspected vehicles not complying with the relevant laws;
- Verified driver documents, roadworthy of vehicles and inspect engines;
- Conducted speed law enforcement;
- Enforced loads on vehicle relating to all passenger vehicles.

4.3.4 RESOURCES

The following resources were utilized:

- Forty-three (43) Transport Inspectors;
- TRS (Natis) Management within their area of Jurisdiction
- Thirteen (13) Law Enforcement Vehicles;
- Three (3) Speed Measuring Cameras;
- Twelve (12) Breath Alco Testers; and
- Tyre Pressure and Tyre Depth Gauges
- Driving License card screening/detector/identification

4.3.5 LEGAL INSTRUMENTS

- Roads Authority, Transport Inspectorate Procedure Manual of 2007.
- Road Traffic and Transport Act, Act 22 of 1999.
- Road Transport and Transport Regulations, 51 of 2001.
- Criminal Procedure Act, 51 of 1977 – Government Gazette 2530 (GN 92) of 15 May 2001 & 3102 (GN 241 of 01 December 2003 (as Per Schedule).
- Road Transportation Act, 74 of 1977 – Passenger Vehicles.
- Road Fund Administration, Act 18 of 1999 – Entry Fees, Travel Distance Charges and Logbook.

4.3.6 ACCIDENTS REPORTED AND ATTENDED

- One (1) accident attended of the mini truck of Baby Company that had overturned due to tyre bursts on the Okahandja –Karibib road, Driver was seriously injured and the passenger was stable.
- A lady jumped out of vehicle she has allegedly been beaten by the boyfriend, slight serious injuries.

4.3.7 SUMMARY OF ROAD TRANSPORT INSPECTORS' OPERATIONS

Table 2 indicates that the *Road Transport Inspectors* inspected 23,575 vehicles which drew 536 transgressions with around 98% compliance rate. Their operations resulted in the arrest of 5 drivers and suspension of 46 vehicles, with unlicensed drivers and vehicles and worn out or defect tyres as the top three contraventions.

Table 2: Summary of the Road Transport Inspectors' operations

Inspections		Transgressions	Compliance %
Phase 1	1 978	94	98.30
Phase 2	6 254	238	97.60
Phase 3	9 803	177	97.17
Phase 4	5 540	27	98.64
TOTAL	23 575	536	97.72

4.3.8 RECOMMENDED WAY FORWARD – ROAD TRANSPORT INSPECTORS

- Operational Efficiency is challenged by lack of law enforcement equipment and the relevant instruments
- Drivers forgetting their licenses when renewing their vehicles is a challenge that can be addressed with proper awareness campaigns
- Those 7 seaters operating without permits should be engaged through proper stakeholder consultations
- Proper resource mobilisation and allocation strategy for campaigns

CITY OF WINDHOEK



4.3.9 WINDHOEK CITY POLICE CAMPAIGN OVERVIEW

The Windhoek City Police Traffic Management Unit operations were premised on zero tolerance, omnipresence and vigilant operations, specifically focused on the following key areas during the festive season road safety campaigns:

- Driver and vehicle fitness
- Driving whilst under influence (DUI)
- Overloading (Goods and Passengers)
- Moving Violations (Inconsiderate driving, reckless and negligent driving, speeding)
- Occupant Safety (Seat belts)
- Communication Devices (Cell phones)
- Warrant of Arrest (Contempt of Court)

4.3.10 CAMPAIGN RESULTS

They have recorded the following statistics in terms of Crashes, Injuries and Fatalities:

Table 3: Crashes, Injuries and Fatalities - Source: Windhoek City Police






Period	01 Dec 2020 - 14 Jan 2021	01 Dec 2021 - 14 Jan 2022
 Total Crashes	226	162
 Fatalities (at scene)	0	0
 Injuries	73	95
 Pedestrians involved	21	20
 Alcohol Related	16	45

Table 4: Warrants of Arrest – Source: Windhoek City Police

Period	01 Dec 2020 - 14 Jan 2021	01 Dec 2021 - 14 Jan 2022
Taxi Executed	140	126
Taxi arrest	68	62
Private Executed	116	262
Private Arrest	90	170

Table 5: Traffic Notices Issued - Source: Windhoek City Police

Notices	Total Cases
Inconsiderate driving	10
Driving license	138
Permit to drive without driver's license	3
Learner without supervision	17
Unlicensed motor vehicle	51
Unroadworthy Vehicle	3
Suspensions	117
Overloading	18
Seatbelts	68
Cellphones	31
Speed law enforcement	104
Red traffic Signal	22
Stop sign	21
Directional arrow	14
No Crossing /Channelizing line	12
No U-turn	8
No Right turn	4
Parking /Stopping offences	223
Registration certificate	102
Professional Authorization	13
Road Transport Permit	10
Tires	2
Defective lamps	7
Emergency Warning signs	1
Number plate	20
Windscreen	4
Distinguished sign	3
Refuse to stop on demand of officer	1
Total Cases	1027

Table 6: Arrest - Source: Windhoek City Police

Offence	Total Cases
Drink and Drive	35
False license disc	2
False information to a police/ traffic officer	1
Failed to ascertain the damaged after an accident	1
Defeating the cause of justice	1

WALVISBAY MUNICIPAL TRAFFIC MANAGEMENT



4.3.11 WALVISBAY TRAFFIC CAMPAIGN OVERVIEW

The Walvisbay Municipal Traffic Management Unit operationalised their campaigns from 01 December 2021 and closed their festive season campaign on 15 January 2022. Most of their operations formed part of the B2 highway primarily focused within the Walvisbay area. The Traffic Management Unit screened a total of 2 127 with the following results:

4.3.12 RANDOM BREATH ALCOHOL TESTS

- A total of 590 Public Motor Drivers were screened of which 2 were found to be positive, representing less than a percentage;
- A total of 711 Company Motor Drivers were screened with none tested positive;
- A total of 326 female drivers were screened with only 3 which tested positive, representing less than a percentage;
- A total of 819 private motor drivers were screened of which 35 tested positive, representing a 4.3% of the test results
- A total of 1 801 male drivers were screened of which 46 tested positive, representing a 2.5% of the test results





4.3.13 ARRESTS

The operations also resulted in 48 drunken driving arrests with a 46 male and 2 female splits.

4.3.14 SUMMONSES

A total of 668 summonses were issued by the Walvisbay Municipal Traffic Management Unit with a total value of N\$ 732, 025 over the festive period.

4.3.15 SUSPENSIONS

A total of 51 suspension notices were served and a total of 199 courtesy notifications were issued by the Walvisbay Municipal Traffic Management Unit over the same period.

4.3.16 UNFIT/UNLICENSED VEHICLES AND DRIVERS

A total of 45 unfit/ vehicles were fined, whereas a total of 126 unlicensed drivers were fined. There were 10 vehicles fined which were not registered. A total of 65 drivers were fined driving without a professional authorisation (PA) permit whilst driving for reward.

4.3.17 WALVISBAY TRAFFIC SUMMARY

The top 3 offences recorded by the Walvisbay Municipal Traffic Management Unit over the festive period are as follows:

- The drivers who were issued fines for driving without a professional authorisation permit constituted 17.8% of the total value of the total fines issued;
- Fines for the unlicensed drivers constituted 17.2% of the total value of the total fines issued;
- Seatbelt non-compliance rake up 12% of the total value of the total fines issued.

SWAKOPMUND TRAFFIC



4.3.18 SWAKOPMUND CAMPAIGN OVERVIEW

The Swakopmund Municipal Emergency and Law Enforcement Division undertook traffic law enforcement campaigns in conjunction with other law enforcement agencies within their jurisdiction during the festive season.

4.3.19 ENFORCEMENT OUTCOMES

During the period under review, 273 summonses were issued to the value of N\$294 000. The percentage contribution of the top 3 offenses registered during this period are as follows:

- Unlicensed drivers constituted 27% of the total number of summonses
- Speed-related summonses constituted 18% of the total number of summonses
- summonses related to general warnings constituted 16% of the total number of summonses

4.3.20 PROPOSED INTERVENTIONS

The Swakopmund Municipal Emergency and Law Enforcement Division proposes the following interventions:

- the use of the Dune 7 back-road for vehicles above 3 500kg gross vehicular mass
- combined Standard Operating Procedures (SOP)
- Integration of information systems
- Expansion of jurisdictional boundaries
- Implementation of road safety interventions at schools
- Clear way forward in terms of the challenges the 7 seater public transport vehicles pose to law enforcement

OTJIWARONGO TRAFFIC



4.3.21 OTJIWARONGO TRAFFIC CAMPAIGN OVERVIEW

The Otjiwarongo Municipality Traffic Unit undertook traffic law enforcement campaigns in conjunction with other law enforcement agencies within their jurisdiction during the festive season.

4.3.22 ENFORCEMENT OUTCOMES

During the period under review, 59 summonses were issued to the value of N\$68 500. The percentage contribution of the top 3 offenses registered during this period are as follows:

- Speed-related summonses constituted 40.2% of the total number of summonses
- summonses related to not adhering to warning signs constituted 17.5% of the total number of summonses
- Unlicensed drivers and Cellphone usage whilst driving constituted 9% of the total number of summonses respectively

4.3.23 OTJIWARONGO TRAFFIC SUMMARY

It can be deduced from the law enforcement results that speeding was a major problem within the Otjiwarongo Traffic jurisdiction during the festive season.

KEETMANSHOOP TRAFFIC



4.3.24 KEETMANSHOOP TRAFFIC CAMPAIGN OVERVIEW

The Keetmanshoop Municipality Traffic Unit undertook traffic law enforcement campaigns in conjunction with other law enforcement agencies within their jurisdiction during the festive season.

4.3.25 ENFORCEMENT OUTCOMES

During the period under review, 44 summonses were issued to the value of N\$69 000. The percentage contribution of the top 3 offenses registered during this period are as follows:

4.3.26 KEETMANSHOOP TRAFFIC SUMMARY

It can be deduced from the law enforcement results that driver fitness, driving unlicensed vehicles as well as driving without road transportation permits were some of the major problems within the Keetmanshoop Traffic jurisdiction during the festive season.



HENTIESBAY TRAFFIC

4.3.27 HENTIESBAY TRAFFIC CAMPAIGN OVERVIEW

The Hentiesbay Law Enforcement and Traffic Control Unit undertook traffic law enforcement campaigns in conjunction with other law enforcement agencies within their jurisdiction during the festive season. At the same time, they also envisioned to provide and maintain a safe environment for both residents and visitors to Hentiesbay over the 2021/2022 festive season. The primary objective for this planning was to create an environment that will be conducive to Safe Road Users, Safer Roads and Mobility, in line with Hentiesbay's Integrated Development Plan, as it relates to Safe City or Town principles.

ENFORCEMENT OUTCOMES

During the period under review, 163 summonses were issued through their operations. The percentage contribution of the top 3 offenses registered during this period are as follows:

- 19.6% of the total summonses in the Hentiesbay campaign report were noted as Non-compliance to stop at the "stop sign"
- 14.11% of the total summonses in the Hentiesbay campaign report were noted as No-crossing line "non-compliance"
- 9.2% of the total summonses in the Hentiesbay campaign report were noted as "Seatbelt" non-compliance

HENTIESBAY TRAFFIC SUMMARY

Therefore, it can be noted that drivers and road users were non-compliant in terms of regulatory compliance signs and seatbelts, although unlicensed vehicles and drivers also came through as major challenges, albeit not as high as the abovementioned violations. During the same period 21 motor vehicle crashes were reported within the Hentiesbay Traffic jurisdiction, resulting in 4 injuries of which 6 of the crashes were alcohol-related.

PRIVATE SECTOR INTERVENTIONS

NAMIBIA ROAD SAFETY FORUM

4.3.28 PUBLIC EDUCATION CAMPAIGNS

The Namibia Road Safety Forum (NRSF) undertook public education campaigns alongside the National Road Safety Council, the Namibian Police Force and the MVA Fund on the B1 and B2 at the Road Traffic Checkpoints. Apart from the roadblock interventions, the NRSF has actively participated in the festive season campaign launch, launch of the Arandis Emergency Response and Traffic Management Centre during the same period under review.

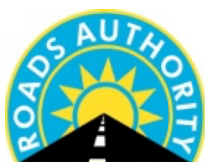
4.3.29 FUNDRAISING AND SPONSORSHIP

In the same vein, the NRSF also solicited funding from private sector organisations to the tune N\$276 706.

Funding breakdown is as follows:

1. Namibia Breweries Limited	N\$130,000
2. Puma Namibia	N\$71,705.50
3. NRSF (Roadblock resources)	N\$55,000
4. SANTAM (Roadblock resources)	N\$20,000

Additional unspecified sponsorship was provided to the Roads Authority by the Gondwana Collections and VIVO Energy.



AUTOMOBILE ASSOCIATION OF NAMIBIA



4.3.30 AUTOMOBILE ASSOCIATION OF NAMIBIA CAMPAIGN PARTICIPATION

The trend of rising motor vehicle accidents and related fatalities on Namibian roads during the festive season, the Automobile Association of Namibia (AA Namibia) as a member of the Fédération Internationale de l'Automobile (FIA) continue to affirm its commitment to the national road safety campaigns. AA Namibia also participated in the public education campaign efforts alongside the National Road Safety Council, the MVA Fund and the private sector (NRSF).

4.3.31 SPECIAL INITIATIVE

In collaboration with Automobile Association Namibia, Private Sector Road Safety Forum (PSRSF), Namibian Police, City Police and Namibia Bus & Taxi Association, law enforcement football teams and Public Transport Drivers from the Transport Associations had a Football Tournament at the Namibia Football Association Technical Centre to build good relational capital. The Tournament was a great success and was officially launched by the Deputy Minister in the office of the Minister of International Relation and Cooperation (MIRCO), Honourable Jenelly Matundu.

Specific sponsorship for the AA Namibia campaign activities includes the following break-down:

• VIVO Energy:	N\$25,000
• Self-regulatory Alcohol Industry Framework (SAIF):	N\$10,000
• BIC:	N\$5,700
• AA Namibia Funding:	N\$20,000
• Sash Sponsorship (NYS & NAMPOL):	N\$21,000

4.3.32 SPECIFIC CAMPAIGN FOCUS

AA Namibia through its #ISeeYou campaign, which is aimed at promoting pedestrian visibility on the roads, sponsored the Namibian Police Traffic Law Enforcement Unit (NAMPOL) with 500 units of Sashes and another 200 units to the National Youth services (NYS). This donation has supported the efforts of frontline officers who were stationed at roadblocks during the festive season.

4.4 INCREASED EMERGENCY RESPONSE CAPACITY

4.4.1 INCREASED EMERGENCY RESPONSE CAPACITY ON B1 & B2 ROUTES

Simple and affordable post-crash care interventions save lives. Effective care for the injured requires timely care at the crash scene, prompt transport to appropriate emergency and surgical care at hospital, and early access to rehabilitation services.

As per its mandate, the MVA Fund's Emergency Call Centre undertook to increase emergency and trauma capacity by placing paramedics at six (6) strategic places along the B1 and B2 routes namely Arandis, Farm Wilhelmstal, Farm Sukses, Omuthiya, Otjiwarongo and the newly constructed Service Centre at Otavi. In total, the Emergency Response bases responded to two (2) crashes each during the festive season campaign period.

4.4.2 EMRS SATELLITE ACTIVATIONS

In line with Pillar 5 of the second Decade of Action Strategy for road safety 2021-2030, which deals with Post-crash Care, Emergency Medical Response Services (EMRS) plays a vital role in the nation's emergency and trauma care system in not only providing quick medical response, but also medical transport for the injured and ensure quality level of care. The fact that Namibia is a vast country, the need to cut on distance in conformity to the golden hour is always paramount during the festive season. Hence, the Fund reactivated satellite EMRS bases in partnership with stakeholders such as the Ministry of Health and Social Services (MOHSS), Ministry of Defence (MoD), local farmers, Road Fund Administration (RFA), B2 Gold and the National Road Safety Council (NRSC). The temporary EMRS bases, Sukses and Wilhelmstal had each 4 paramedics with response vehicles, while the existing bases Omuthiya and the newly established Otavi Service Centre had a response vehicle and an ambulance respectively.

4.4.3 FIRST RESPONDER SIMULATIONS

During the campaign, first responder simulations were conducted in Karas, Otjozondjupa and Erongo regions. Besides the Accident Response Number 9682 for road crash emergencies, other important emergency numbers such as Traffic Watch Report Number + 264 61 222 888 or SMS 0851273000 or 941 were publicized by the MVA Fund as well as all the stakeholders to enable public members to make timely report of traffic violations on the road.

5.

COMPARATIVE CRASH STATISTICS



5.1 IMPORTANCE OF DATA FOR DECISION-MAKING

In order to guide policy and road safety investments, reliable data on traffic crashes is crucial. These data are imperative in informing the public and policy makers on the scale of the road trauma in the community and the level of exposure to crash risk when using the roads. Road crash data also informs the community and government on the need for action, and whether policies implemented have been effective in reducing the carnage on our roads. Robust data are a critical component for the attainment of any future target. Without the ability to assess progress and the effectiveness of efforts to reduce fatalities and injuries, countries will fail to identify gaps in the system and deliver tailored improvements.

The data presented in this report was provided from the Namibian Police Force and the Motor Vehicle Accident Fund, the latter expands the scope of accident reporting to include those who later succumb to serious injuries in the medical facilities. Because of the differences in definitions, reporting, and coding practices adopted by health authorities, law enforcement, MVA Fund as well as the National Road Safety Council, the individual sources of data often provide an incomplete view of the actual situation.



5.2 CRASHES, INJURIES AND FATALITIES PER REGION

Table 7 below shows the number of crashes, injuries and fatalities per region as reported during the period under review. In contrast to the 2020/21 festive season, crashes declined by 12%, injuries declined by 11% whereas fatalities increased by 15%.

Table 7: Crashes, Injuries and fatalities - Source: MVA Fund/NAMPOL

Region	Crashes			Injuries			Fatalities		
	2021/22	2020/21	%Δ	2021/22	2020/21	%Δ	2021/22	2020/21	%Δ
//Karas	14	17	-18%	32	24	33%	4	4	0%
Erongo	42	61	-31%	104	109	-5%	5	2	150%
Hardap	19	28	-32%	51	61	-16%	7	6	17%
Kavango East	17	20	-15%	41	28	46%	6	6	0%
Kavango West	10	6	67%	15	13	15%	3	1	200%
Khomas	138	124	11%	221	185	19%	8	7	14%
Kunene	16	15	7%	42	39	8%	4	4	0%
Ohangwena	37	34	9%	66	70	-6%	9	8	13%
Omaheke	11	13	-15%	30	40	-25%	7	4	75%
Omusati	20	24	-17%	60	40	50%	6	7	-14%
Oshana	46	73	-37%	97	121	-20%	9	6	50%
Oshikoto	38	53	-28%	73	127	-43%	11	15	-27%
Otjozondjupa	47	56	-16%	83	174	-52%	27	19	42%
Zambezi	25	21	19%	37	43	-14%	10	12	-17%
Grand Total	480	545	-12%	952	1074	-11%	116	101	15%

5.3 CRASHES, INJURIES AND FATALITIES PER CRASH TYPE

Table 8 below shows the number of crashes, injuries and fatalities per crash type as reported during the period under review and further shows the respective percentage changes.

Table 8: Crashes, Injuries and Fatalities per crash type - Source: MVA Fund/NAMPOL

Crash Type	Crashes			Injuries			Fatalities		
	2021/22	2020/21	%Δ	2021/22	2020/21	%Δ	2021/22	2020/21	%Δ
Collisions	130	128	2%	339	310	9%	32	27	19%
Cyclists	7	8	-13%	7	7	0%	0	1	-100%
Fell/Jumped from moving vehicle	16	28	-43%	14	30	-53%	3	1	200%
Other/Unknowns	6	12	-50%	8	31	-74%	0	0	-
Pedestrians	142	141	1%	138	120	15%	31	26	19%
Rollovers	131	167	-22%	352	444	-21%	46	33	39%
With Animals	14	14	0%	25	48	-48%	1	9	-89%
With fixed objects	34	47	-28%	69	84	-18%	3	4	-25%
Grand Total	480	545	-12%	952	1074	-11%	116	101	15%

5.4 TYPE OF ACCIDENTS

During 2021/22 festive season campaign, Roll-overs and Collisions were prevalent, representing 39% and 27% respectively as can be seen in *Table 9*. In most reports post-festive seasons, crash investigations highlighted the role of speed as an area of concern, as well as inadequate following distances, inappropriate overtaking, non-compliance with traffic light signals and driving while under the influence of alcohol as among the main contributory factors to crashes.

Table 9: Type of Accidents - Source: MVA Fund/NAMPOL

Crash Type	Accidents		Injuries		Fatalities	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Collisions	130	128	339	310	32	27
Cyclists	7	8	7	7	0	1
Fell/Jumped from moving vehicle	16	28	14	30	3	1
Other/Unknowns	6	12	8	31	0	0
Pedestrians	142	141	138	120	31	26
Rollovers	131	167	352	444	46	33
With Animals	14	14	25	48	1	9
With fixed objects	34	47	69	84	3	4
Grand Total	480	545	952	1074	116	101



5.5 MVA FUND COMPARATIVE CRASHES, INJURIES AND FATALITIES

As can be seen in *Table 10*, concerted stakeholder efforts yielded some positive results, hence a reduction has been observed with 9% in crashes and injuries respectively. Meanwhile the number of lives lost on our roads increased by 17%.

Table 10: MVA Comparative Crashes, Injuries and Fatalities

Description	2021/22	2020/21	% Change
Crashes	420	464	-9%
Injuries	849	935	-9%
Fatalities	103	88	+17%

6.

CAMPAIGN FINANCIALS

Financial implications for the past festive season campaign can be seen in Table 11 as representative of each stakeholder's individual financial input, financial contribution by Private Sector as well as the sponsorship contribution by public enterprises. Thus, the total financial input towards the festive season campaign in terms of operational financial resources, private sector sponsorship and contributions from public enterprises resulted in **N\$6,032,899.90⁴**

Table 11: Campaign Financials

COMPANIES	COSTS
PUBLIC ENTERPRISES	
NRSC	1,914,311.68
MVA FUND	329,011.72
ROADS AUTHORITY	3,200,000.00
ROAD FUND ADMINISTRATION	120,000.00
HENTIESBAY	111,170.00
PRIVATE SECTOR - NRSF	
Namibia Breweries Limited	130,001.00
PUMA Energy	71,705.50
First National Bank	55,000.00
SANTAM	20,000.00
AA Namibia	81,700.00
TOTAL FINANCIAL INPUT	6,032,899.90

4. Some stakeholders have not provided their financial input to the campaigns at the time of going to print

7.

CHALLENGES



Some of the challenges experienced during this festive season were as follows:

Law Enforcement Challenges

- Law enforcement allocation of traffic officers, increment is needed
- Shortage of manpower
- Lack of transportation
- Road Safety Stakeholders did not submit their weekly statistics as agreed. The current Statistics are only for Nampol.
- Inconstant application of the Law with regards to Illegal Road Transportation (such as seven seaters, and unauthorized lamps),
- Manufacturer plates not displayed on Trailers
- Brakes in relations with trailers not all axles fitted with brakes
- Lack of radio communication

Public Education Challenges

- Erongo regional law enforcement operations were not in sync with the national program and this resulted in delays manning the roadblock.
- Traffic officers in Oshana region were not properly oriented regarding the campaign and thus did not fully support the operations at Oshiko roadblock.
- Negative attitude towards seatbelts usage, particularly with minibus and mid bus back rear passengers (According to a minibus passenger, he is afraid of being trapped by a seatbelt in an accident).

8.

RECOMMENDATIONS



The following are recommendations for the implementation of the festive season road safety campaigns:

- There is need to establish what amount of law enforcement officials presents the highest impact on the B1 and B2 roads
- Approval of campaign activities have been delayed to the detriment of early advertising activities which needs to run concurrently with media interviews and face-to-face interactions
- Media interactions must be carried out by those who have been actively involved in the campaign planning, especially spokespersons of different road safety stakeholders
- Consistent and continuous road safety campaigns are required to create a strong basis for a positive road safety culture in Namibia and increase compliance
- The festive Season Campaign must be planned at least two months ahead of launch.
- Regional Commanders should be informed well ahead of time about festive season campaign.
- Non-traffic officers stationed at roadblocks should receive basic traffic training to enable them to competently deal with traffic violations. In the absence training, 'offenders' are released to proceed with their trip despite obvious traffic violations.
- Teams should be deployed to respective regions for a week and arrangement made for them to work over weekends. The extended time spend at given roadblock allows one to deal with habitual offenders and appreciate recurring issues.

9.

CONCLUSION



This report is the result of consolidated input from the National Road Safety Council, the MVA Fund, Namibian Police, the Roads Authority, Local Authority Traffic Police and Ministry of Works and Transport, City of Windhoek, Walvisbay Traffic, Swakopmund Traffic, Keetmanshoop Traffic, Otjiwarongo and Hentiesbay Traffic. Campaign inputs were also received from the Namibia Road Safety Forum, Automobile Association of Namibia as well as the Media.

Data is a very crucial element for decision making and improvement of the road safety situation in Namibia and Africa at large. Improving road safety performance in general cannot be achieved without a reliable and accessible database of motor vehicle accidents, fatalities and casualties all throughout the year.

All law enforcement and other responsible authorities can improve their ability to respond to road safety issues by having a reliable database that provides easily accessible information on road crashes and injuries as well as overall statistics and trends. This starts with building baseline data at every level without which it can be very difficult to plan, monitor and evaluate future performance of road safety campaigns.

2nd Decade of Action for Road Safety Strategy (2021-2030)



“I HAVE ACCEPTED THE RESPONSIBILITY OF ROAD SAFETY PATRON”

Deputy Prime Minister
Hon. Netumbo Nandi-Ndaitwah

This second Decade of Action for Road Safety is a roadmap for the period 2021-2030 that outlines the focus areas (Pillars), Objectives and Initiatives that NRSC and all road safety stakeholders in Namibia intend to take in order to achieve improved road safety in this new decade. This Plan was developed in response to the United Nations General Assembly’s call for a Decade of Action and provides an integrated picture of where road safety is should be within the next ten years and serves as a communication vehicle for conveying specific direction, focus and allocation of resources in response to the country’s road safety challenges. This strategic plan was compiled in close collaboration with the key role players and will form the basis for performance management.

ROAD SAFETY MANAGEMENT — SAFER ROADS AND MOBILITY
SAFER VEHICLES — POST-CRASH RESPONSE — SAFER ROAD USERS



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