



Road Accidents in Namibia

Statistical Report 2016



FOREWORD BY NRSC CHAIRPERSON

It is my pleasure to present our statistical road collision report, based on the analysis of collision forms as provided by police stations across the country. The purpose of this report is to present an overview of the road safety situation, risk factors, the impact of road traffic injuries on society and possible ways to prevent or reduce road accidents. This report may therefore serve as a handy decision-making tool in the road transport and health sectors or as authoritative reference material for research purposes.

Road traffic injuries place a heavy burden on global and national economies and household finances. Many families are driven into poverty by the loss of breadwinners and the added burden of having to care for members who become disabled as a result of injuries sustained in road traffic accidents. In 2016, Namibia recorded over 20,540 vehicle crashes, with 29,843 vehicles involved. About 1,237 vehicles involved had caused injuries to the occupants. There were about 451 fatalities, 889 serious injuries, and 1,404 slight injuries. Most of the drivers that were either not injured, seriously injured or slightly injured were in the age range of 15 to 64 years, while most passengers were in the age cohort of 20 to 39.

The Khomas Region had the highest number of crashes followed by Erongo, Otjozondjupa, Oshana, Kavango East and Kavango West. The data in this report shows that the chances of a road accident are higher in areas with larger volumes of traffic and higher population densities. This kind of situation is of great concern to us all and requires strong political will and concerted efforts from all stakeholders, including the government and non-governmental institutions, to develop countermeasures towards creating a safe road environment.

Although significant improvements were experienced during the data gathering process, it is worth noting that a few challenges still persist such as the problem of incomplete reporting in crash reports. This is coupled with an incomplete recording of the crash reports, lack of proper record-keeping, inadequate training, and lack of understanding of the importance of crash reports as a key statistical tool for decision and policy making. Nevertheless, the National Road Safety Council (NRSC) is confident that this report fairly represents the situation on the ground.



In conclusion, I would like to advise the reader that corrective measures were undertaken to compensate for underreporting. Fatalities have been adjusted to the 30-day definition, recommended in the Global Road Safety Status Report (2009) by applying a standardised 1.3 fatality adjustment factor to the actual number.

Finally, on behalf of the NRSC and the Secretariat, I would like to extend many thanks to police stations which did their best to ensure that Namibian Road Accident Forms were sent to their regional headquarters in time for data capturing. I urge stations that did not send in their reports to do so in the future.

It is my hope that this report will be a useful tool not only for the transport sector but also for the general public.

A handwritten signature in black ink, appearing to be 'Eliphas !Owos-oab'. The signature is written in a cursive style and is positioned above a horizontal dotted line.

Eliphas !Owos-oab,
Chairperson
National Road Safety Council

FOREWORD BY NAMIBIA STATISTICS AGENCY STATISTICIAN-GENERAL AND CEO

The Namibia Statistics Agency (NSA) was established by section six of the Statistics Act No.9 of 2011 as a central repository of all statistics produced in Namibia. The NSA is further tasked with the collection, production, analysis and dissemination of official and other statistics as well as developing and coordinating the National Statistics System (NSS) and the National Spatial Data Infrastructure (NSDI).

In the realm of the NSS coordination, the NSA and the National Road Safety Council (NRSC) entered into a technical partnership in November 2020 whereby the NSA is to provide technical assistance and support to the National Road Safety Council (NRSC). This pertains analysing data from the Road Safety Information Management System (RSIMS) database for the 2013-2016 period and produce a series of reports for the said period. Secondly, the NSA had to collect the accident report forms from the regional police stations for the period from 2017 to 2020, enter the forms in the Road Safety Information Management System (RSIMS) and produce the series of reports for the period.

This is the first report that NSA is collaborating with NRSC to present road accident statistics from road accident administrative records. It is common knowledge that administrative records were intended to support administrative purposes by governmental departments and other organisations, usually during the delivery of a service or for the purposes of registration, record keeping, or documentation of a transaction, such as the reporting of accidents in the case of this report. Data-producing agencies such as NSA have realised over time that administrative records can be utilised to produce important statistics that have various benefits such as cost savings, reduced respondent burden, and improvements in the efficiency of macro-level estimators and small-area statistics.

This report is therefore a product and testimony of the importance of partnership and efficient coordination and collaboration between the two institutions in ensuring the quality of the road accident statistics. I sincerely applaud the National Road Safety Council (NRSC) for taking a step in the



right direction by partnering with the NSA in this endeavour. I therefore, wish to reiterate that the NSA as a coordinating body will continue to provide technical assistance and coordination mechanisms as part of our competitive advantage and our mandate, to the producers of statistics.

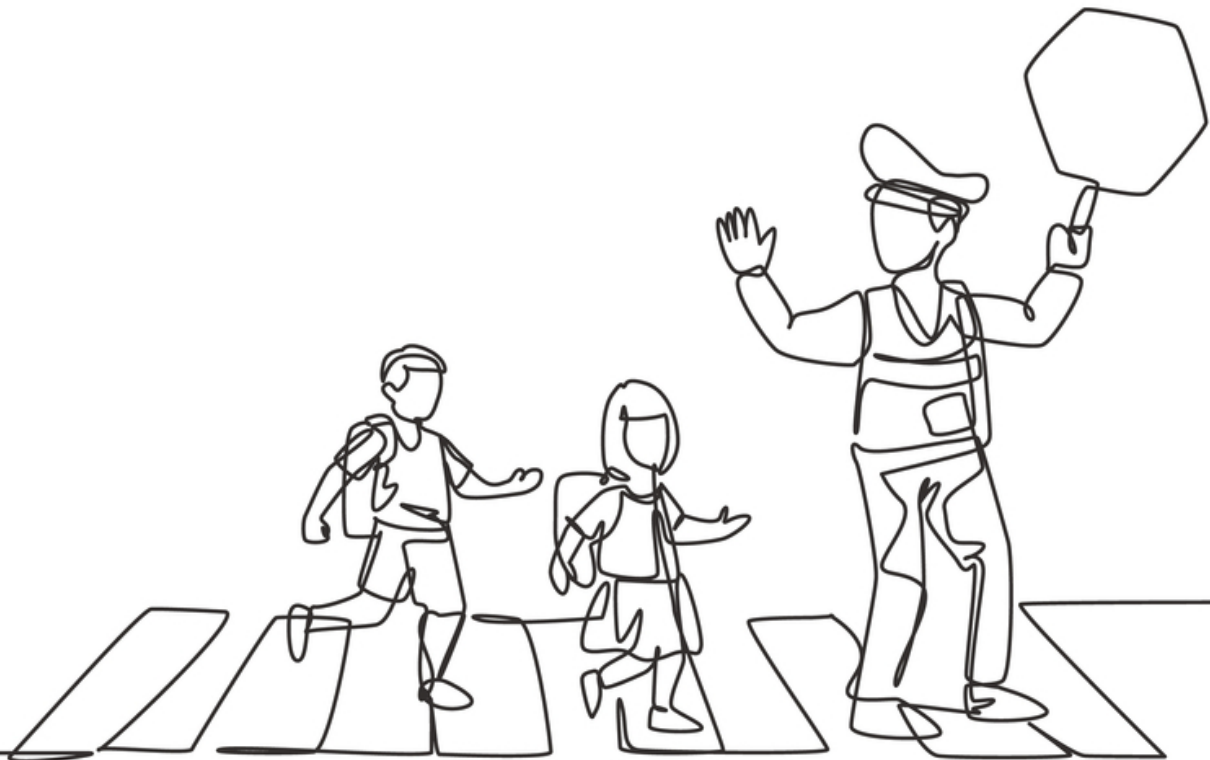
It is my sincere hope that stakeholders will make full use of this statistical report in their design of policies, strategies, and plans towards improving the road safety and wellbeing of Namibians as well as improve road accident data collected through the Road Safety Information Management System (RSIMS).

A handwritten signature in black ink, appearing to read 'Alex Shimuafeni', written over a horizontal dotted line.

Alex Shimuafeni
Statistician General & CEO
Namibia Statistics Agency (NSA)

LIST OF ABBREVIATIONS AND ACRONYMS

GPS	Global Positioning System
LDV	Light Delivery Vehicle
NRAF	Namibia Road Accident Form
NRSC	National Road Safety Council
NSA	Namibia Statistics Agency
VKT	Vehicle Kilometres Travelled
MVA Fund	Motor Vehicle Accident Fund
Nampol	Namibian Police
RSIMS	Road Safety Information Management System
WHO	World Health Organisation



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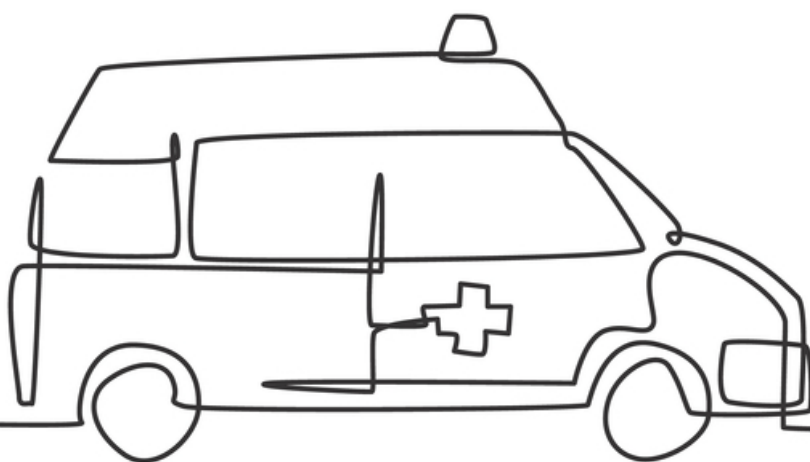
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EXECUTIVE SUMMARY

The National Road Safety Council (NRSC) is tasked with capturing and processing of the Namibia Road Accident Forms (NRAF) and the subsequent dissemination of the annual road accident statistics that portray the road safety situation in the country. The road accidents statistics contained in this report are based on the information derived from the NRAF which were completed for each road accident reported at police stations countrywide.

The total number of road crashes registered at various police stations in Namibia and processed by the NRSC for 2016 amounted to 20,540.

Compared to the previous year, this presents a substantial decrease of 2.2 percent in road accidents over 12 months. Although a fluctuation is recorded in the number of crashes over a period of six (6) years, there has been a general downward trend in the number of fatalities and injuries between 2012 and 2016. This downward trend reflects some signs of progress in the enforcement of the law and safety measures by the government.

The safety situation on Namibian roads remains a little precarious as demonstrated by the 18.6 percent decrease in the total number of injury crashes from 2015 (1521) to 2016 (1237), while slight injuries and serious injuries have reduced by 21 percent and 11.5 percent respectively. This observation is not supported by the number of casualties, i.e. the number of road users killed has increased from 450 deaths in the year 2015 to 451 deaths in the year 2016. Despite the increase of casualties in 2016 there was a downward trend between 2011 and 2015.

Regional distribution of the number of road accidents reveals that over 80.6 percent of all crashes occurred in five regions, led by Khomas region (8,653) followed by Erongo (2,852), Otjozondjupa (2,432), Oshana (1,796), and Hardap (759). The highest number



of fatalities per 10 000 population was recorded in Kunene where 32 people died for every 100 000 population. The Kunene region is followed by Otjozondjupa at 30, while Hardap and Zambezi follow at 27 deaths for every 100 000 population.

A positive relationship between the number of registered vehicles and the number of crashes per 1,000 vehicles was observed across the regions. In Khomas, there was one crash for every four square km area and in Oshana there was one crash for every five square km area, while in Karas there was one crash for every 291 square km area followed by Kunene at 240 square km area and then Omaheke at 184 square km area.

However, high crashes per 1,000 registered vehicles were observed in Ohangwena (152 crashes), Otjozondjupa (130 crashes), and Kavango East and West (116 crashes).

As observed from the data, head-rear-end crashes were the most frequently occurring road accidents in 2016 (4,942). Other/unknown (3,177) and collisions with animals (2,746) were positioned in second and third place respectively. With regards to vehicles involved in accidents, single vehicles were involved in 1089 crashes while two vehicles recorded 8,633 crashes. Among all vehicles involved in crashes, 49.4 percent were white compared to other colours.

The number of road crashes per month did not vary greatly. The months with the highest number of crashes were July (1,860) and August (1,782) with the lowest recorded in February (1,537). Injury crashes were most prevalent in March, April, and May with over 10 percent respectively. The number of accidents for December was surprisingly low. A high number of deaths were observed in January, March and August all close to 10 percent of the total fatalities.

Saturday and Sunday accounted for most of the road crashes (446 and 404 respectively) with a resultant high incidence of fatalities of 96 and 88. The highest number of injuries occurred between 16:00 and 17:59, high fatalities were also observed over the same hours.

As has been reported in the previous years, there were considerably more male drivers (22,206) involved in road crashes than females (2,499). The gender balance for passengers was 520 males versus 286 females while pedestrians involved in crashes were 280 males versus 125 females. Although the number of fatalities and injuries was higher for drivers than pedestrians (130 and 77 respectively), 10.1 percent of all drivers did not survive the crashes compared to 12.9 percent of all pedestrians. This finding indicates that there is a higher chance of dying in pedestrian injury crashes compared to vehicle occupant injury crashes.

Over two-thirds of driver casualties (874 or 68 percent) fell within the age category of 20 – 44 years while 24.3 percent were above the age of 45. Over half of the passengers' casualties (59 percent or 518) were recorded for the age group of 15 - 39. Unlike the age groups for drivers and passengers, 34 percent (124) of the pedestrian victims were between the ages of 15 and 39. An alarming high statistic of close to 20 percent was observed in the ages between 0 and 9 in pedestrians.

The highest number of accidents were recorded in crashes involving motor car/station wagons (11,451 crashes), followed by 9,905 crashes by light delivery vehicles. A marked high number of crashes for sedan taxis were observed. The endeavour to produce reliable road accident statistics is negatively affected by the recurring problem of underreporting of casualties. For one, not all injury accidents may have been reported by the concerned parties. Of those that have been registered at police stations countrywide, inaccurate and incomplete reporting of the crash by police officers and/ or drivers implicated is another source of error. Failure by police stations to submit all NRAF to the regional headquarters for capturing seriously affects the reliability of the crash data as the forms not captured may well have included road accidents with criminal investigations pending. This means that the number of casualties could be much higher. It should also be noted that the consistent follow-up of seriously injured people admitted to hospital is not fully in place, implying that the number of fatalities could have been underreported.

Of the 24,724 drivers that were involved in road accidents, merely 1,065 or 4.3 percent were tested for alcohol intoxication. This represents a decline in alcohol intoxication tests compare to the previous years. It extends to the wearing of seatbelts where only about 13 percent of the accident forms recorded seatbelt use for 3,213 drivers out of a total of 24,724. This data is entirely inadequate for planning strategies to curb drinking and driving and to promote the wearing of seatbelts as an essential safety measure.

The proposed remedial measures intended to prevent and reduce road accidents are as follows:

- Promote public transport usage by the public to ease the burden of increased traffic volume across the national road network. Traffic congestion as a result of rapid urbanisation is experienced in Khomas, Erongo, and Oshana regions. Although there are increased numbers of bus services in these regions, there are limited bus services in the North West where rapid urbanization has recently been experienced and also where the road infrastructure on national roads has been improved, particularly in the areas of Kamanjab, Opuwo, and Outapi regions. The development of the road infrastructure of the larger urban centers in those regions by local authorities should make provision for the safe passage of all road users, especially for pedestrians and cyclists. The proposed public transport service will decrease the use of LDVs by the public which poses a persistent challenge as indicated by the high number of driver and passenger casualties resulting from accidents with LDVs.
- Pedestrian accidents remain a concern as nearly half of the victims of collisions with vehicles are children under the age of 9. The introduction of compulsory road safety education for lower primary schools and the organising of extensive public campaigns that raise awareness regarding pedestrian safety and responsibilities are recommended.
- It is recommended that future reports should complement the road accident statistics derived from the NRAF with statistics from other stakeholders to produce one comprehensive report.
- A proposal for future research into areas of concern raised by the analysis of the accident data should be developed.

INTRODUCTION AND BACKGROUND



1.1 Introduction

The issue of road accident injuries and deaths is a global problem, and the financial devastations it causes on families and governments is enormous. The loss of lives leaves families with emotional desolations and economies fractured as the majority of road crash victims are productive members of society. The 2030 Agenda for Sustainable Development, set in 2015 by the United Nations General Assembly, recognises that road safety is a pre-requisite to ensuring healthy lives, promoting well-being, and making cities inclusive, safe, resilient, and sustainable. The Global Plan for the Decade of Action for Road Safety 2011-2020 (World Health Organization, 2011), found that: *“Each year nearly 1.3 million people die as a result of road traffic collisions, more than 3000 deaths each day, in the world. Twenty to fifty million more people sustain non-fatal injuries from a collision, and these injuries are an important cause of disability worldwide. Ninety percent of road traffic deaths occur in low- and middle-income countries, which claim less than half the world’s registered vehicle fleet. Road traffic injuries are among the three leading causes of death for people between 5 and 44 years of age. Unless immediate and effective action is taken, road traffic injuries are predicted to become the fifth leading*

cause of death in the world, resulting in an estimated 2.4 million deaths each year”.

If government focusses on reducing road crash casualties and fatalities, it will reduce suffering, expand growth and free resources to be used in more productive areas.

With an increase in motorisation, an increase in road crashes is expected especially if there are no properly set programs and preventive measures to curb the increase of crashes over the next decade.

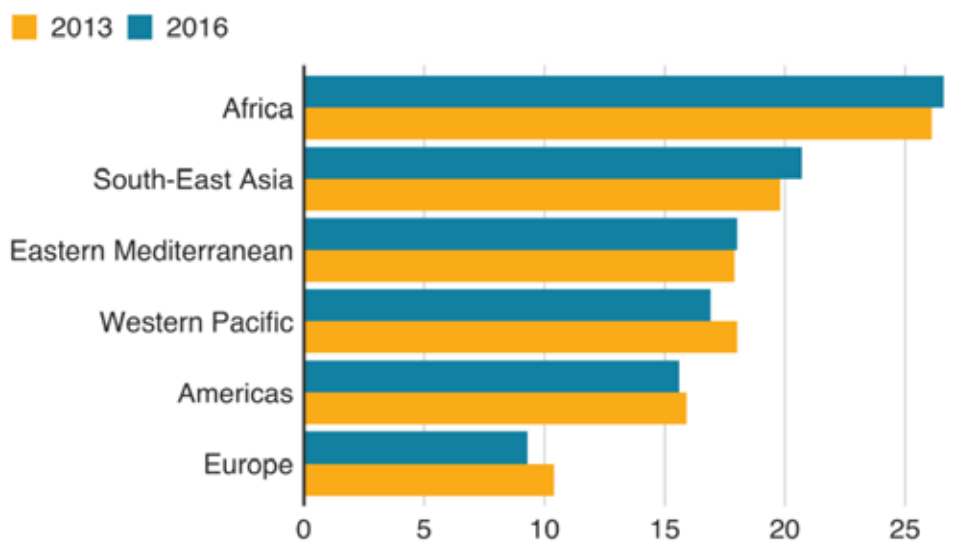
The benefits of increased motorisation are challenged by a related escalation in traffic injury-related costs such as providing hospital care and rehabilitation services. Besides this direct drain on the nation’s economy, the devastating loss or serious injury of a family member places considerable financial, social and emotional strain on the affected families. This negative economic and social impact of road crashes on individuals, families, households, and governments, has triggered global efforts to deal

with the current critical road safety situation and has guided coordinated global efforts towards substantive reduction of road crashes. Efforts are being focused on public awareness campaigns and improved traffic law enforcement.

The WHO 2018 report says that 26.6 deaths per 100 000 people are from the African region while Africa’s road fatality rate is nearly three times that of Europe, which has the lowest globally (see figure 1).

South-East Asia trails Africa as the second-most dangerous region, followed by the eastern Mediterranean. According to WHO, despite an increase in the number of deaths, the global death rate from road accidents has stabilised in recent years (WHO, 2004). WHO attributes this to increased safety efforts in middle and high income countries. These include the development of safer infrastructure like cycling lanes, and “better” legislation on speeding, seat belts, and vehicle standards.

Figure 1: Rates of road traffic deaths around the world: Deaths per 100 000 population by region



Source: WHO, 2018

It is in this spirit that the NRSC has undertaken to collate road crashes in the country and analyse this data in order to identify the necessary remedial interventions to improve the situation. As part of this effort, the NRSC has produced separate reports on the road safety situation since 2005. This statistical report gives an account of road crashes that took place on Namibia’s national road network in 2016.

Road crashes are reported to the Namibian Police in accordance with the Road Traffic and Transportation Act (Act 22 of 1999), while the Roads Authority manages the traffic counts on national roads to determine the Vehicle Kilometres Travelled (VKT) on the road network and also provides the number of registered vehicles. The NRSC, established under the National Road Safety Act (Act 9 of 1972), is tasked

with the responsibility to promote road safety and disseminate road safety information to all concerned parties.

For the year under review (2016), the NRSC captured data related to 20,540 road crash cases. Head-rear-end crashes (4,942) were the most frequently occurring road accidents, followed by collisions with animals (2,746), collisions with other unknown objects (2,450), sideswipe crashes (1,789) between vehicles moving in the same direction and as well as with fixed objects (1,597). Although these accidents constituted the majority in terms of numbers, accidents that were the most devastating in terms of severity were single vehicle overturns, collisions with pedestrians, other unknown and head-on crashes.

According to the world report on road traffic injury prevention (WHO, 2004), the following has been identified as possible risk factors that influence crash involvement:

- Inappropriate and excessive speed
- Presence of alcohol, medicinal or recreational drugs
- Fatigue
- Being a young male
- Having youths driving in the same car
- Being a vulnerable road user in urban and residential areas
- Traveling in darkness
- Vehicle factors – such as braking, handling, and maintenance
- Defects in road design, layout, and maintenance, which can also lead to unsafe behaviour by road users
- Inadequate visibility because of environmental factors (making it hard to detect vehicles and other road users) and
- Poor eyesight of road users.

Hence, understanding these factors and their contribution to crashes on Namibian roads will significantly assist policy makers to better plan and mitigate risks and the consequences of crashes. At present, these factors are not fully reflected in the analysis, partly because data on some of these factors such as driver fatigue, reckless, poor eyesight, and alcohol test results are not being collected. However, a more detailed analysis, which includes factors that have been recorded on the NRAF, is feasible and it is proposed that these should be incorporated into future accident reports.

It is indisputable that inaccurate and incomplete reporting by the police and/ or drivers compromises the reliability of the data. Although most of the information obtained from the accident forms which

were analysed seemed to be adequate, concerted efforts need to be undertaken by the police to produce more complete data on the accident location, age, and gender of all road users involved, the number of passengers per vehicle, the severity of injury sustained by pedestrians and passengers, and seatbelt compliance and alcohol testing. Since it is believed that buckling up can save lives and that driving under the influence of alcohol is a major cause of accidents in Namibia, it is not possible to determine whether either of these was a contributing factor towards accidents. Supplementary data on the extent to which alcohol contributed to accidents can be obtained from the National Forensic Science Laboratory (NFSL)

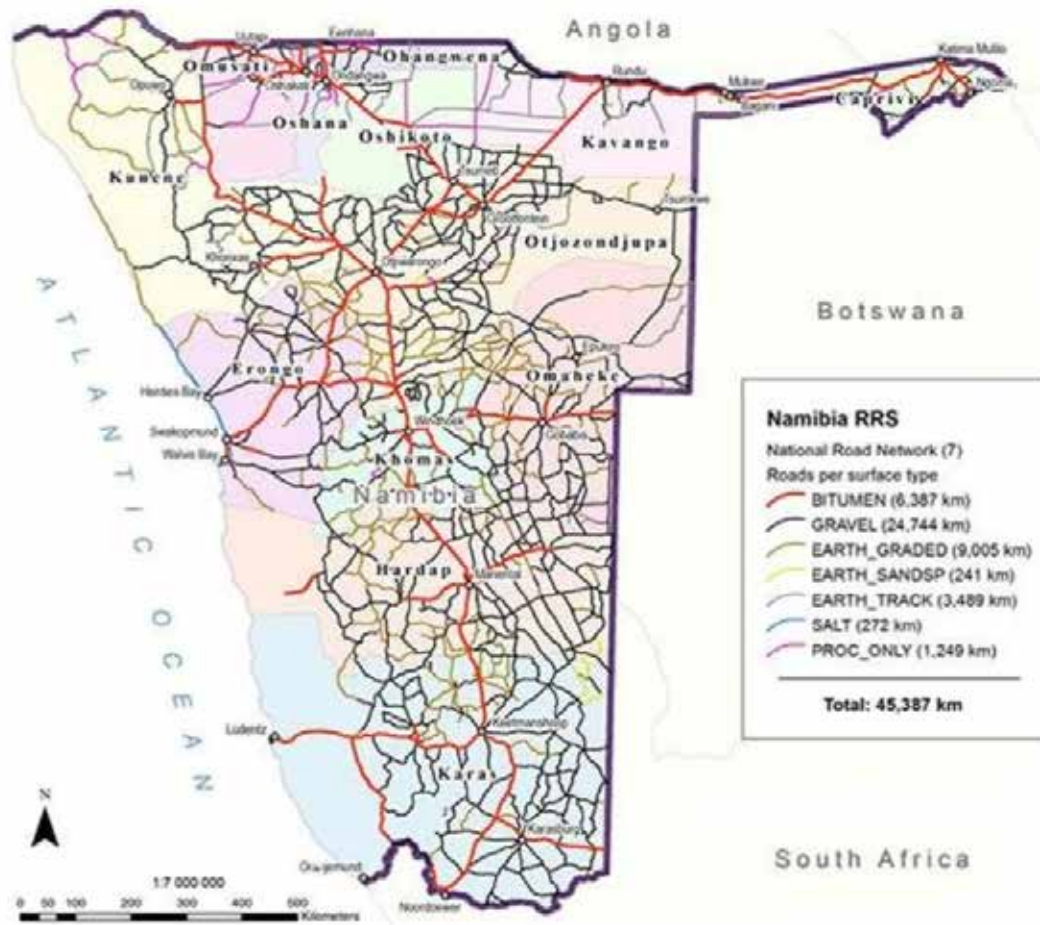
The Road Accidents in Namibia Report presents the most recent road accident data and information in Namibia. This report offers readers easily accessible comparative data for the main road accidents, road injuries, place of occurrence, and road use behavior indicators.

1.2 Namibia roads infrastructure

Namibia is located in the South Western region of Africa, bordered by South Africa, Angola, Botswana, and Zambia. The total population of Namibia was estimated at around 2,324,388 Million in 2016 (Namibia Statistics Agency, 2014).

Namibia has a well-established road infrastructure. The majority of towns and communities can be reached by a network of quality gravel, trunk, main, and district road networks. In 2018 the road network was totaling a distance of 45,387km, where approximately 14% of the roads were tarred roads while all the other roads consist of gravel, earth or salt. The problem with gravel, earth or salt roads is that during the rainy season (December-February) they could be flooded, impassable and slippery and a significant cause of accidents. Namibia is linked by road to Angola, Zambia, Zimbabwe, Botswana and South Africa.

Figure 2: Map of Namibia's road network in 2011



Source: Roads Authority Namibia:

According to the Roads Authority's 2016-2017 Annual Report, the number of vehicles registered in Namibia in 2016 stood at 362,005, while in 2017 the number of registered vehicles was 374,710. This is an annual increase of 12,705 vehicles (3.51 percent). This increase in ownership of vehicles has led to more vehicles on the road and hence high congestions on Namibian roads, which shows a positive relationship with the increase of road crashes and injuries that have occurred in the past half a decade.

The current global trends suggest that by the year 2030, road traffic deaths will become the fifth leading cause of death unless urgent action is taken (WHO, 2013). Namibia motor vehicle crashes were the 5th ranked cause of death, according to a study done by MVA in 2015 (MVA Fund, 2015).

1.3 National Road Safety Council legal framework

The NRSC is a statutory body that was created in 1996 by section 2 of the National Road Safety Act, Act 9 of 1972. The Act was made applicable to an independent Namibia by virtue of article 140 of the Namibian Constitution. Though semi-autonomous, the NRSC operates at an arm's length from Government. Its day-to-day administrative and executive duties are undertaken by a Secretariat provided by the Ministry of Works and Transport in terms of section 4 of the enabling Act. The Council is funded through a levy on fuel sold for on-road consumption by the Ministry of Mines and Energy.

1.4 Objectives of the report

The objective of this report is to provide road crash information on public roads and their impact on road users in Namibia for the year 2016.

1.5 Status of road safety

In the year 2000, it was estimated that globally, US\$518 billion was spent on road crash fatalities (WHO, 2013). It is estimated that the total cost of road accidents in Namibia is equal to more than N\$1.34 billion per annum. The total cost includes the support structure that exists to process, repair, and restore the status quo back to its original state. This includes the administration work involved in processing accidents and claims, vehicle repair and salvage activities, as well as medical, health and other services that occur to help persons and families affected by road accidents (National Road Safety Council, 2016). Langarde (2007) opines that developing countries already account for more than 85 percent of all road traffic deaths in the world. The rise in the number of vehicles per inhabitant will result in an anticipated 80 percent increase in injury and mortality rates between 2000 and 2020. Also, in Africa, it has been estimated that 59 000 people lost their lives in road traffic crashes in 1990 and this figure will increase to 144 000 by 2020, a 144 percent increase. The number of vehicles per inhabitant in Africa is still less than one licensed vehicle per 100 inhabitants in low-income countries in Africa versus one licensed vehicle per 60 inhabitants in high-income countries (Langarde, 2007). In South Africa, there were already 17 licensed vehicles per 100 inhabitants in 2005, and no decline in road traffic deaths has been observed so far. Fleet growth leads to increased road insecurity in developing countries, this explains, for example, the reported 400 percent increase in road crash deaths in Nigeria between the 1960s and 1980. Langarde (2007), further states that available historical data from developed countries show that it is only when a development threshold is achieved, that mortalities due to road crashes start to decrease.

Over 80 percent of traffic fatalities occur in developing and emerging countries, even though these countries account for only about one-third of the total motor vehicle fleet (Garg & Hyder, 2006).

Accident rates in developing countries are often 10-70 times higher than in developed countries.

The escalating road safety problem in the developing world thus represents a serious health, social and economic disaster. Developing countries suffer staggering annual loss exceeding US\$100 billion from accidents, which is nearly equivalent to double of all developing assistances (Garg & Hyder, 2006). In 1998, more than 85 percent of deaths and 90 percent of disability-adjusted life years lost worldwide due to road traffic accidents occurred in developing countries. The vast majority of traffic accidents in developing countries comprises vulnerable road users (i.e., pedestrians, bicyclists and motorcyclists) and are most prevalent in urban areas.

According to WHO (2011) data, traffic deaths have risen from approximately 999,000 in 1998 to just over 1.1 million in 2002, an increase of around 10 percent. Low-income and middle-income countries account for a majority of these increases. Reductions in traffic fatalities in high-income countries are attributed largely to the implementation of a wide range of road safety measures, including seat-belt use, vehicle crash protection, traffic-calming interventions and traffic law enforcement. However, the reduction in the reported statistics for road traffic injury does not necessarily mean an improvement in road safety for all countries. Furthermore, road traffic deaths are predicted to increase by 83 percent in low income and middle income countries and to decrease by 27 percent in high income countries (WHO, 2011).

(Naci, Chisholm & Baker, 2009) found that in developing countries, roads are poorly built and are poorly maintained. As a result, the roads have become death traps. Vehicles are poorly maintained due to poverty, ignorance and corruption among enforcement agents. Similarly, a study by Kenny (2009), in which road casualties in four developing countries were inter-reviewed, found clear evidence that poorer sectors of community were much more likely to be involved in road crashes than those who were better educated and with higher personal or household incomes.

METHODOLOGY AND DATA SOURCES



2.1 Data source and collection methods

The data used in this report is retrieved from the Road Safety Information Management System (RSIMS). The RSIMS provides data which is captured from the National Road Accident Form (NRAF)/ Pol.66 which is completed by the Namibian Police for every reported crash. The forms capture information about the accident, the cars involved, the people involved in that crash, type of injuries, and fatalities. These forms are kept with the regional police office and are collected from these regions by staff sent by the NRSC to a central place for data entry purposes. Data entry personnel are trained about the RSIMS on how to ensure quality work is done. Once all the information in the NRAF and Pol.66 is entered in the RSIMS, all the NRAF and Pol.66 are returned to the respective regional police stations where they were collected from. Data in the RSIMS is exported in either Microsoft Excel format or CSV format for data cleaning and analysis purpose.

2.2 Data cleaning and analysis

Data cleaning is one of the most important steps for any organisation in the business of producing quality statistics that support well-informed decision-making. When using data, most people agree that your insights and analysis are only as good as the

data you are using. Hence, it was important to ensure that data retrieved from the RSIMS was correct, not corrupted and there were no duplicates or unknown data within a dataset. NSA used the following variables, the ID number (for identifying persons), the Vehicle registration number (to identify vehicles), the names of persons involved, the type of crashes, dates and times of the crashes were combined together to check for duplicates and consistency. The records with the results in the above variable fields were identified as a duplicate and hence removed from the dataset and did not form part of the data analysis. The dataset had 15 records that were identified as duplicates and were removed.

2.3 Data limitations

There were an alarming high number of unknown and missing variables in the data. The data in this report only reports injuries and fatalities that were captured on the forms most likely during the crash, since most of the forms are completed at the crash scene. Hence, the number of fatalities and injuries record in other reports such as the MVA may be different since some fatalities may occur much later after the crash and some injuries may only be detected after some time and not recorded during the crash reporting.

ROAD TRAFFIC ACCIDENT INDICATORS



A road traffic accident is the product of an unwelcome interaction between two or more moving objects, or a fixed and a moving object. The movement itself, whether of pedestrians or motorists, will be a function of the land use system, residential patterns, population densities, street geometry, location of workplace, shopping precinct, health centre, or other traffic generators.

The overall level of road traffic safety can be measured in several different ways. The primary or direct indicators include the (absolute) number of crashes that results in injury and/or fatalities and the number of people who die (fatalities) or are injured (seriously or slightly) as a result of road traffic crashes within a given time period, usually a year.

These statistics disclose the prevalence and size of the road safety problem and are essential for the planning of remedial measures and allocation of resources at the local level.

To monitor the level of road safety over years or across regions, the primary indicators must be related

to one or other measure of exposure to risk in order to make meaningful comparisons and determine trends over time or across regions. These rates are estimated by a ratio of the number of road safety outcomes (e.g. accidents, injuries) to the measure of exposure (e.g. population size). The most commonly used risk indicators, which cover different aspects of road safety management, include:

- (1) Fatalities per 10,000 registered vehicles, which show the ratio of fatalities to vehicles and indicates the extent to which road crashes constitute a traffic problem.
- (2) Fatalities per 100,000 people, which show the ratio of the number of road deaths to the population and establish the extent to which road accidents contribute towards the public health problem.
- (3) Fatalities per 10 million Vehicle Kilometres Travelled (VKT), which show the ratio of fatalities to VKT and reflect the level of safety on the road network usage.

When changes in these rates are consistently monitored, variations or trends in the level of road safety over years or across regions and locations can be established. Amongst other road safety performance measures

that complement these primary performance indicators and rates are:

- (1) The number of casualties resulting from road collisions, where at least one of the drivers involved was driving under the influence of alcohol.
- (2) The number of car occupants killed or seriously injured who were not wearing a seat belt.
- (3) The number of pedestrians involved in road crashes.
- (4) The number of young people (25 years and less) deceased or injured by a type of road traffic crash.

(5) The number of injury accidents caused by speeding.

(6) The number of casualties resulting from road crashes is caused by driver fatigue.

Of the six mentioned above, only the third and fourth (number of pedestrians and young people) are discussed in this report. As to the other indicators, the incomplete data on alcohol involvement and seat belt compliance do not allow for a sound analysis of these two performance indicators. The effect of speeding could be incorporated pending the completeness of this information as recorded on the accident form. Since the NRAF does not collect data on driver fatigue, this performance indicator could perhaps be established by annual independent surveys.

Table 1: Actual number and percentage in variation by crash counts for various variables 2002-2016

Actual Numbers													
Year	Crashes	Number of crashes causing injuries	Number of crashes with no injuries	% crashes with injuries	*** Fatalities	Serious Injuries	Slight injuries	Total injuries	Number of vehicles involved	Registered Vehicles*	% Crashes per registered vehicles	% vehicles in crashes per registered vehicles	National population**
2002	10,915	2,125	8,790	19.5%	308	1,245	2,253	3,498	17,708	180,342	6.1%	9.8%	1,860,145
2003	10,957	1,956	9,001	17.9%	278	1,149	1,195	2,344	17,838	192,321	5.7%	9.3%	1,891,097
2004	10,262	1,763	8,499	17.2%	291	896	1,861	2,757	17,074	204,460	5.0%	8.4%	1,923,347
2005	11,146	1,834	9,312	16.5%	252	1,054	1,928	2,982	18,257	218,140	5.1%	8.4%	1,956,899
2006	13,396	1,248	12,148	9.3%	330	560	1,240	1,800	19,870	232,348	5.8%	8.6%	1,991,746
2007	13,720	2,053	11,667	15.0%	252	971	1,801	2,772	20,247	239,885	5.7%	8.4%	2,027,870
2008	13,825	2,279	11,546	16.5%	259	1,335	2,251	3,586	21,710	213,939	6.5%	10.1%	2,065,224
2009	15,537	2,537	13,000	16.3%	278	1,403	2,483	3,886	24,433	229,806	6.8%	10.6%	2,103,762
2010	17,387	2,570	14,817	14.8%	313	1,594	2,499	4,093	24,817	249,421	7.0%	9.9%	2,143,411
2011	17,835	2,585	15,250	14.5%	406	1,531	2,470	4,001	25,337	269,907	6.6%	9.4%	2,113,077
2012	17,892	2,461	15,431	13.8%	382	1,336	2,171	3,507	25,189	280,583	6.4%	9.0%	2,155,440
2013	19,200	1,780	17,420	9.3%	428	1,067	1,891	2,958	27,054	306,701	6.3%	8.8%	2,196,086
2014	20,165	1,701	18,464	8.4%	501	1,235	1,954	3,189	28,413	334,232	6.0%	8.5%	2,237,894
2015	20,959	1,521	19,438	7.3%	450	1,005	1,778	2,783	30,075	362,005	5.8%	8.3%	2,280,716
2016	20,540	1,237	19,303	6.0%	451	889	1,404	2,293	29,843	374,710	5.5%	8.0%	2,324,388

* Data retrieved from the Road Authority Annual Report for the 2015/2016 financial year, **Population from Namibia Statistics Agency, Population projections 2011, *** Fatalities for all years have been adjusted with 1.3 factor to cater for under reporting.

Table 1 shows that the number of vehicles involved in crashes has increased between 2002 and 2016 from 17 708 vehicles to 29 843 vehicles. The number of actual injuries due to crashes reduced between 2002 and 2016 from 2 125 injuries to 1 237 injuries, while fatalities have generally increased between 2002 and 2016 from 308 fatalities to 451 fatalities. The number of slight and serious injuries sustained has generally declined between 2002 and 2016 from 1 245 to 886 for slight injuries and 2 253 to 1 404 for serious injuries.

Figure 3: Percentage of crashes with injuries and percentage of vehicles in crashes per registered vehicles for the period 2002 – 2016.

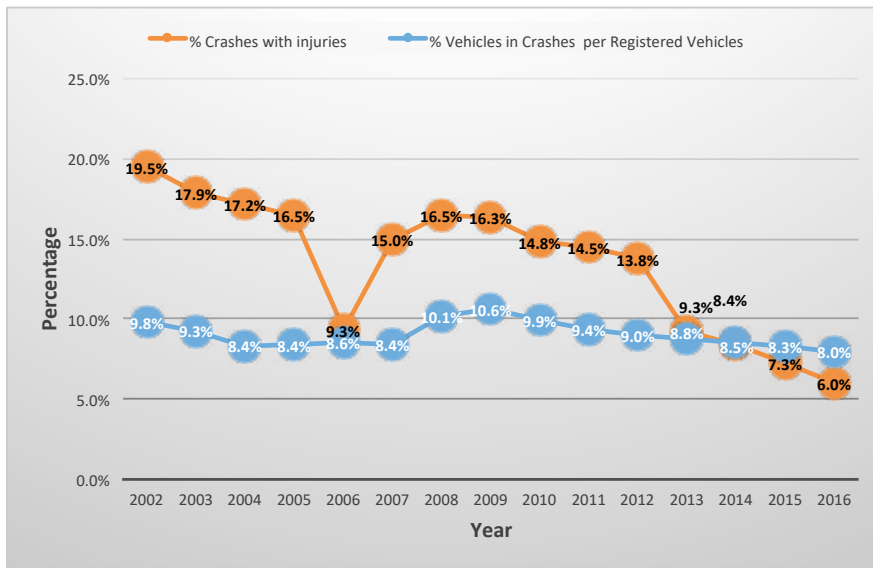


Figure 3 shows that the percentage of crashes that caused injuries continue to decrease over time where 2016 had the lowest. It's worth noting that in 2006, the percentage of crashes that cause injuries significantly reduced by 5% from the previous year to stand at 9% compared to all the other years where the reduction was about one percent. Although the percentage of crashes that cause injuries is showing a decline, the percentage of vehicles in crashes per registered vehicles does not show any sign of a decline but is hovering around the 8% to 9% mark.

Figure 4 shows that although the absolute number of vehicles involved in crashes has increased, the overall percentage of total crashes out of total registered vehicles has reduced over time from 6.1% in 2002 to 5.5% in 2016. This percentage change was not uniform, there was a decrease between 2002 and 2005, an increase between 2005 and 2010, then a decrease between 2010 and 2016. This pattern is the same as the percentage of vehicles involved in crashes compared to registered vehicles (see figure 4 below)

Figure 4: Percentage crashes and vehicles from the registered vehicles

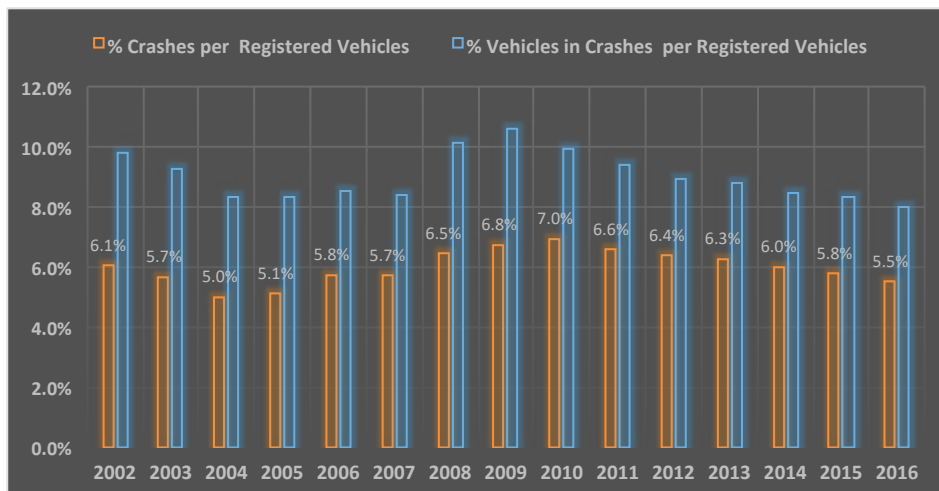


Table 2 shows rates of road traffic indicators and levels of exposure to risk. The trend for the number of crashes and injuries due to vehicles per 1 000 registered vehicles has generally declined between 2002 and 2016. Crashes declined from 60.52 to 55.35 and injuries from 19.40 to 6.18. The trend of the number of crashes per 100 000 population has generally increased between 2002 and 2016 from 586.78 to 884.19, while the number of injuries per 100 000 population has declined between 2002 and 2016 from 188.05 to 98.74. The number of fatalities per 10 000 vehicles has generally declined between 2002 and 2016 from 17.1 to 12.0, while the number of fatalities per 10 000 populations has generally increased between 2002 and 2016 from 1.7 to 1.9 people. The number of fatalities per 10 000 vehicles has generally declined between 2002 and 2016 from 170.79 to 120, while the number of fatalities per 100 000 population has also increased between 2002 and 2016 from 16.56 to 19.4.

Table 2: Road traffic indicators and levels of risk exposure 2002-2016

Rates								
Year	Crashes per 1,000 Vehicles	Crashes per 100,000 Population	Injuries per 1,000 Vehicles	Injuries per 100,000 Population	Fatalities per 10,000 Vehicles	Fatalities per 100,000 Vehicles	Fatalities per 10,000 Population	Fatalities per 100,000 Population
2002	60.5	586.8	19.4	188.0	17.1	170.8	1.7	16.6
2003	57.0	579.4	12.2	123.9	14.5	144.5	1.5	14.7
2004	50.2	533.5	13.5	143.3	14.2	142.3	1.5	15.1
2005	51.1	569.6	13.7	152.4	11.6	115.5	1.3	12.9
2006	57.7	672.6	7.7	90.4	14.2	142.0	1.7	16.6
2007	57.2	676.6	11.6	136.7	10.5	105.1	1.2	12.4
2008	64.6	669.4	16.8	173.6	12.1	121.1	1.3	12.5
2009	67.6	738.5	16.9	184.7	12.1	121.0	1.3	13.2
2010	69.7	811.2	16.4	191.0	12.5	125.5	1.5	14.6
2011	66.1	844.0	14.8	189.3	15.0	150.4	1.9	19.2
2012	63.8	830.1	12.5	162.7	13.6	136.1	1.8	17.7
2013	62.6	874.3	9.6	134.7	13.9	139.5	1.9	19.5
2014	60.3	901.1	9.5	142.5	15.0	149.9	2.2	22.4
2015	57.9	919.0	7.7	122.0	12.4	124.3	2.0	19.7
2016	54.8	883.7	6.1	98.6	12.0	120.4	1.9	19.4

Figure 5: Rate of crashes per 1,000 vehicles

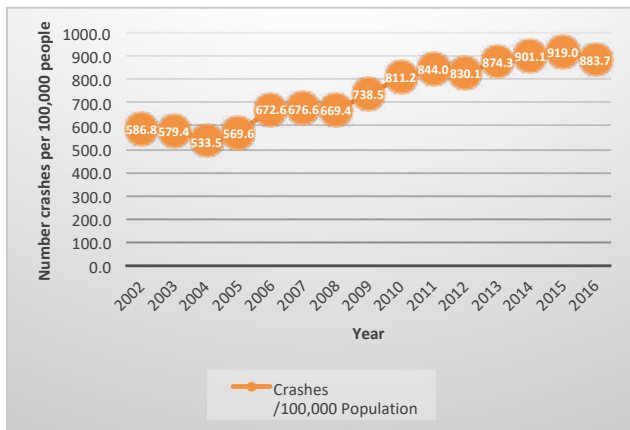
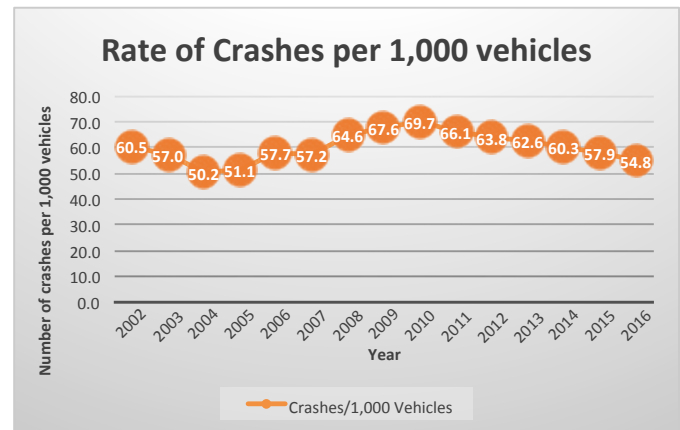


Figure 6: Rate of crashes per 100,000 people



Figures 5 and 6 show that the number of crashes for every 100,000 people decreased from 2002 to 2004 and then increased from 2005 to 2015 before decreasing in 2016 to 884 crashes. The number of crashes for every 1,000 registered vehicles has decreased from 2002 to 2004, increase from 2005 to 2010, and then started decreasing from 2011 to 2016 to 55 crashes.

Figure 7: Number of injuries for every 1,000 vehicles for the period 2002-2016

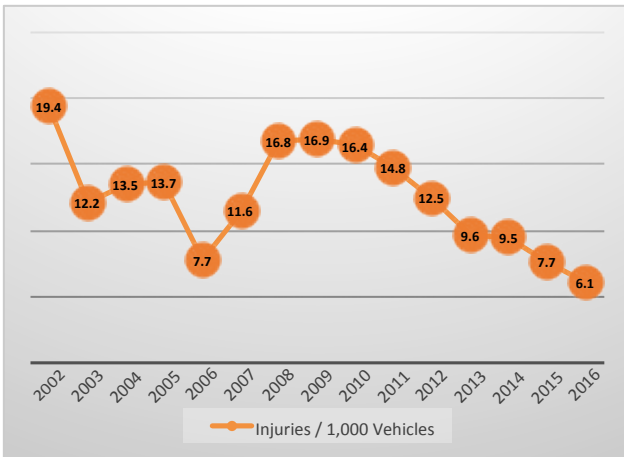


Figure 8: Number of injuries for every 100,000 people for the period 2002-2016

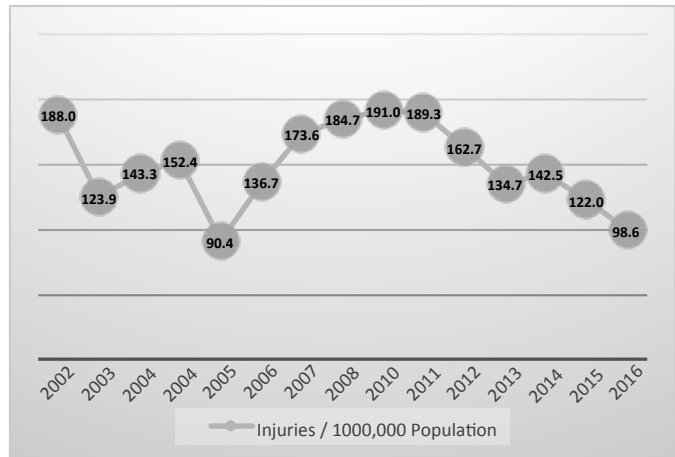


Figure 7 and 8 show that injuries for every 1,000 registered vehicles and every 100,000 people for the period 2002 to 2016 are following a similar pattern. In 2002, there were 19 injuries for every 1,000 registered vehicles and in 2016 there were only 6 injuries. Figure 8 shows that for every 100,000 people there were 188 injuries in 2002 and only 99 injuries in 2016.

Figure 9: Number of fatalities for every 100,000 registered vehicles

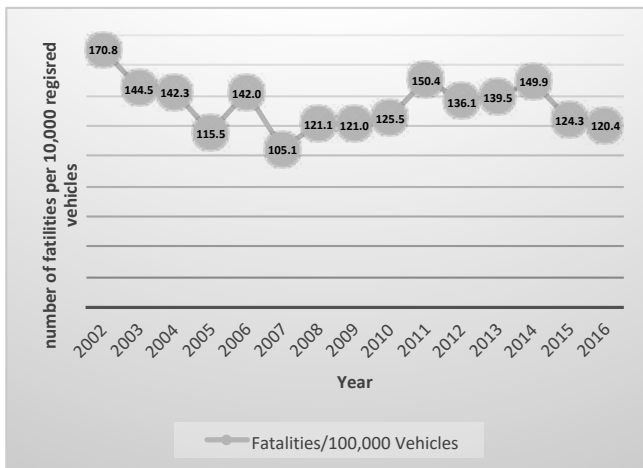
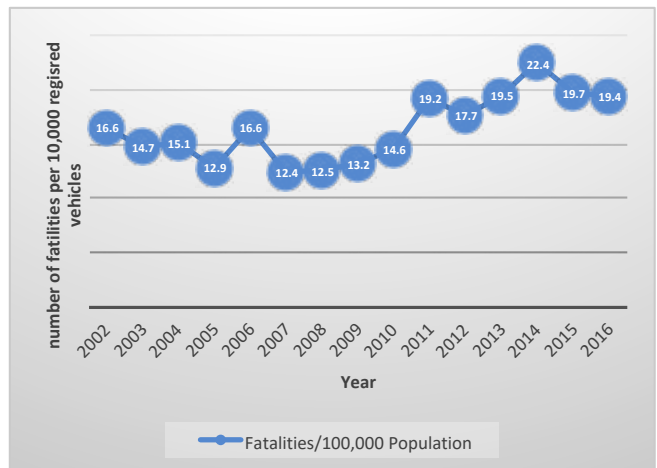


Figure 10: Number of fatalities for every 100,000 people



Figures 9 and 10 show that the number of fatalities for every 100,000 registered vehicles and every 100,000 people shows a similar pattern over time, although the number of fatalities is ten times more for vehicles compared to the population. This means that as the number of cars increases, the rate of fatalities increases ten times more compared to when the population increases at the same rate.

When comparing the year-to-year change in the number of crashes, fatalities and injuries, one notices a fluctuating trend of change among the years for the three variables. Some years show a very high increase and others high decreases. Table 3 shows that the change in the number of crashes decreases by 2.0 percent between 2015 and 2016.

However, during the same year, there was an increase of 0.24 percent in fatalities. The table further shows that there was a significant rise in road crashes in a few years compared to the other years. The percentage change in crashes was the highest between 2005 and 2006 with an increase of 20.1 percentage followed by 12.3 percent between 2008 and 2009 and 11.9 percent between 2009 and 2010.

The percentage change in fatalities shows significant decreases with the highest decrease of 23.6 percent between 2004 and 2005 followed by 13.4 percent between 2004 and 2005. Fatalities also show some significant increases between 2005-2006 by 31.0 percent and by 29.7 percent between 2010-2011 and 0.24 percent between 2015 and 2016. The data also shows a significant percentage decrease in injuries for some years such as 39.6 percent between 2005 and 2006 followed by 29.9 percent between 2012 and 2013.

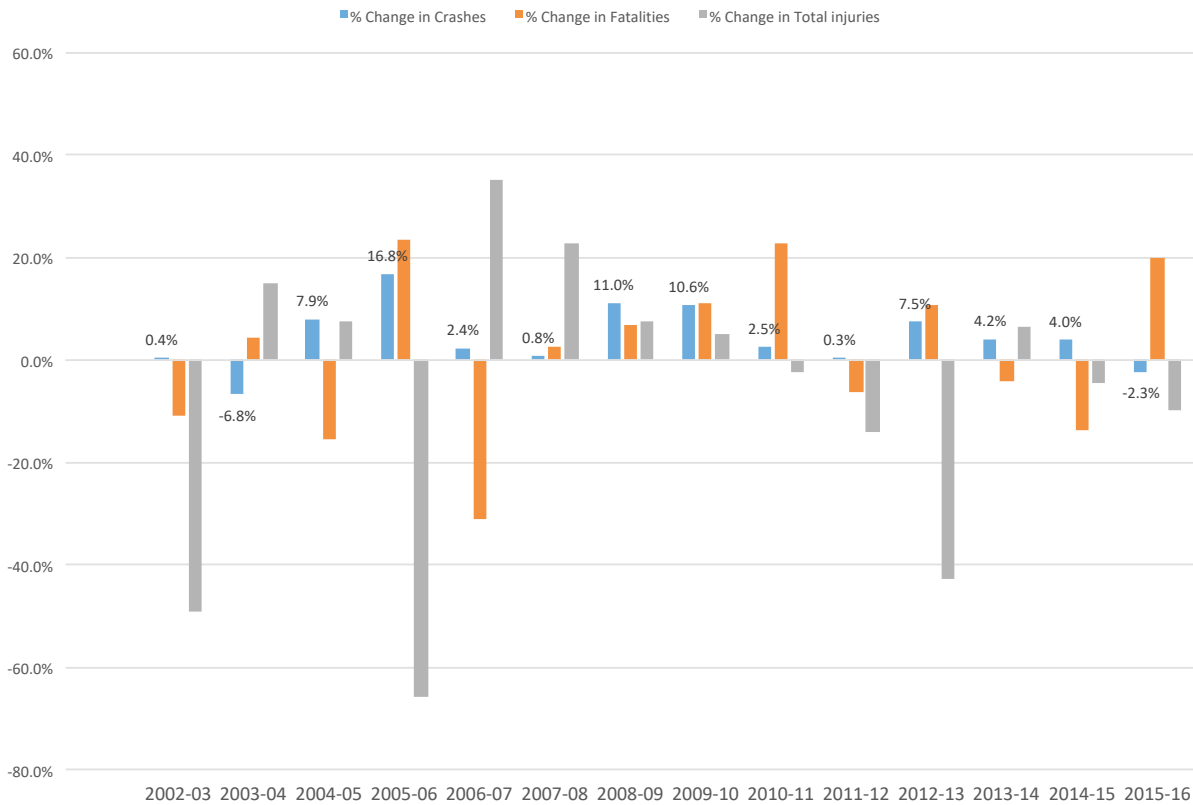
Table 3: Annual change in the number of crashes and outcome of crashes

Year	Number of Crashes			Number of Fatalities			Number of Injuries		
	Crashes	Number	Percent	Fatalities	Number	Percent	Total injuries	Number	Percent
2002	10,915			308			3,498		
2003	10,957	42	0.38%	278	-30	-9.74%	2,344	-1,154	-32.99%
2004	10,262	-695	-6.34%	291	13	4.68%	2,757	413	17.62%
2005	11,146	884	8.61%	252	-39	-13.40%	2,982	225	8.16%
2006	13,396	2,250	20.19%	330	78	30.95%	1,800	-1,182	-39.64%
2007	13,720	324	2.42%	252	-78	-23.64%	2,772	972	54.00%
2008	13,825	105	0.77%	259	7	2.78%	3,586	814	29.37%
2009	15,537	1,712	12.38%	278	19	7.34%	3,886	300	8.37%
2010	17,387	1,850	11.91%	313	35	12.59%	4,093	207	5.33%
2011	17,835	448	2.58%	406	93	29.71%	4,001	-92	-2.25%
2012	17,892	57	0.32%	382	-24	-5.91%	3,507	-494	-12.35%
2013	19,200	1,308	7.31%	428	46	11.96%	2,958	-549	-15.65%
2014	20,165	965	5.03%	501	73	17.14%	3,189	231	7.81%
2015	20,959	794	3.94%	450	-51	-10.18%	2,783	-406	-12.73%
2016	20,540	-419	-2.00%	451	1	0.24%	2,293	-490	-17.61%



Figure 11 clearly shows that over the past 15 years, there has been an overall up and down, negative and positive trend in increases of crashes, fatalities and injuries. There has been a decrease in injuries between 2002 – 2003, 2005 – 2006, 2012 – 2013, 2014 – 2015, 2015 – 2016 while decreases in fatalities wherein 2002 – 2003, 2004 – 2005, 2006 – 2007, 2011 -2012, 2014-2015. The interesting thing is that an increase in crashes does not necessarily mean an increase in fatalities.

Figure 11: Annual percentage change in the number of crashes, fatalities, and injuries, 2002-2016



The percentage of crashes is the highest in Khomas region (42%), followed by Erongo region (14%) and Otjozondjupa region (12%), with the lowest number of crashes in Kavango West with 1.29% of crashes.

Figure 12: Number of crashes by region, 2016

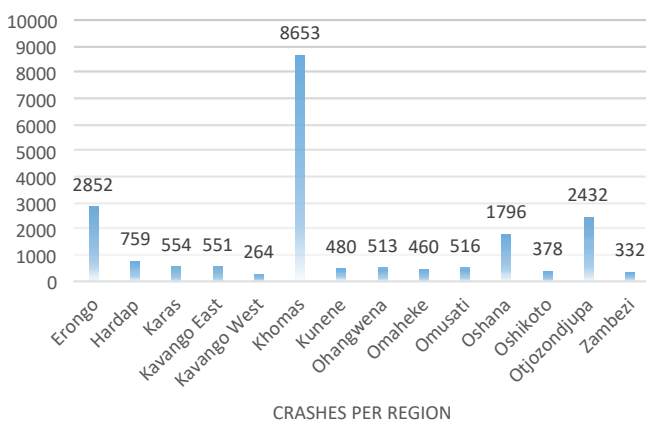


Figure 13: Percentage of crashes by region, 2016

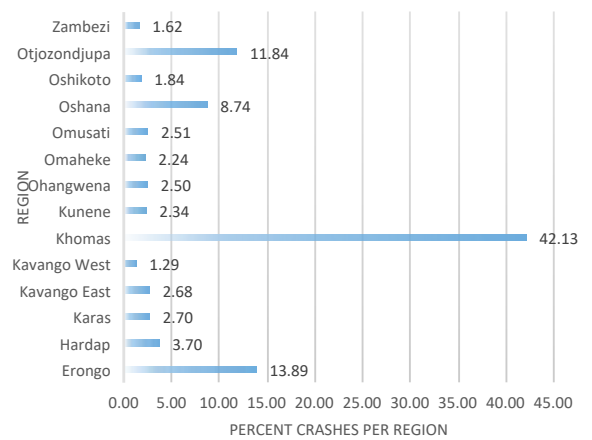


Table 4: Number of crashes per region, by square kilometer, registered vehicles, population density, 2016

Region	Crashes	Reg. vehicles	Projected population	Area in sq.km	Crashes /1000 Reg, vehicles	Crashes /100,000 people	AreaSq. km/1 crash	Population density (people/ Sq.km)
Erongo	2,852	36,408	182,402	63,579	78	1,564	22	3
Hardap	759	10,010	87,186	109,651	76	871	144	1
Karas	554	12,688	85,759	161,215	44	646	291	1
Kavango East	551	7,021	148466	48,463	116	343	59	5
Kavango West	264	0	89313	0	0	0	0	0
Khomas	8,653	130,659	415,780	37,007	66	2,081	4	11
Kunene	480	5,251	97,865	115,293	91	490	240	1
Ohangwena	513	3,374	255,510	10,703	152	201	21	24
Omaheke	460	6,625	74,629	84,612	69	616	184	1
Omusati	516	5,096	249,885	26,573	101	206	51	9
Oshana	1,796	27,891	189,237	8,653	64	949	5	22
Oshikoto	378	5,473	195,165	38,653	69	194	102	5
Otjozondjupa	2,432	18,702	154,342	105,185	130	1,576	43	2
Zambezi	332	3,380	100,547	14,528	98	330	44	7
Namibia	20,540	272,578	2,326,086	824,115	75	883	40	2.8

Table 4 shows that Khomas had the highest number of crashes in 2016 with 8 653 crashes followed by Erongo with 2 852 and then Otjozondjupa at 2 432 crashes. When comparing the relationship between the number of crashes and the area per square kilometer of Namibian regions, Khomas region and Oshana had the highest accident rate per square kilometer. In Khomas there was one crash for every four square km area and in Oshana there was one crash for every five square km area, while in Karas there was one crash for every 291 square km area followed by Kunene at 240 square km area and then Omaheke at 184 square km area. The data also shows that there is a direct relationship between population density and the number of crashes.

Figure 14 below shows that although Khomas, Erongo, and Otjozondjupa have the highest number of crashes when comparing crashes per registered vehicle, this picture changes. Regions with a very low absolute number of crashes turn to have high crashes per registered vehicle. Ohangwena with only 513 crashes has the highest rate of 152 crashes for every 1 000 vehicles registered vehicles, followed by Otjozondjupa at 130 crashes and Kavango East/West with 116 crashes for every 1 000 registered vehicles.

Figure 14: Number crashes and the number of crashes per 1,000 registered vehicles per region, 2016

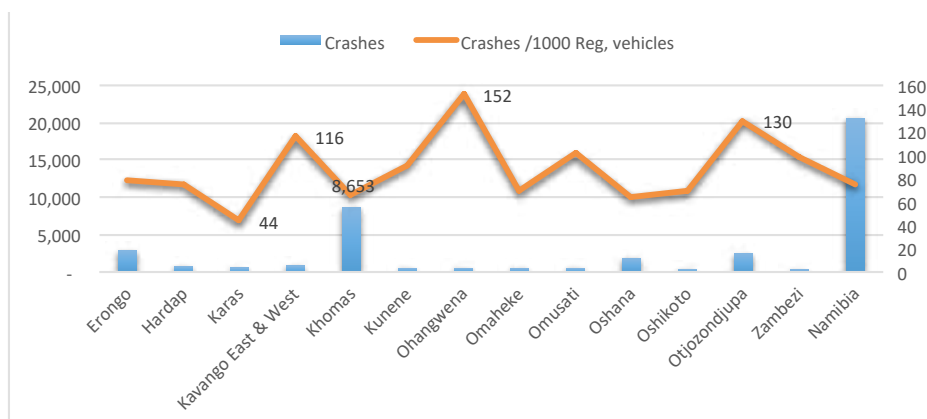


Table 5 shows that “head/rear end” crashes occurred the highest in Khomas, Erongo and Oshana regions as these regions are more urban and have the highest number of registered number vehicles. Hardap, Kavango East, Ohangwena, Otjozondjupa, Oshikoto, Oshana, Omusati, Omaheke, Kunene, Zambezi had more crashes involving specified animals, while //Karas regions highest crashes are attributed to other/unknown objects. The data shows that in regions which are more urban than rural, crashes are predominantly “head-rear-end”, while in regions that are more rural and where livestock farming prevalent animals were the number one cause of crashes.

The second most frequently occurring collisions were single-vehicle overturn for Erongo, Hardap, Kunene, Ohangwena, Omusati, and Otjozondjupa regions. Objects crashed against were most often pavements and trees. Collision with fixed objects was the second most common crash in Kavango East and West, Omaheke and Zambezi, all regions with a predominantly rural population. Of the types of road crashes mentioned above, single-vehicle overturns, crashes with pedestrians, and head/rear-end collisions registered the highest number of fatalities in that order of all type of crashes.

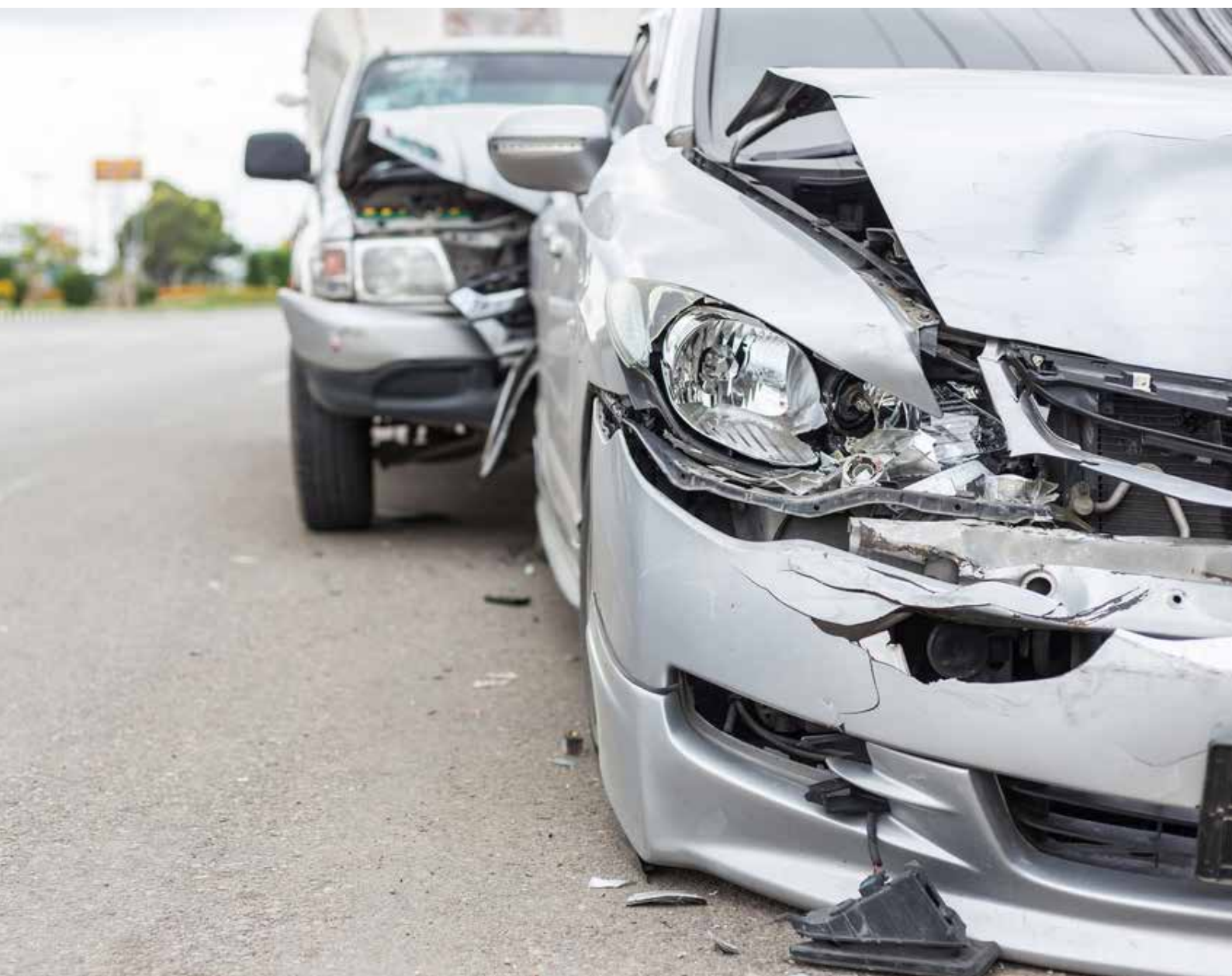


Table 5: Types of crashes by region, 2016

Types of crashes	Region													Total	% type Crash	Rank
	// Karas	Erongo	Hardap	Kavango West	Kavango East	Khomas	Kunene	Oshana	Oshikoto	Otjozondjupa	Zambezi	Oshana	Oshikoto			
Head/rear end	78	633	88	62	8	2,989	39	67	430	29	424	34	4,942	24	1	
Other/unknown	165	488	150	105	19	1,102	114	115	247	75	419	61	3,177	15	2	
With animal (Specify)	63	179	182	141	150	359	144	143	212	113	596	91	2,746	13	3	
Sideswipe: same direction	33	283	31	28	4	1,043	8	24	148	14	126	19	1,789	9	4	
With Fixed Object (Specify)	44	228	54	84	36	558	29	49	165	27	152	54	1,597	8	5	
Sideswipe: opposite directions	20	191	22	18	2	641	10	14	100	8	87	10	1,159	6	6	
Single vehicle overturned	69	202	115	20	21	121	83	33	62	52	191	14	1,089	5	7	
Approach at angle: both travelling straight	13	146	20	8	0	489	3	9	5	6	55	3	835	4	8	
With pedestrian	13	113	19	23	5	288	3	24	104	14	59	20	718	3	9	
Turn right in face of oncoming traffic	10	125	18	4	0	355		7	87	2	43	6	672	3	10	
Approach at angle: one or both turning	10	88	12	11	1	330	4	6	98	3	43	9	624	3	11	
With Bird	10	45	9	13	12	77	14	4	6	15	144	7	373	2	12	
With Stones	12	47	19	26	2	109	22	4	29	5	52	2	342	2	13	
Head on	4	33	10	7	4	134	4	7	16	8	25	1	270	1	14	
Went off the road without rolling	10	45	8	1	0	55	2	2	20	5	14	1	172	1	15	
Passenger fell off vehicle	0	2	2	0	0	1	1	5	2	1	1	0	24	0	16	
With train	0	4	0	0	0	2	0	0	2	1	1	0	11	0	17	
Total	554	2,852	759	551	264	8,653	480	513	1,796	378	2,432	332	20,540	100		

When investigating the regional distribution of the type of road crash in terms of frequency of occurrence, the types that ranked amongst the five most frequently occurring across all regions are summarised in Table 5. The road crashes listed under **“head/rear end”** are rank the highest at 24% of all accidents, followed by other/Unknown objects at 15% and **with animals at 13%**. Several crashes fall under the category **“unknown”** either because the collision report was incomplete or the accident type had not been identified and recorded by the police officer.

The category of **“with train”** had the lowest occurrence with 11 crashes. There were about 270 **“head on crashes”** which usually cause serious injuries.

4.2. Crash indicators

When exploring the number of crashes by month as a category, the month of July recorded the highest number of crashes (1 860) followed by August (1 782) then April (1 774). February had the lowest number of crashes (1 537) followed by December (1 611) and January (1 622).

Figure 15: Number of crashes per month

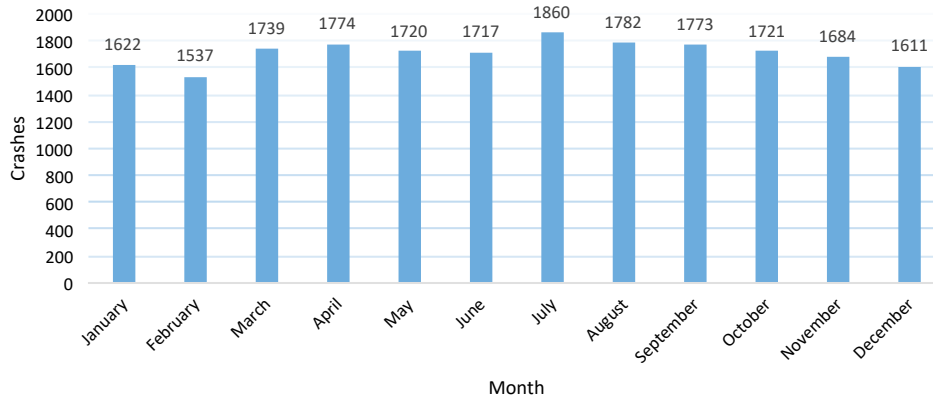


Table 6 indicates the number of crashes by week and by the time of day, the highest number of crashes occurred on a Friday with 3 387 crashes followed by Monday (3 117) and Saturdays (2 950). Wednesday has the lowest number of crashes (2 649) followed by Sunday and Tuesday.

Table 6: Crashes by time and day

Time	Day of the Week							Total
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
00:00 - 01:59	121	102	117	124	187	200	208	1,059
02:00 - 03:59	42	30	32	45	65	116	97	427
04:00 - 05:59	84	64	54	65	66	121	97	551
06:00 - 07:59	366	328	278	312	298	128	114	1,824
08:00 - 09:59	294	258	233	265	271	201	176	1,698
10:00 - 11:59	315	298	284	289	304	343	208	2,041
12:00 - 13:59	376	358	318	361	416	302	228	2,359
14:00 - 15:59	361	328	295	333	416	284	237	2,254
16:00 - 17:59	476	443	437	426	460	330	335	2,907
18:00 - 19:59	333	315	286	309	397	348	469	2,457
20:00 - 21:59	219	236	193	217	290	327	323	1,805
22:00 - 23:59	130	117	122	148	217	250	174	1,158
Total	3,117	2,877	2,649	2,894	3,387	2,950	2,666	20,540

If one looks at the time when crashes occurred, one will note that most crashes happened between 16:00 and 17:59 followed by the 18:00 and 19:59-time slot and then the 12:00 and 13:59 time slots(see Figure 16). These time slots coincide with the lunch peak hour when school children are picked up from school and dropped off at home as well as the peak hour when people leave work for home.

Figure 16: Crashes by day of the week

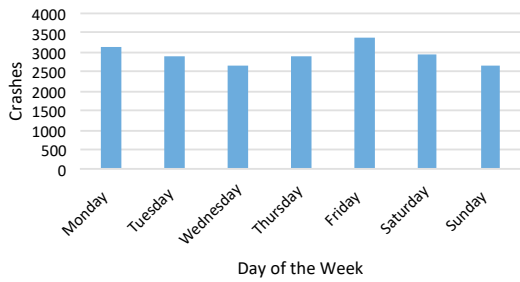


Figure 17: Number of crashes by time of day

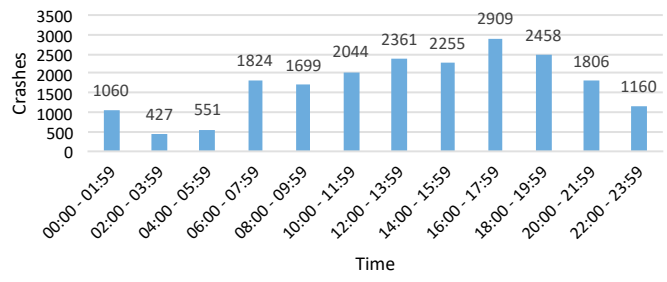


Figure 18: Number of crashes during weekdays and weekends per time of occurrence

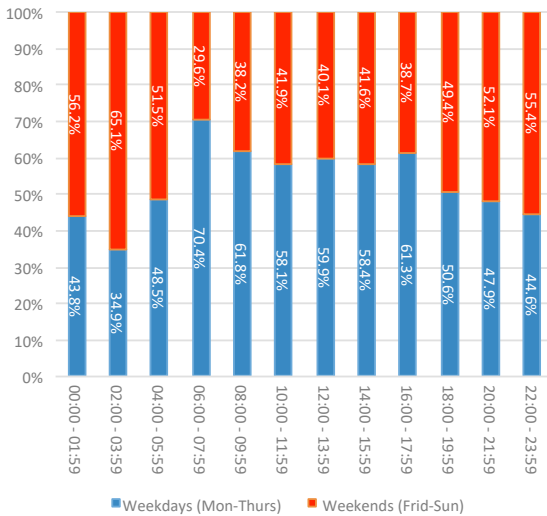


Figure 19: Percentage crashes per day of the week per hour of the day

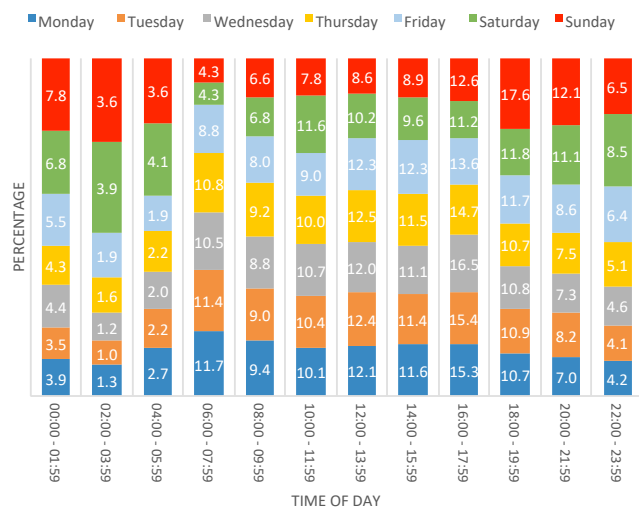


Figure 18 shows that during the late-night hours and early mornings (sunrise) hours of the day from 20:00 to 05:59, more crashes happen over weekends (Friday to Sunday), while more crashes happen in week days (Monday to Thursday) during the day (06:00 - 19:59).

Figure 19 shows that during the 00:00-01:59, the 18:00-19:59 and the 20:00-21:59 time slots more crashes happen on a Sunday. During the 02:00-03:59, the 04:00-05:59 and 22:00-23:59 time slots there are more crashes on a Saturday. During the 06:00 -09:59 time slot there more crashes on a Monday. While Wednesday takes the 10:00-11:59 and 16:00-17:59 time slots and Thursday the 12:00-13:59 time slots and Friday the 14:00-15:59 time slots.

Table 7 and Figure 20 show the number and percentages of crashes happening on weekdays in each region. Most crashes happen on Friday (3,390), followed by Monday (3120), Saturday (2,952), and Thursday (2,895). Most crashes happen on Friday for all the regions, besides Khomas on Tuesday (1,429), Ohangwena on Saturday (99), Omaheke on Sunday (79), and Zambezi on Monday (63). The second most frequent day of crashes is Saturday, where Khomas contribute to 42% of crashes followed by Erongo (14%) and Otjozondjupa (12%).

Table 7: Number of Crashes per region per weekday

Region	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
//Karas	74	71	83	75	80	88	83	554
Erongo	398	406	370	351	409	471	448	2853
Hardap	126	82	93	87	89	142	140	759
Kavango East	82	70	86	65	82	89	77	551
Kavongo West	36	42	38	33	41	44	30	264
Khomas	965	1429	1351	1175	1265	1365	1109	8659
Kunene	75	61	56	69	69	80	70	480
Ohangwena	78	81	51	54	77	74	99	514
Omaheke	79	53	75	53	62	63	75	460
Omusati	62	64	59	74	61	100	96	516
Oshana	236	282	242	240	231	320	248	1799
Oshikoto	55	57	60	49	37	64	57	379
Otjozondjupa	360	359	273	293	356	432	361	2434
Zambezi	40	63	43	33	36	58	59	332
Total	2666	3120	2880	2651	2895	3390	2952	20554
	Day with the highest number of crashes (Most crashes per day)							
	Day with the 2 nd highest number of crashes (2 nd Highest crashes per day)							
	Day with the 3 rd highest number of crashes (3 rd Highest crashes per day)							

Figure 20: Percentage of crashes per weekday, per region

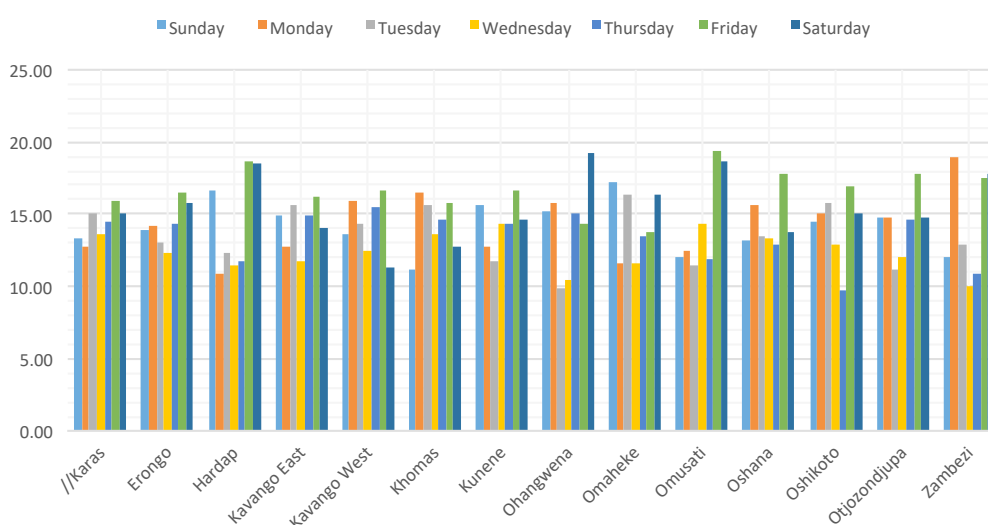


Table 8 shows that in 9 out of the 13 regions, most crashes happen between 18:00 – 19:59, followed by the 16:00- 17:59 time slot and then the 14:00-15:59 time slots. Hence it is noted that most accidents happen between the 12:00 and 19:59 time slot.

Table 8: Percentage of crashes per region

Rergion	//Karas	Erongo	Hardap	Kavango East	Kavango West	Khomas	Kunene	Oshana	Oshikoto	Otjozondjupa	Zambezi
00:00 - 01:59	9%	6%	5%	6%	5%	5%	4%	5%	5%	5%	4%
02:00 - 03:59	3%	2%	3%	3%	2%	1%	3%	2%	3%	3%	5%
04:00 - 05:59	4%	2%	4%	3%	5%	2%	3%	3%	2%	4%	3%
06:00 - 07:59	5%	7%	5%	8%	5%	12%	6%	4%	5%	8%	10%
08:00 - 09:59	8%	9%	8%	7%	6%	9%	8%	9%	8%	7%	10%
10:00 - 11:59	11%	13%	9%	9%	5%	10%	10%	8%	7%	8%	8%
12:00 - 13:59	11%	13%	9%	9%	4%	13%	10%	9%	8%	10%	8%
14:00 - 15:59	12%	11%	12%	11%	8%	11%	11%	12%	10%	10%	14%
16:00 - 17:59	14%	14%	12%	10%	13%	15%	13%	12%	10%	13%	11%
18:00 - 19:59	8%	10%	15%	17%	18%	10%	16%	19%	14%	14%	15%
20:00 - 21: 59	8%	7%	10%	12%	21%	7%	10%	12%	10%	10%	7%
22:00 - 23:59	7%	6%	7%	5%	8%	5%	6%	7%	7%	7%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Time with the highest number of crashes (Most crashes per day)										
	Time with the 2 nd highest number of crashes (2 nd Highest crashes per day)										
	Time with the 3 rd highest number of crashes (3 rd Highest crashes per day)										

CONTRIBUTION FACTORS

(ROAD CHARACTERISTICS AND ROAD USER ACTION)



A road traffic crash results from a combination of factors related to the components of the road system comprising of the environment, vehicles, road users, and the way they interact. Some factors contribute to the occurrence of a collision and are therefore part of crash causation.

Other factors aggravate the effects of the collision and thus contribute to trauma severity. Some factors may not appear to be directly related to road traffic injuries. Some causes are immediate, but they may be underpinned by medium-term and long-term structural causes.

Identifying the risk factors that contribute to road traffic crashes is important in identifying interventions that can reduce the risks associated with those factors.

We also know that the movement of people and goods on the road is necessary for social, economic, and political reasons, but this need to travel (movement of people, goods, and services) leads to a risk of road crashes and traffic injuries. Hence, a range of factors determine who uses different parts of the transport system, how they use it, why and when. Understanding these factors may assist in eliminating the possible risk of road crashes and road traffic injuries.

Various analytical frameworks that can be used to identify the risk factors involved in road traffic injuries include the public health approach, the Haddon matrix and the systems approach.

The World Report on road traffic injury prevention 2004 (Peden M, 2004), identified several risk factors for road traffic injuries and several factors that influence risk exposure. Box 1 provides a summary of these factors.

Box 1: The main risk factors for road traffic injuries



Factors influencing exposure to risk

- Economic factors such as level of economic development and social deprivation
- Demographic factors such as age and sex
- Land-use planning practices which influence length of trip and mode of travel
- Mixture of high-speed motorized traffic with vulnerable road users
- Insufficient attention to integration of road function with decisions about speed limits, road layout and design.

Risk factors influencing crash involvement

- Inappropriate and excessive speed
- Presence of alcohol, medicinal or recreational drugs;
- Fatigue
- Being a young male
- Having youths driving in the same car
- Being a vulnerable road user in urban and residential areas
- Travelling in darkness
- Vehicle factors, such as braking, handling and maintenance
- Defects in road design, layout and maintenance, which can also lead to unsafe behaviour by road users
- Inadequate visibility because of environmental factors (making it hard to detect vehicles and other road users)
- Poor eyesight of road users.

Risk factors influencing crash severity

- Human tolerance factors
- Inappropriate or excessive speed
- Seat-belts and child restraints not used
- Crash-helmets not worn by users of two-wheeled vehicles
- Roadside objects not crash-protective
- Insufficient vehicle crash protection for occupants and for those hit by vehicles;
- Presence of alcohol and other drugs.

Risk factors influencing post-crash outcome of injuries

- Delay in detecting crash and in transport of those injured to a health facility;
- Presence of fire resulting from collision
- Leakage of hazardous materials
- Presence of alcohol and other drugs
- Difficulty in rescuing and extracting people from vehicles
- Difficulty in evacuating people from buses and coaches involved in crash
- Lack of appropriate pre-hospital care
- Lack of appropriate care in hospital emergency rooms.

Source: Peden Metal. (2004) World report on road traffic injury prevention. Geneva, World Health Organization, 2004.

4.1 Types and color of the Vehicles

Table 9 shows that the highest number of vehicles involved in crashes are motor car/ station wagons, followed by light delivery vehicles then sedan taxis. Hence, one is more likely to be involved in a crash when using a motor car/station wagon. About 2,765 vehicle types were not known, which highlights the need to improve the data collection process, especially form completion.

Table 9: Types of vehicle involved in a crash, 2016

Types of vehicles	Number	Percent
Motor car / station wagon	11,451	38.37
Light delivery vehicle	9,905	33.19
Sedan taxi	2,984	10.00
Truck: Articulated	700	2.35
Minibus	508	1.70
GVM>3500 kg	495	1.66
Midibus	240	0.80
Bus	183	0.61
Other	175	0.59
Panelvan	142	0.48
Motor Cycle: 125cc and under	80	0.27
Minibus Taxi	49	0.16
Motor Cycle: Above 125cc	48	0.16
Mobile equipment	40	0.13
Caravan / trailer	32	0.11
Tractor	31	0.10
Quadru-cycle	5	0.02
Bicycle	4	0.01
Animal drawn vehicle	3	0.01
Tri-cycle	3	0.01
Unknown	2,765	9.27
Total	29,843	100.00

Table 10 and figure 21, show that most crashes involved one vehicle (57%) followed by two vehicles (42%) while the rest of the crashes which had between three and six vehicles involved are between 1.3 and zero percent. The data also shows that the crashes that have two cars have the most total number of vehicles involved at 58 percent followed by single vehicles at 39 percent.

Table 10: Number of vehicles involved in each crash, 2016

Number of vehicles	Number of crashes	Total number of vehicles
1	11,599	11,599
2	8,633	17,266
3	262	786
4	41	164
5	2	10
6	3	18
Total	20,540	29,843

Figure 21: Percentage of crashes and vehicles per number vehicles in each crash

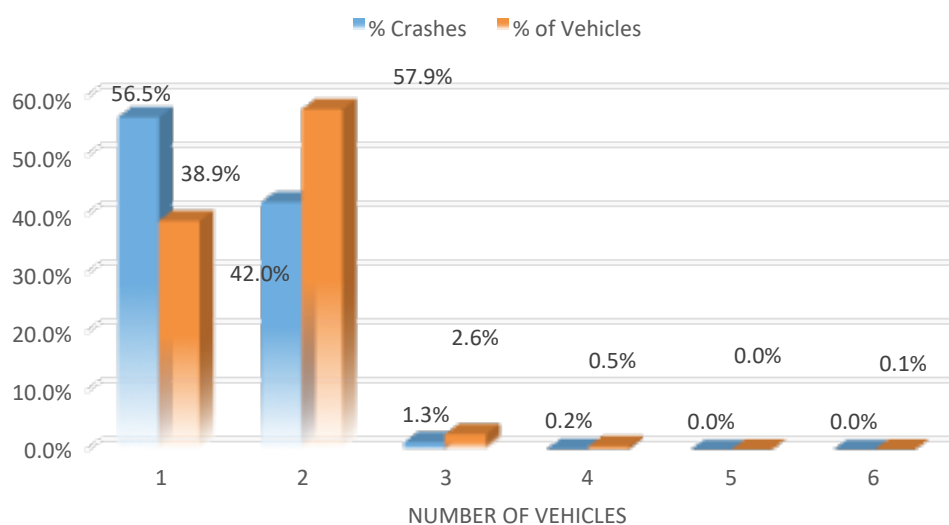


Table 11: Vehicle colour involved in crashes in 2016

Vehicle Colour	Number	Percent
White	14,756	49.45
Silver	4,429	14.84
Grey	1,653	5.54
Blue	1,451	4.86
Red	1,115	3.74
Black	926	3.10
Green	430	1.44
Gold	404	1.35
Brown	368	1.23
Maroon	333	1.12
Beige	287	0.96
Yellow	131	0.44
White/Cream/Beige	130	0.44
Orange	109	0.37
Bronze	59	0.20
Grey/Black	28	0.09
Gold/Silver/Bronze	26	0.09
Pink	22	0.07
Pink/Red/Maroon	17	0.06
Other	14	0.05
Blue/Green/Purple	10	0.03
Purple	9	0.03
Tan/Brown	8	0.03
Mustard	2	0.01
Yellow/Orange/Mustard	2	0.01
Unknown	3,124	10.47
Total	29,843	100.00

Table 11 indicates that 49.45% of vehicles involved in crashes are white, followed by the silver colour which represents 14.84%. There are a significant number of vehicles involved in crashes where the color is unknown. Although the data shows that more white vehicles are involved in crashes, they may not necessarily contribute proportionally more crashes. One first has to understand the proportion of white colour vehicles that are registered.

4.2 Pedestrian, colour of clothing, position on the road

The data in table 12 shows that the highest number of pedestrian casualties wore light clothing during their crashes, however, the majority of pedestrians that succumbed to injuries and lost their lives wore dark clothing. A significant number of pedestrians (390) clothing colour was not known.

Table 12: Pedestrian clothing colour by injury severity

Pedestrian clothing colour	Dead	No Injury	Serious	Slight	Total
Dark	13	2	15	13	43
Light	9	4	16	18	47.1
Light & Dark	5	0	8	7	20.2
Reflective	7	0	2	1	9.5
Unknown	66	120	115	89	390.3
Grand Total	100	126	156	128	510.1

The road position in which pedestrians were found after the crashes is indicated in table 13, in which pedestrians found in the roadway have the highest occurrences of deaths, serious and slight injuries. From the data, there were 368 pedestrians where their position on the road was not known and they account for the majority of deaths (65), serious injuries (101) and slight injuries (86). There were 116 pedestrians that had no injuries.

Table 13: Pedestrian position by injury severity

Position on road	Injury severity			
	Dead	No Injury	Serious	Slight
Median	8	2	3	5
Roadway	20	3	31	19
Shoulder of road	3	1	10	10
Sidewalk/verge	5	4	9	5
Unknown	65	116	101	86
Grand Total	100	126	154	125

Table 14 looks at the action of the driver in terms of a pedestrian crash and the severity of injuries of the pedestrian. The highest occurrence of crashes happened while the driver was driving straight, this is also when most deaths (55) serious Injuries (97) and slight injuries (84) occurred.

Table 14: Driver action for Pedestrian crash by injury severity

Driver Action	Injury Severity			
	Dead	No Injury	Serious	Slight
Avoiding object	1	1	3	2
Busy parking	0	0	3	1
Changing lane	1	0	0	0
Diverging	0	0	1	1
Other	1	1	1	0
Overtaking(L)	0	0	2	1
Overtaking(R)	3	0	2	0
Parked	1	0	2	1
Reversing	0	0	6	5
Slowing down	0	0	1	3
Stationary (e.g. waiting)	0	0	1	3
Sudden start Travelling straight	3	0	1	
Sudden stop	3	0	0	1
Swerving	1	0	0	0
Travelling straight	55	22	97	84
Turning Left	1	3	6	4
Turning Left Travelling straight	0	0	1	0
Turning Right	1	2	4	0
unknown	29	97	23	19
Total	100	126	154	125

ROAD ACCIDENT INJURY SEVERITY



Road accidents are classified according to the severity thereof, into one of four categories namely:

- **Fatal accidents:** an accident that results in the death of one or more persons (driver, cyclist, passenger, or pedestrian). These accidents can include serious or slight injuries.
- **Serious (major) accidents:** an accident that involves serious injuries to one or more persons. It can also include slight injuries.
- **Slight (minor) accidents:** an accident in which one or more persons are slightly injured.
- **Property damage:** an accident that resulted in damage to the vehicle and/or other property, but in which no person was killed or injured.

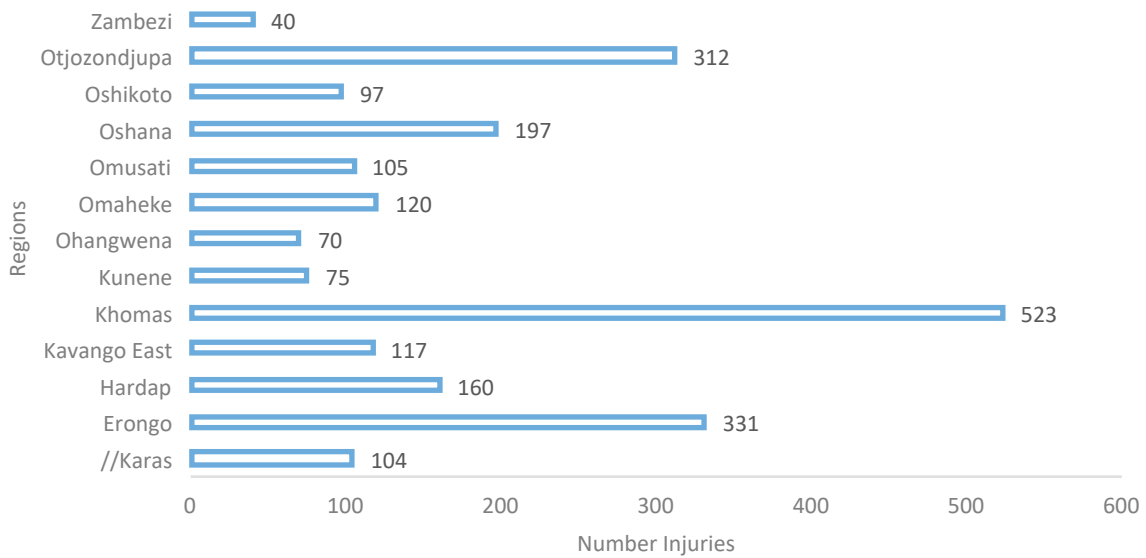
Injury accidents refers to those road accidents where at least one person was injured or killed as a direct result of the accident.

The police officer attending the scene determines the affected person's level of injury at the time of the accident. If the injury level of the victim changes within 30 days of the crash occurrence, this has to be recorded on the NRAF. Concerning the prevalence of injury accidents, a trend similar to that between vehicles and accidents was also apparent, albeit not as well-defined. While there appeared to be an increase in the number of injury accidents, the variation across the years did not follow a definite pattern. In order to gain a better understanding of the injury crash trend, the report has further analysed the severity of injuries below.

5.1 Injury severity of road users by type and demographic characteristics

The 2016 data shows that there were 2,293 injuries (severe and slight combined) distributed over the 13 regions (Kavango East represents Kavango West and East). Khomas region had the highest number of injured patients (23%), followed by Erongo (15%), then Otjozondjupa (14%) see figure 22.

Figure 22: Number of injuries (severe and slight) by region crashes that occurred



5.1.1 Drivers

The sex of a driver is a very important variable in understanding the cause and occurrence of accidents since male and female behaviour is different on the road. The data also shows that there was a significant number of drivers (5138) whose sex is not known as well as their level of injury severity.

Figure 22 shows that for the drivers whose sex is known, the majority of drivers involved in crashes are male at 90 percent.

Figure 22: Percentage drivers by sex

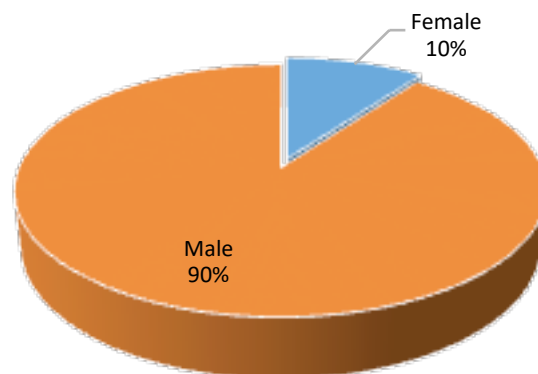


Table 15 shows the distribution of injury severity of the drivers by sex. The proportion of the dead among the male and the female drivers is similar at 0.5 percent while 95 percent of men and 94 percent of women do not get injured. The data shows that more people experience slight injuries compared to serious injuries and death for both males and females. Since males are about the majority at 90% they also contribute around 90% to death, serious and slight injuries.

Table 15: Injury severity of driver by sex

Injury severity	Driver				
	Female	% Female	Male	% Male	Total
Dead	16	0.50%	153	0.50%	130
No Injury	2,342	93.70%	21,081	94.90%	23,441
Serious	45	1.80%	301	1.40%	347
Slight	100	4.00%	706	3.20%	806
Total	2,503	100%	22,241	100%	24,724
Sex Unknown					5,138*

**5,138 Drivers' sex and injury severity is unknown. The analysis focused on the number of known drivers; hence this data should be used with caution.*

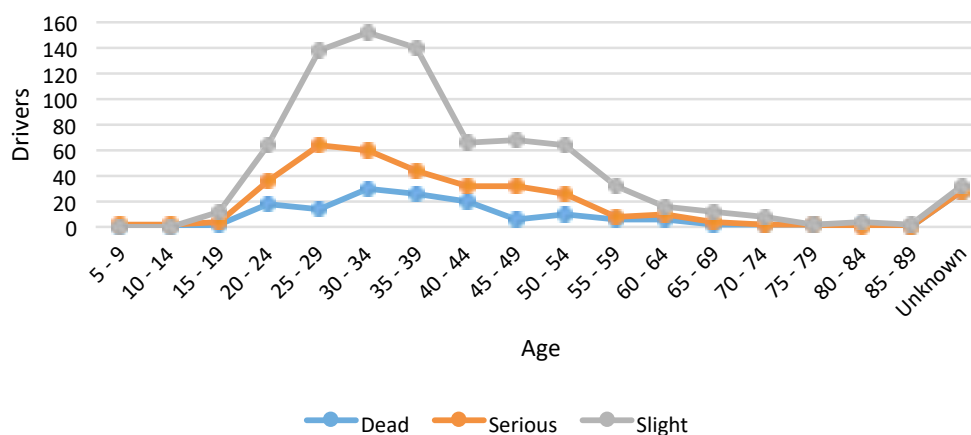
Table 16 shows the distribution of injury severity of drivers by age. The age cohort 15-64 accounted for the most number of drivers that were not injured, seriously injured, or slightly injured.

Table 16: Injury severity of drivers by age

Age	Dead	No injured	Serious	Slight
5 - 9	0	12	1	0
10 - 14	0	7	1	0
15 - 19	1	210	3	11
20 - 24	17	1,643	35	63
25 - 29	14	3,029	64	138
30 - 34	30	3,407	59	152
35 - 39	26	3,098	44	140
40 - 44	20	2,565	31	66
45 - 49	7	2,160	32	68
50 - 54	9	1,731	26	63
55 - 59	7	1,387	8	32
60 - 64	5	1,034	9	16
65 - 69	1	827	3	12
70 - 74	3	534	2	8
75 - 79	1	253	1	2
80 - 84	1	104	0	3
85 - 89	0	95	0	1
Unknown	27	1,345	28	31
Total	169	23,441	347	806

Figure 23 shows that the age range that accounted for the most driver deaths is in the 20-44 age range, while most serious injuries are in the 25-29 age cohort and slight injuries in the 30-35 age cohort. The data also shows that the higher the age cohort the less likely a driver will suffer from either death or injuries in crashes.

Figure 23: Injured driver by age



5.1.2 Passengers

Table 17 shows that there were 1,052 passengers in crashes and it also shows that most passengers (389) had slight injuries, while 378 had serious injuries and 148 died.

Table 17: Injury severity of passengers by age

Age	Dead	No Injury	Serious	Slight
0-4	9	3	11	14
5 - 9	7	2	18	16
10 - 14	1	11	7	8
15 - 19	10	7	29	39
20 - 24	18	11	59	62
25 - 29	18	14	49	51
30 - 34	17	6	45	44
35 - 39	8	13	41	44
40 - 44	14	11	17	31
45 - 49	5	8	19	18
50 - 54	5	6	22	15
55 - 59	1	11	13	11
60 - 64	8	6	9	16
65 - 69	0	0	14	5
70 - 74	0	0	12	4
75 - 79	0	0	10	7
80 - 84	0	0	3	4
Unknown	26	33	0	0
Total	148	142	378	389

The data in table 17 and figure 24 also show that most passengers involved in road crashes are in the age cohort of between 20 and 39.

Figure 24: Injured passenger by age

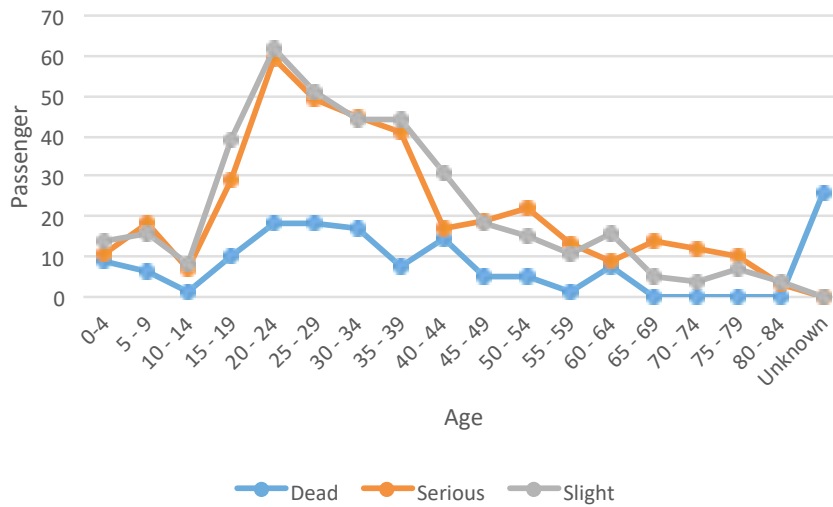
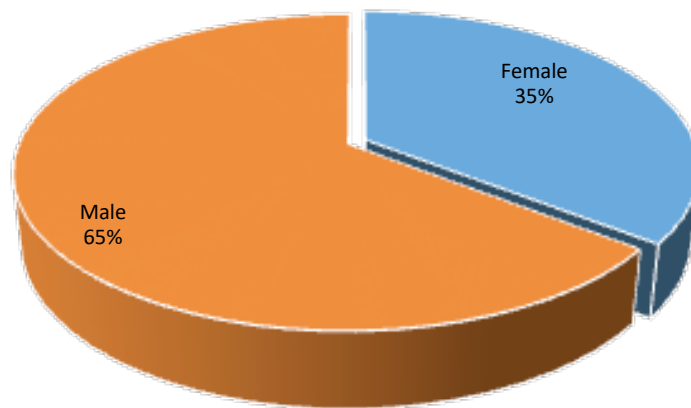


Figure 25 shows percentage of passenger deaths by sex. Male passenger deaths account for the most deaths (65 percent), while 35 percent were female in 2016.

Figure 25: Percentage of passenger deaths by sex



The data in table 18 shows that 148 passengers died where 54.4% were male, 378 passengers had serious injuries where 47.6% were male and 389 had slight injuries where 56.6% were female.

Table 18: Injury severity of passenger by sex

Injury severity	Passenger				
	Female	Male	Unknown	Total	Male percent
Dead	55	81	13	148	54.4
No Injury	13	57	71	142	40.1
Serious	120	180	78	378	47.6
Slight	111	220	58	389	56.6
Total	299	538	220	1,057	

5.1.3 Pedestrians

The data shows that there were 510 pedestrians involved in road accidents, where 31 percent were females and 69 percent were males. See figure 26 and table 19.

Figure 26: Percentage of pedestrians by sex

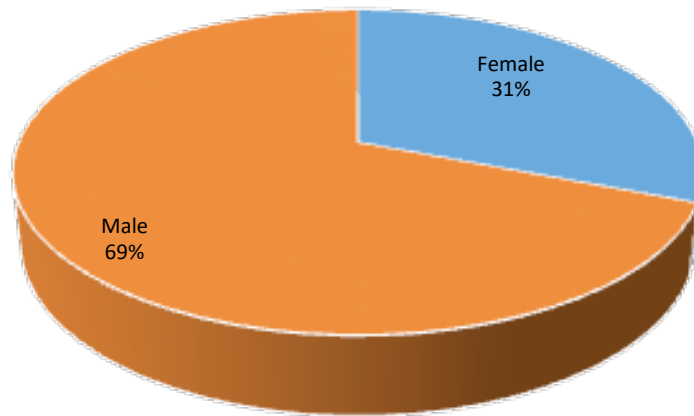


Table 19 shows that 66.2 percent of pedestrians that died in crashes were male, while out of those that sustained serious injuries, 69.2 percent of them were males. Out of those that have slight injuries, 43 percent were females.

Table 19: Injury severity of pedestrian by sex

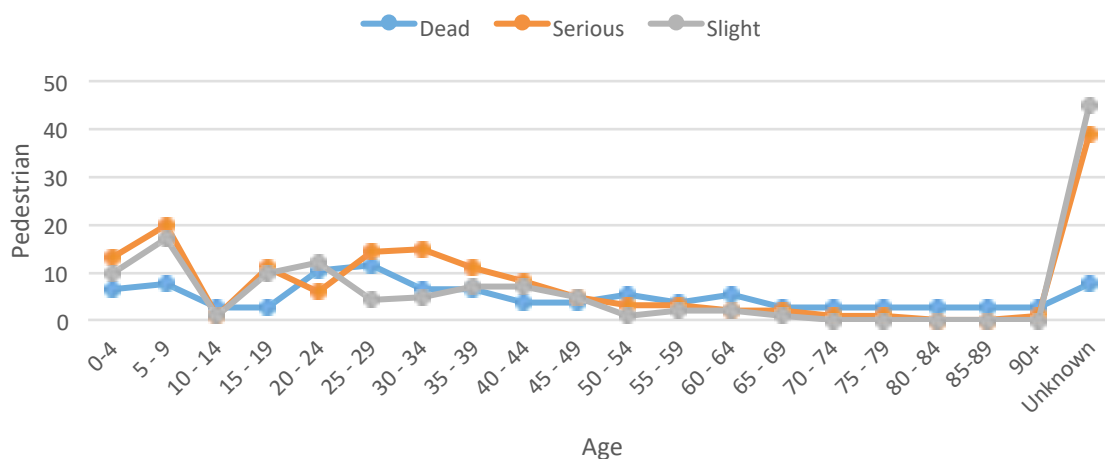
Injury severity	Pedestrians				
	Female	Male	Unknown	Total	Male Percent
Dead	26	66	8	100	66.2
No Injury	15	48	63	126	38.1
Serious	47	108	1	156	69.2
Slight	43	73	12	128	57.0
Total	131	295	84	510	57.9

Table 20 shows that most pedestrians involved in road accidents are in the age cohort 0-9 and 20-39. Also see Figure 27.

Table 20: Injury severity of pedestrian by age

Age	Dead	Non-injury	Serious	Slight
0-4	7	9	13	10
5 - 9	8	7	20	17
10 - 14	3	8	1	1
15 - 19	3	7	11	10
20 - 24	10	6	6	12
25 - 29	12	6	14	4
30 - 34	7	8	15	5
35 - 39	7	9	11	7
40 - 44	4	8	8	7
45 - 49	4	7	5	5
50 - 54	5	6	3	1
55 - 59	4	5	3	2
60 - 64	5	4	2	2
65 - 69	3	3	2	1
70 - 74	3	7	1	0
75 - 79	3	4	1	0
80 - 84	3	5	0	0
85-89	3	3	0	0
90+	3	4	1	0
Unknown	8	10	39	45
Grand Total	100	126	156	129

Figure 27: Injured pedestrian by age



5.1.4 Cyclist

The data in table 21 shows that during 2016, there were 31 cyclists involved in crashes. Out of these cyclists, there were 21 male cyclists, zero female cyclists, and 9 whose sex was not reported. The data further shows that 30 percent of male cyclists involved in the crashes died, while 10 percent had serious injuries and 15 percent had slight injuries.

Table 21: Injury severity of cyclist by sex

Injury severity	Cyclist				
	Female	Male	Unknown	Total	Male Percent
Dead	0	8	3	10	75
No Injury	0	1	1	2	50
Serious	0	7	2	9	78
Slight	0	6	3	9	67
Total	0	22	9	30	

5.1.5 Young people

The data shows that there were 15,447 young people (15-39 ages) involved in crashes in 2016. Table 22 shows the distribution of injury severity by type of crash for people aged 15 to 39 years. There were more young people involved in accidents that did not sustain any injuries or slight or serious injuries than those who died. The table shows that for young people, the highest contributor to their crashes is head/rear end (25%), followed by animals (14%) and then other/unknown (12%).

Table 22: Injury severity of young people (aged 15-39) by crash type

Type of Crashes	Injury Severity				
	Dead	Serious	Slight	Not injury	Total
Approach at angle: both travelling straight	12	17	40	569	638
Approach at angle: one or both turning	0	5	26	449	480
Head on	25	32	22	177	256
Head/rear end	8	43	99	3,736	3,886
Other/unknown (Specify)	12	25	65	1,710	1,812
Passenger fell off vehicle	0	5	0	11	16
Sideswipe: opposite directions	5	14	32	824	875
Sideswipe: same direction	0	9	37	1,314	1,360
Single vehicle overturned	64	201	252	482	999
Turn right in face of oncoming traffic	4	18	36	464	522
Went off the road without rolling	3	8	8	117	136
With animal (Specify)	10	23	57	2,059	2,149
With fixed object (Specify)	5	17	41	297	360
With pedestrian	40	62	72	1,187	1,361
With Stones	1	1	5	325	332
With train	1	0	0	256	257
Unknown	4	0	0	4	8
Total	194	480	792	13,981	15,447

Table 23 shows types of crashes by the injury severity of victims. The single vehicle overturn crashes had the highest number of fatalities, serious injuries, and slight injuries. On the other hand, head/rear-end crashes had the highest number of none injury crashes and the highest number of crashes in general.

Table 23: Types of crashes by injury severity

Types of crashes	Injury Severity					Total
	Dead	No Injury	Serious	Slight	(blank)	
Single vehicle overturned	137	666	328	390	0	1,521
With pedestrian	101	586	174	180	0	1,041
Other/unknown (Specify)	53	2,635	61	124	0	2,873
Head on	49	352	56	38	1	496
Head/rear end	27	7,244	64	174	0	7,509
Sideswipe: opposite directions	16	1,634	23	58	0	1,731
Approach at angle: both travelling straight	13	1,227	32	59	0	1,331
With fixed object (Specify)	13	1,363	31	63	0	1,470
With animal (Specify)	9	2,458	36	110	0	2,613
Sideswipe: same direction	8	2,628	18	60	0	2,714
Turn right in face of oncoming traffic	8	984	26	56	0	1,074
Unknown	7	648	12	15	0	682
Passenger fell off vehicle	4	17	7	3	0	31
Went off the road without rolling	4	143	11	18	0	176
With stones	1	302	1	13	0	317
With train	1	9	0	1	0	11
Approach at angle: one or both turning	0	915	9	38	0	962
With bird	0	348	0	4	0	352
Grand Total	451	24,159	889	1,404	1	26,904

5.2 Injury severity by time, day, month, and year

Table 24 shows the severity of injuries by the month of occurrence of the crash where January, March and August had the highest number of crash deaths (44). April and May had the highest number of serious injuries of 102 and 108 respectively and March, April and January had the highest slight injuries with 154, 144, and 129 respectively.

Table 24: Injury severity by month

Months	Injury Severity				
	Dead	No Injury	Serious	Slight	Total
January	44	1,722	90	129	1,985
February	35	1,874	59	78	2,046
March	44	1,913	97	154	2,208
April	40	2,065	102	144	2,351
May	40	1,999	108	130	2,277
June	34	2,069	77	110	2,290
July	21	2,281	74	127	2,503
August	44	2,104	71	111	2,330
September	40	2,174	59	121	2,394
October	31	2,014	43	101	2,189
November	42	2,083	54	80	2,259
December	35	1,861	55	119	2,070
Total	451	24,159	889	1,404	26,903.1

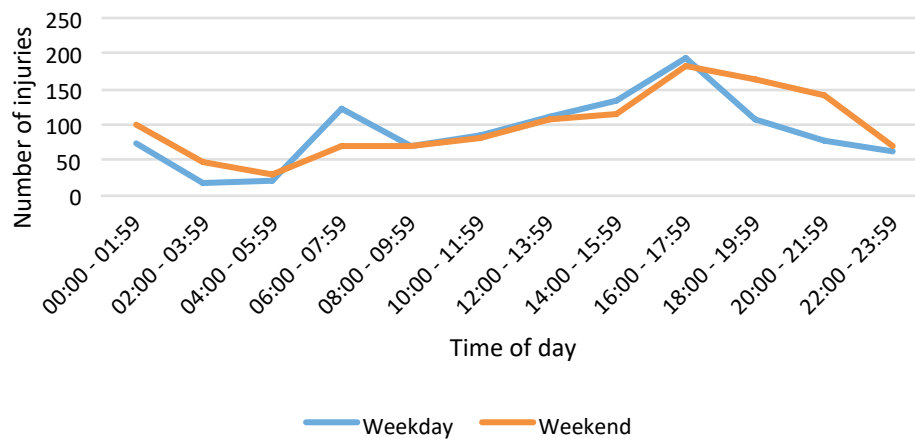
Table 25 classifies injury severity of crashes by day of the week. The results are that crashes that occur on Saturdays have the highest number of deaths, followed by Friday then Sundays. Also, the highest number of slight and serious injuries are prevalent on Saturdays, Sundays, and Fridays.

Table 25: Injury severity by day of the week

Day of the week	Dead	No Injury	Serious	Slight	Total
Sunday	88	2,883	173	231	3,375
Monday	48	3,750	133	196	4,127
Tuesday	38	3,496	80	146	3,760
Wednesday	38	3,183	76	166	3,463
Thursday	53	3,424	106	191	3,774
Friday	90	4,084	135	214	4,523
Saturday	96	3,340	186	260	3,882
Total	451	24160	889	1404	26,904.10

In addition to table 25, figure 28 shows the number of injuries that occurred during weekends and weekdays and the time when these crashes occur. Data shows that during weekends a large number of injuries occur between the afternoon and early morning hours (between 18:00 and 05:59). During the weekdays, more injuries occur during the early morning hours and later afternoons (between 06:00 and 17:59).

Figure 28: Number of injuries by time and week or weekend



5.3 Fatalities

Table 26 compares road crash deaths by region considering populations in these particular regions. The Kunene region had the highest number of road fatalities with the rate of 32 deaths by 100 000 population, followed by Otjozondjupa with 30 people per 100 000 population, then Hardap, Omaheke, and Zambezi with 27 deaths per 100 000 population. This information is also visible in figure 29.

Table 26: Regional distribution of road fatalities rates per 100 000 population

Region	Fatalities	Projected population 2016	Road fatality rates/100 000
Erongo	44	182,402	24
Hardap	23	87,186	27
Karas	22	85,759	26
Kavango East	25	148,466	17
Kavango West	0	89,313	0
Khomas	66	415,780	16
Kunene	31	97,865	32
Ohangwena	34	255,510	13
Omaheke	21	74,629	28
Omusati	38	249,885	15
Oshana	46	189,237	24
Oshikoto	27	195,165	14
Otjozondjupa	47	154,342	30
Zambezi	27	100,547	27
Total	451	2,326,086	

Figure 29: Fatality rates by 100 000 population by region

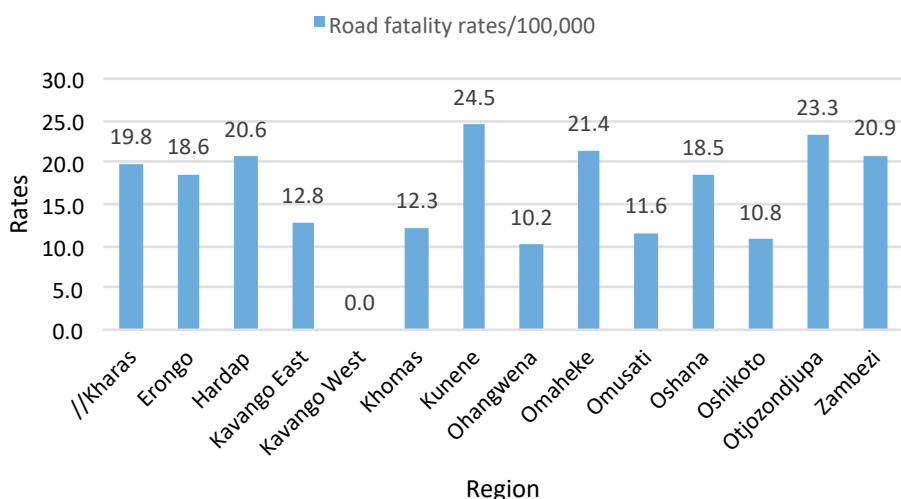


Figure 30 looks into the number of deaths that occur during weekends and weekdays to analyse the time that most of these crashes occur. During the weekends, a large number of crashes occur between 18:00 and 05:59 in the early hours of the morning. Whereas crashes that occur during the week happened between 06:00 and 17:59.

Figure 30: Fatalities by weekdays and weekends by day of the week

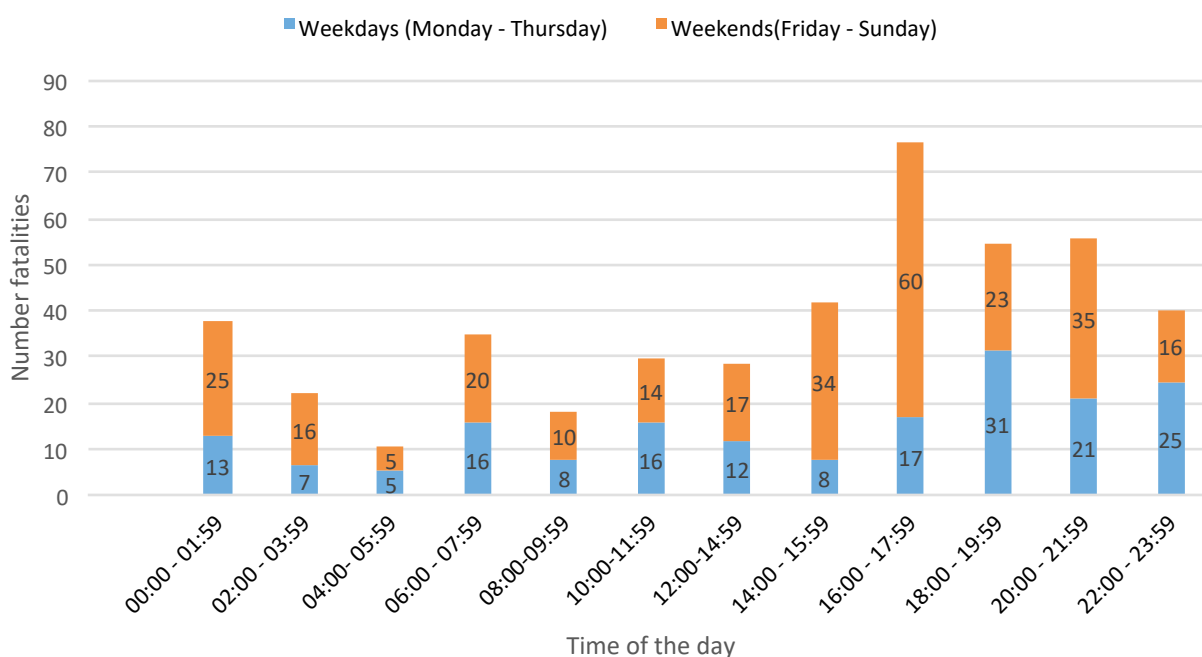


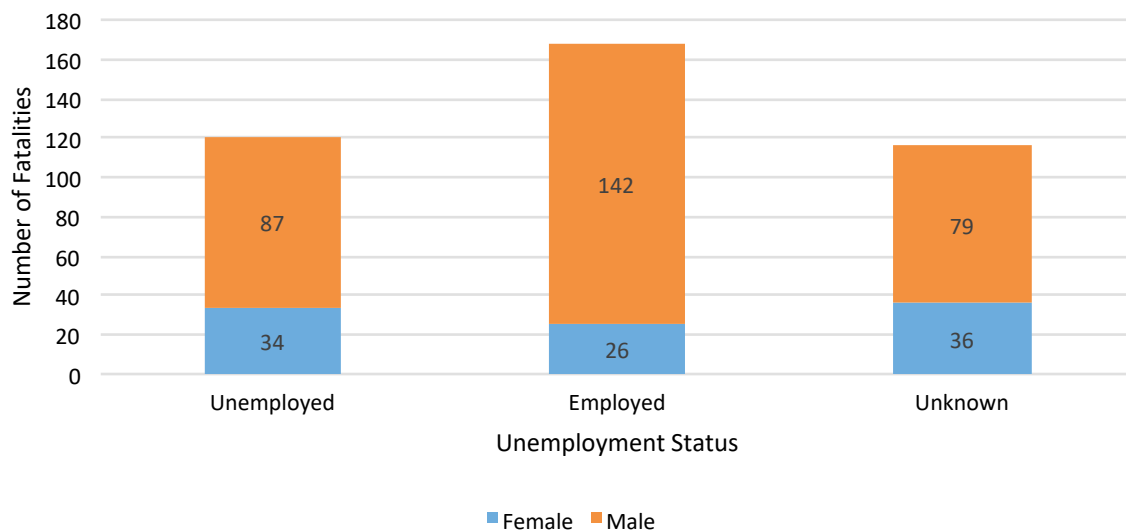
Table 27 indicates the number of deaths of employed and unemployed persons by sex, an alarming number of employed males is the highest with 45.9% while 35.25% of unemployed females died as a result of road crash injuries. The highest number of deaths occurred among employed individuals.

Table 27: Fatalities by employment status and sex

Employment status	Number			Total	Percent		
	Female	Male	Unknown		Female	Male	Total
Unemployed	34	87	4	125	35	28	28
Employed	26	142	5	173	27	46	38
Unknown	36	79	38	153	38	26	34
Total	96	308	47	451	100	100	100

Figure 31 shows a pictorial representation of Table 27, showing more employed male (109) died compared to unemployed males (67), which shows that the financial impact on the household that lost an employed male may be felt much more compared to a household that has lost an unemployed male.

Figure 31: Fatalities by employment status



PERFORMANCE INDICATORS



6.1 The use of seatbelts and helmet by road user

Table 28 shows the number of drivers that were tested and not tested for alcohol levels with injury severity. A large number of drivers were not tested for alcohol intoxication. Of those that were not tested, 64 died and 9,650 did not sustain any injuries.

Table 28: Number of drivers tested for alcohol used by injury severity

Injury Severity	Driver tested for alcohol			Total
	No	Yes	Unknown	
Dead	64	1	104	169
No Injury	9 650	992	12 799	992
Serious	121	21	205	347
Slight	273	51	482	806
Total	458	1065	791	2314

Table 29 indicated the number of drivers that wore seatbelts during the crash. There is a large number of drivers (18,337) whose information was not recorded whether they wore seatbelts or not. Nevertheless, there is a higher number of deaths for drivers that did not wear seatbelts and a higher number of serious and slight injuries among drivers that wore their seatbelts.

Table 29: Driver wearing a seatbelt by injury severity

Driver wearing seatbelt	Injury Severity				Total
	Dead	No Injury	Serious	Slight	
No	20	3,135	18	37	3,210
Yes	17	2,959	66	175	3,217
Not recorded	133	17,347	263	594	18,337
Total	169	23,441	347	806	24,763

Figure 32 shows the percentage of drivers who wore seatbelts. It shows an equal representation of drivers that do not wear a seatbelt and those that wear at 13%.

Figure 32: Percentage of drivers wearing a seatbelt and not wearing a seatbelt

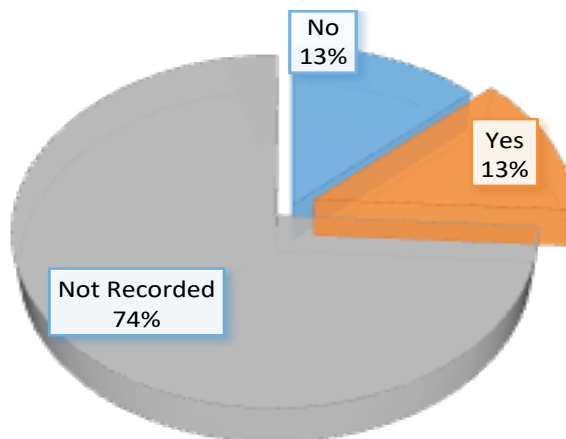


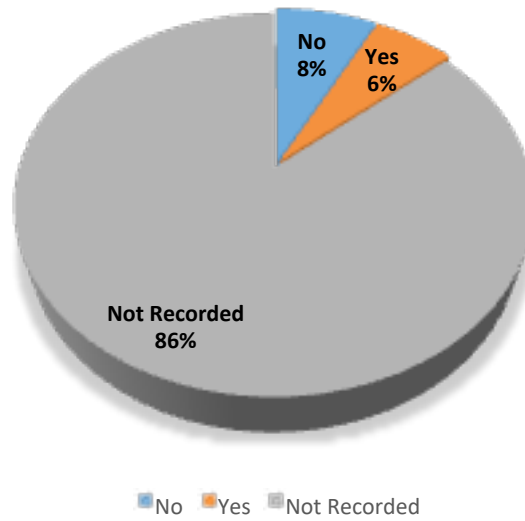
Table 30 indicates the number of passengers that wore seatbelts during a crash. There is a large number of passengers (912) whose information was not recorded whether they wore seatbelts or not. Nevertheless, there is a higher number of deaths for passenger that did not wear seatbelts. When it comes to serious and slight injuries, passengers wearing seatbelts had a higher number of injuries.

Table 30: Passenger wearing a seatbelt by injury severity

Passenger Seatbelt	Injury Severity				Total
	Dead	No Injury	Serious	Slight	
No	9	16	12	43	80
Yes	8	1	23	33	65
Not Recorded	131	125	343	313	912
Total	148	142	378	389	1057

Figure 33 shows that 6% of passengers wore seatbelts and 8% of passengers were not wearing seatbelts at the time of a crash, while 86% of passengers were not recorded whether they wore seatbelts or not.

Figure 33: Passenger wearing seatbelt or not



6.2 Mass casualties

Mass casualties occur when a crash involves more than five deaths. Table 31 indicates the number of injuries and deaths for mass casualties. The data shows that in 2016, there were 5 crashes where more than five people died. In total 44 lives were lost, 12 people were seriously injured and 4 were slightly injured.

Table 31: Number of crashes, deaths, and injuries for mass casualties

Number of crashes	5
Total deaths	44
Serious	12
Slight	4



CONCLUSION AND RECOMMENDATIONS



In 2016, the population of Namibia was around 2,324,388, with 371,281 registered vehicles and a well-established road infrastructure network of about 45,000 kilometers, this according to 2011 numbers. Approximately 8% of the roads were tarred roads while all the other roads consisted out of gravel, earth, or salt.

The movement of people and goods on the road is necessary for social, economic and political reasons. This need to travel leads to a risk of road traffic crashes that lead to injuries and death. The type of roads, types of transport systems we use and how or who uses the road ultimately determines the risk of crashes on roads. Although it may not be possible in practice to completely eliminate risk of crashes, it is possible to reduce the risk of crashes, severity of injury and crash consequences.

The NRSC, attached to the Ministry of Works and Transport, has been in existence for 25 years and is tasked by law to collate road crash data in the country and analyse this data in order to identify the necessary remedial interventions to improve the situation. As part of this effort, the NRSC has produced separate reports on the road safety situation since 2005.

As part of these remedial actions, NRSC has been implementing a decade of action plan for road safety during the period 2011-2020 to counter road crashes and to ensure road safety management, education, enforcement, engineering (vehicles, roads) and emergency response.

Road safety and the reduction of road crashes cannot be the responsibility of one agency. It is a collective effort that must be inculcated in each and every citizen of this country from an early age as possible and supported by multi-sectoral stakeholders. It starts with the design of vehicles, the design of road networks and roads, urban and rural planning, the introduction and enforcement of road safety legislation, the responsible use of the road and the care and treatment of crash survivors.

By collecting and analysing these road accident statistics, we assist in informing practitioners on the road traffic injuries, the health and socio-economic impact of road traffic crashes, the development interventions and the monitoring and evaluation of the programs and interventions.

The road crash statistics presented in this report are solely based on the information obtained from the crash forms. It is suggested that future reports should endeavour to complement this information with the statistics provided by related agencies such as the Motor Vehicle Accident Fund, Ministry of Health and Social Services; traffic departments of Municipalities and the National Forensic Science Laboratory. Furthermore, additional research into specific areas of concern that emerged from the analysis of the NRAF data could be of great value to those tasked with designing and implementing remedial measures.

The total number of road crashes registered at various police stations in Namibia and processed by the NRSC for 2016 amounted to 20,540. The traffic volume on Namibian roads is increasing steadily by 2.5% via growth in the number of registered vehicles from 2015.

Although the number of crashes is high, a drop in casualties was recorded. This indicates that the interventions put by the NRSC and law enforcement agencies have been progressing and effective. Road safety awareness has been raised among road users.

Namibia's urban centres are growing rapidly as the population increases and as more people migrate to urban cities in search of better education and work opportunities. Khomas, Erongo, Otjozondjupa and Oshana regions have the largest urban centers, the largest number of registered vehicles, as well as the highest incidence of road crashes.

As this trend is set to continue into the foreseeable future, local authorities need to manage existing road infrastructure to promote safety through the provision of safer routes for pedestrians and cyclists, traffic-calming measures, low-cost remedial measures, and crash-protective roadsides (for example, specific groups, such as commercial vehicle drivers, most likely to be first on the scene of crashes, might be provided with training in first aid, and health professionals might be provided with specialized training in trauma care).

The report shows that the frequency of crashes varies for different times of day and for different weekdays for the different regions. During the week more crashes occur during rush hours and actually during the day, however, crashes that occur during the weekend occur after dark and into the early hours of the morning.

This report attempts to contribute to the body of knowledge on road safety. NRSC hopes that this report will inspire and facilitate increased cooperation, innovation and commitment to preventing road traffic crashes in Namibia. Road traffic crashes are predictable and therefore preventable. In order to combat the problem, there needs to be close coordination and collaboration, using a historic and integrated approach across many sectors and many disciplines.

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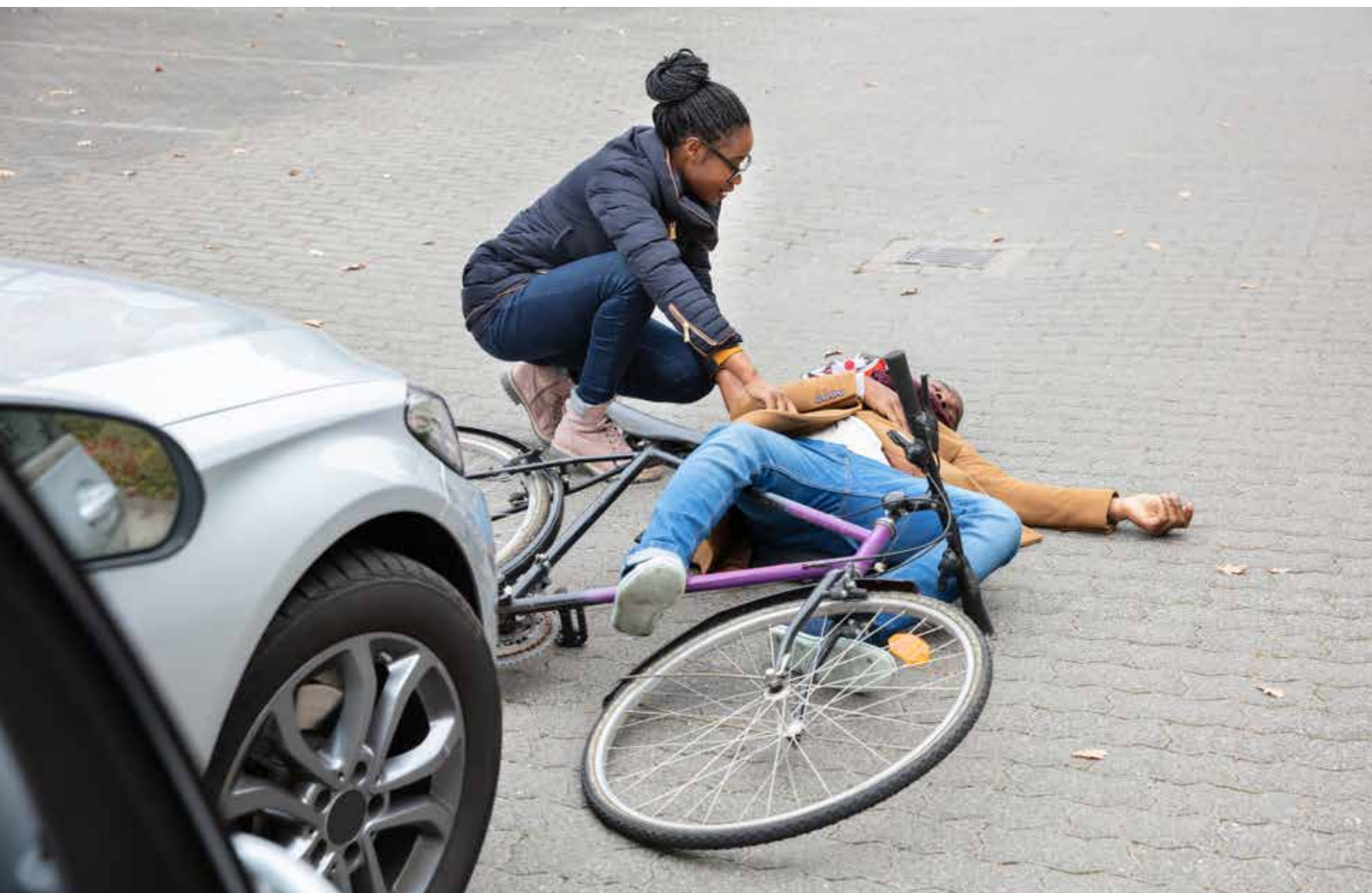
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APPENDICES

APPENDIX I: INJURY SEVERITY BY TIME OF DAY

	Dead	No Injury	Serious	Slight	
00:00 - 01:59	36	1,117	66	116	1,335
02:00 - 03:59	21	397	26	44	488
04:00 - 05:59	7	539	21	34	601
06:00 - 07:59	40	2,300	76	122	2,538
08:00 - 09:59	16	2,115	47	97	2,275
10:00 - 11:59	26	2,575	43	123	2,767
12:00 - 13:59	35	3,011	78	146	3,270
14:00 - 15:59	42	2,847	115	134	3,138
16:00 - 17:59	72	3,529	156	221	3,978
18:00 - 19:59	59	2,672	115	162	3,008
20:00 - 21:59	56	1,854	80	136	2,126
22:00 - 23:59	43	1,204	66	69	1,382
Total	451	24,160	889	1,404	26,904



APPENDIX II: COUNTRY OF ORIGIN BY SEVERITY OF INJURY

Nationality	Dead	No Injury	Serious	Slight
Afghanistan	0	3	1	0
Angola	0	58	5	2
Argentina	0	2	1	0
Australia	0	4	1	0
Austria	0	3	0	0
Belgium	1	10	0	3
Botswana	0	15	2	3
Brazil	0	8	0	1
Brunei	0	3	0	0
Bulgaria	0	2	0	0
Burundi	0	2	0	0
Cameroon	0	3	0	1
Canada	0	6	0	0
Cape Verde	0	1	0	0
China	0	79	2	1
Colombia	0	2	0	0
Comoros	0	1	0	0
Congo (Brazzaville)	0	1	0	0
Congo Democratic Republic of the	1	9	0	0
Cuba	0	1	0	0
Czech Republic	0	1	0	0
Egypt	0	6	0	0
Ethiopia	0	0	2	0
France	0	27	1	8
Gambia	0	2	0	0
Germany	0	119	1	8
Ghana	0	2	0	0
Honduras	0	5	0	0
India	0	10	0	0
Indonesia	0	2	0	0
Ireland	0	1	0	0
Israel	0	1	0	0
Italy	0	16	2	2
Japan	0	4	0	3
Kenya	1	14	0	1
Korea North	0	4	1	0
Korea South	0	3	0	0
Lebanon	0	2	0	0
Lesotho	0	2	0	0
Luxembourg	0	2	0	0

Nationality	Dead	No Injury	Serious	Slight
Macedonia	0	1	0	0
Madagascar	0	1	0	0
Malawi	0	6	0	0
Malta	0	1	0	0
Mauritania	0	1	0	0
Mozambique	0	1	0	0
Namibia	350	2,2310	721	1,195
Netherlands	0	8	1	2
New Zealand	0	1	0	0
Niger	0	1	0	0
Nigeria	0	9	0	0
Norway	0	2	0	0
Pakistan	0	1	0	0
Panama	0	5	0	0
Paraguay	0	1	0	0
Portugal	0	10	0	0
Russia	0	5	0	0
Rwanda	0	2	0	0
Somalia	0	1	0	0
South Africa	0	286	4	15
Spain	0	12	1	0
Swaziland	0	9	0	0
Sweden	0	1	0	0
Switzerland	0	10	0	0
Tanzania	0	13	0	1
Thailand	0	1	0	0
Uganda	0	2	0	0
Ukraine	0	4	0	0
United Kingdom	0	10	0	0
United States	0	10	0	1
Zambia	1	49	2	5
Zimbabwe	1	213	2	9
Unknown	95	736	140	144
Total	451	24159	890	1405

APPENDIX III: DRIVER ACTION DURING CRASH PER INJURY SEVERITY

Driver Action	Injury severity				Grand Total
	Dead	No Injury	Serious	Slight	
Avoiding object	107	1,968	218	272	2,565
Avoiding object swerving travelling straight	-	0	0	0	-
Avoiding object travelling straight	1	1	0	0	2
Avoiding object turning left	-	2	0	0	2
Avoiding object turning right	-	1	0	0	1
Busy parking	-	241	1	6	248
Changing lane	3	109	2	3	117
Diverging avoiding object	1	53	-	3	57
Enter traffic flow	-	179	6	5	190
Enter traffic flow, slowing down	-	1	0	0	1
Enter traffic flow, turning right	-	1	0	0	1
Enter traffic flow travelling straight	-	1	0	0	1
Merging	-	49	-	-	49
Merging travelling straight	-	2	0	0	2
Merging turning right	-	1	0	0	1
Other	3	174	5	8	190
Travelling straight	-	0	0	0	-
Overtaking	13	436	21	30	500
Parked	4	1,411	3	10	1,428
Reversing	5	1,423	8	14	1,450
Slowing down	1	306	3	9	319
Slowing down travelling straight	-	3	0	0	3
Stationary (e.g. waiting)	1	1,042	4	22	1,069
Sudden start	-	90	2	2	94
Sudden stop	-	351	3	9	363
Sudden stop, enter traffic flow	-	0	0	1	1
Sudden stop travelling straight	-	3	-	-	3
Sudden stop turning left	-	0	0	0	-
Swerving	3	119	5	13	140
Swerving avoiding object travelling straight	-	1	0	0	1
Swerving merging	-	1	0	0	1
Swerving turning left	-	0	0	1	1
Swerving turning right	-	0	0	0	-
Travelling straight	116	9,735	277	508	10,636
Travelling straight, avoiding object, busy parking	-	1	0	0	1
Travelling straight, parked	-	1	0	0	1
Travelling straight, reversing	-	1	0	0	1
Travelling straight, stationary (e.g. waiting)	-	1	0	0	1
Travelling straight, turning left	-	3	0	0	3
Travelling straight, turning right	-	2	0		2
Travelling straight, turning right	-	0	0	0	-

Driver Action	Injury severity				Grand Total
	Dead	No Injury	Serious	Slight	
Travelling straight avoiding object	1	0	0	0	1
Travelling straight other	-	0	0	0	-
Travelling straight overtaking(r)	-	1	0	0	1
Travelling straight parked	-	2	0	0	2
Travelling straight reversing	-	1	0	0	1
Travelling straight slowing down	-	2	-	-	2
Travelling straight stationary (e.g. waiting)	-	2	0	0	2
Travelling straight swerving	-	0	0	0	-
Travelling straight turning left	-	5	0	0	5
Travelling straight turning right	-	1	0	0	1
Travelling straight u-turn	-	1	0	0	1
Turning left	5	1,159	11	39	1,214
Turning left avoiding object	-	1	0	0	1
Turning left busy parking	-	0	0	0	-
Turning left reversing	-	1	0	0	1
Turning left sudden stop	-	1	0	0	1
Turning left travelling straight	-	0	0	0	-
Turning left turning right	-	1	0	0	1
Turning right	3	1,789	30	85	1,907
Turning right,reversing	-	1	0	0	1
Turning right stationary (e.g. waiting)	-	0	0	0	-
Turning right u-turn	-	1	0	0	1
U-turn	-	109	3	6	118
Unknown	185	3,346	287	372	4,190
Total	451	24,137	889	1,418	26,895

APPENDIX IV: NUMBER OF CASUALTIES BY POLICE STATION

Region	Police Station	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles	
//Karas	Ariamsvlei	1	0	0	16	17	
	Aroab	0	5	7	19	20	
	Assenkher	3	5	0	12	13	
	Aus	3	3	5	15	16	
	Bethanie	2	1	0	18	19	
	Karasburg	1	0	1	41	40	
	Keetmanshoop	3	10	21	327	334	
	Lüderitz	0	3	1	92	93	
	Noordoewer	0	0	0	12	12	
	Oranjemund	2	1	3	36	39	
	Rosh Pinah	0	0	2	44	44	
	Tses	1	6	1	37	34	
	Warmbad	1	0	0	5	5	
	Subtotal		17	34	41	674	686
	Erongo	Arandis	5	12	19	138	129
		Epako	0	1	0	36	39
		Hentiesbay	1	3	5	58	59
Karibib		6	17	25	193	207	
Kuisebmond		4	8	16	378	379	
Long Beach		0	0	0	6	6	
Mondesha		0	5	22	241	291	
Narraville		0	3	2	94	92	
Okombahe		1	2	1	6	6	
Omaruru		0	9	9	200	194	
Omatjete		0	1	0	9	9	
Otjimbingwe		1	3	6	7	9	
Port		0	0	0	40	39	
Swakopmund		1	16	21	893	979	
Tutalen		0	4	1	130	126	
Uis		4	9	18	47	40	
Usakos		10	19	21	134	145	
Walvisbay		3	11	34	1472	1552	
Subtotal			36	123	200	4082	4301
Hardap		Aranos	1	0	0	29	25
	Derm	0	0	0	2	2	
	Gibeon	3	7	11	55	42	
	Gochas	0	0	0	7	6	
	Hoachanas	0	0	0	14	13	
	Kalkrand	1	2	3	33	29	
	Klein Aub	0	4	1	22	20	
	Maltahohe	6	14	8	16	18	
	Mariental	1	4	13	237	228	

Region	Police Station	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
	Rehoboth	5	20	26	431	443
	Schlip	0	0	0	3	4
	Sesriem	0	2	3	54	53
	Stampriet	1	0	1	24	26
	Subtotal	18	53	66	927	909
Kavango East	Divundu	1	2	0	61	60
	Mukwe	0	0	7	27	24
	Mururani	5	10	6	78	57
	Ncaute	1	4	3	18	17
	Ndiyona (NO)	0	0	0	35	33
	Omega	1	1	3	8	6
	Rundu	12	6	16	532	516
	Subtotal	20	23	35	759	713
Kavango West	Kahenge	11	21	27	292	224
	Nkurenkuru	0	0	0	5	3
	Subtotal	11	21	27	297	227
Khomas	Dordabis	1	0	2	15	16
	Greenwell Matongo	0	0	0	1	1
	Groot Aub	0	0	0	2	2
	Hosea Kutako	5	9	7	156	138
	Kapps Farm	0	5	8	76	71
	Katutura	18	45	59	3319	3539
	Khomasdal	0	0	0	2	4
	Klein Windhoek	0	0	0	51	52
	Nauchas	0	0	0	12	12
	Wanaheda	14	35	62	1887	1961
	Windhoek	13	43	86	7351	8197
	Subtotal	51	137	224	12872	13993
Kunene	Anker	0	0	0	1	1
	Bersig	0	1	3	16	16
	Kamanjab	5	12	11	81	78
	Khorixas	3	3	2	62	62
	Okangwati	7	2	0	4	1
	Omakange	0	3	1	37	35
	Omuramba	0	0	0	7	4
	Opuwo	6	2	3	80	73
	Otjondeka	1	3	2	12	15
	Outjo	1	1	0	190	220
	Sesfontein	1	5	3	3	9

Region	Police Station	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
	Werda	0	0	0	15	17
	Subtotal	24	32	25	508	531
Ohangwena	Eenhana	12	12	6	151	162
	Epembe	0	0	0	1	1
	Ohangwena	5	8	1	108	112
	Okatope	2	4	1	117	125
	Okongo	3	2	0	48	51
	Omungwelumbe	0	0	0	27	27
	Onandjaba	1	7	6	55	51
	Ondobe	0	0	0	20	20
	Ongenga	0	0	0	14	14
	Ongha	0	0	0	17	17
	Oshikango	3	0	3	52	52
	Subtotal	26	33	17	610	632
Omaheke	Amunuis	1	0	2	19	21
	Corridor 13	1	1	6	11	7
	Du Plessis	2	6	9	19	13
	Eiseb Block	1	0	0	2	2
	Epukeiro	1	7	5	24	26
	Gobabis	2	11	28	260	317
	Leonardville	1	0	0	5	6
	Omitara	2	1	4	21	13
	Otjinene	3	7	3	47	35
	Talismanus	0	2	1	3	5
	Trans-Kalahari	0	6	0	13	14
	Witvlei	2	13	4	65	54
	Subtotal	16	54	62	489	513
Omusati	Etayi	0	0	2	12	12
	Ogongo	1	2	5	35	30
	Okahao	4	10	12	133	138
	Omahenene	0	1	1	3	4
	Onesi	1	3	5	2	4
	Oshifo	0	1	0	35	34
	Oshikuku	3	3	6	56	58
	Outapi	15	26	21	223	240
	Ruacana	3	5	9	33	28
	Tsandi	4	4	7	85	71
	Subtotal	31	55	68	617	619

Region	Police Station	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Oshana	Ondangwa	11	22	43	968	1014
	Ongwediva	10	23	43	785	791
	Oshakati	14	19	18	909	985
	Subtotal	35	64	104	2662	2790
Oshikoto	King Nehale	0	1	8	10	7
	Omuntele	0	0	0	2	1
	Omuthiya	0	12	12	205	206
	Onankali	0	0	0	5	5
	Onayena	2	3	5	46	31
	Oshivello	19	24	19	214	205
	Subtotal	21	40	44	482	455
Otjozondjupa	Grootfontein	6	9	30	313	361
	Hochfeld	1	2	4	17	17
	Kalkfeld	1	4	8	45	49
	Kombat	0	0	1	17	21
	Nomtsoub	0	0	0	1	1
	Okahandja	16	24	53	871	870
	Okakarara	1	2	0	83	101
	Otavi	2	8	14	177	188
	Otjituuu	0	10	3	11	11
	Otjiwarongo	3	7	31	914	905
	Ovitoto	0	0	0	4	4
	Tsintsabis	0	1	2	9	8
	Tsumeb	6	15	17	537	521
	Tsumkwe	0	0	0	23	23
	Subtotal	36	82	163	3022	3080
	Zambezi	Chetto	0	0	3	3
Impalela Island		0	0	0	1	1
Katima Mulilo		13	8	7	350	342
Kongola		7	8	6	66	59
Subtotal		21	21	17	430	416

APPENDIX V: STREET LOCATION BY TOWN AND INJURY SEVERITY

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Ai-Ais	Noordoewer Extension 1	0	0	0	1	1
Aminuis	Aminuis	0	0	0	16	16
Aminuis	Gobabis	0	0	0	1	1
Ariamsvlei	Ariamsvlei Border Post	0	0	0	3	3
Arandis	Acacia Rd	0	0	0	3	3
Arandis	Arandis Extension 1	0	0	1	20	21
Arandis	Arandis Proper	0	0	0	7	7
Arandis	Baobab Rd	0	0	0	1	1
Arandis	Central Bd	0	0	0	2	2
Arandis	Kokerboom St	0	0	0	1	1
Arandis	Protea Rd	0	0	0	1	1
Arandis	Roller St	0	0	1	0	1
Arandis	Starling St	0	0	0	1	1
Arandis	Swakopmund	0	0	0	1	1
Arandis	Swakopmund Extension 1	0	0	0	1	1
Arandis	Tacoma	0	0	0	1	1
Aranos	Not Stated	0	0	0	10	10
Aranos	Stampriet	0	0	0	1	1
Ariamsvlei	Ariamsvlei	0	0	0	1	1
Ariamsvlei	Ariamsvlei Border Post	0	0	0	5	5
Ariamsvlei	Not Stated	0	0	0	1	1
Aroab	Aroab	0	4	2	7	7
Aroab	Keetmanshoop Proper	0	0	0	1	1
Aroab	Not Stated	0	0	0	1	1
Aus	Keetmanshoop town South-western access. T0102/T0103. Center Traffic Circle	0	0	0	3	3
Bethanie	Bethanie - Lüderitz	0	0	0	1	1
Bethanie	Bethanie Proper	0	0	0	2	3
Bethanie	Not Stated	2	1	0	13	13
Bukalo	Not Stated	0	0	0	1	1
Central Bd	Central Bd	0	0	0	0	2
Divundu	Divindu Extension 1	0	0	0	3	2
Divundu	Divundu Bridge (Okavango river). centre of bridge (B0485)	0	0	0	1	1
Divundu	Not Stated	0	0	0	6	6
Dordabis	Dordabis	0	0	0	1	1
Du Plessis	Gobabis Extension	0	0	4	3	1
Du Plessis	Not Stated	0	0	0	1	1
Duineveld	Not Stated	0	0	0	1	1
Eenhana	at Ohadiwa intersection	0	0	0	2	2
Eenhana	D3665 (proclaimed road. not built)	0	0	0	1	1
Eenhana	D3666 (proclaimed road. not built)	0	0	0	2	2
Eenhana	D3695 . Onawa	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Eenhana	D4107	0	0	0	1	1
Eenhana	Eenhana	4	5	4	98	104
Eenhana	Eliakim Namundjembo St	1	0	0	3	1
Eenhana	End of gravel section (start of earth track)	0	0	0	2	2
Eenhana	Intersection / Crossing T1002 . Onhuno extension 3	0	2	0	7	5
Eenhana	Intersection / Junction with T0112 . Onhuno	0	0	0	1	1
Eenhana	Intersection / Junction with T1401 . Access to Otjinene	0	0	0	1	1
Eenhana	Intersection at Engela Omafo Village	1	3	4	26	26
Eenhana	Intersection at T0112. Ongha Village	0	0	0	3	3
Eenhana	Intersection at T0112. Oshikango Combined School	0	0	0	3	3
Eenhana	Intersection at T0401. close to Skaap Plaas	0	0	0	4	4
Eenhana	Intersection to Onathing South Combined School	0	0	0	1	1
Eenhana	Intersection with M0092 (C46). King Mandume Ndemufayo Road in Oshakati West	0	0	0	0	1
Eenhana	Intersection with M0092 at the Omushimani Village	0	0	0	7	7
Eenhana	Intersection with T0111 at Onethindi-Onihandi. Punyu International	0	0	0	1	2
Eenhana	Intersection with T1002 at Oshidute Village close to the Oshidute Combined School	1	3	1	11	10
Eenhana	Ngoma Rd 15	0	0	0	1	1
Eenhana	Noordoewer Border Post (R.S.A. Border). Orange River	0	0	0	1	1
Eenhana	Not Stated	12	12	2	155	161
Eenhana	Ohangwena	0	0	0	22	22
Eenhana	Omufitu Wanakashole	1	0	0	4	3
Eenhana	Onandjokwe Hospital	0	0	0	0	1
Eenhana	Ondangwa - Omuthiya Maintenance District	0	0	0	8	8
Eenhana	Ondangwa - Omuthiya Maintenance Districts	0	0	0	3	3
Eenhana	Ondangwa - Oshakati	0	0	0	0	1
Eenhana	Ondangwa Extension 1	0	0	0	0	1
Eenhana	Ondangwa town at Intersection with T0111 and M0092. BP Service Station. Cresta Lodge	1	1	0	44	45
Eenhana	Oshana - Ohangwena Roads Board	0	0	1	7	8
Eenhana	Oshikango	2	0	3	7	7
Eenhana	Road Bf	1	1	1	2	4
Endola	Eenhana	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Endola	Ohangwena	0	0	0	1	1
Endola	Okatana	0	0	0	2	2
Engela	Ohangwena	0	0	0	1	1
Engela	Road Bk	0	0	0	1	1
Engela	T0112	0	0	0	2	2
Epembe	Epembe	0	0	0	1	1
Epukiro	Epukiro	1	0	0	7	7
Epukiro	Gobabis townlands East T-junction with T0602 (Bypass)	0	0	0	1	1
Epukiro	Not Stated	0	0	0	1	1
Gibeon	Not Stated	0	0	1	3	5
Gobabis	Central Bd	0	0	0	6	6
Gobabis	Church Street	0	0	2	10	14
Gobabis	Cuito Cuanavale Ave/M0039	0	0	0	2	2
Gobabis	D1707	0	0	0	0	1
Gobabis	Drimiopsis	0	0	0	1	1
Gobabis	Epako Extension 1	0	0	0	6	6
Gobabis	Epako Proper	0	0	0	1	1
Gobabis	Epukiro	0	0	0	1	1
Gobabis	Gobabis	0	0	0	2	3
Gobabis	Gobabis - Otjinene District	0	0	0	1	1
Gobabis	Gobabis East Right + T0602 Left	0	0	0	2	1
Gobabis	Gobabis Extension	0	1	2	21	20
Gobabis	Gobabis Extension 1	0	0	0	1	1
Gobabis	Gobabis Extension 2	1	0	0	3	3
Gobabis	Gobabis Extension 3	0	0	0	2	2
Gobabis	Gobabis Proper	0	0	0	17	15
Gobabis	Herhold St	0	0	1	2	2
Gobabis	Intersecting with M0033 in Dordabis	1	0	0	0	1
Gobabis	Intersection at D1001. Mooiplaas	0	0	0	3	1
Gobabis	Intersection at D3815	0	0	1	0	1
Gobabis	Intersection at D3816	0	0	3	5	1
Gobabis	Intersection at M0041. Klein Zonia	0	0	0	1	1
Gobabis	Intersection at M0091. close Masindi	0	0	0	2	1
Gobabis	Intersection at M0091. close to Netso	0	0	3	2	1
Gobabis	Intersection at T0110. Oshivelo. Veterinary control Gate	0	0	0	0	1
Gobabis	Intersection at T0601. Cnr. of Church St. and Quito Cuanavale Ave. in Gobabis	0	0	8	4	7
Gobabis	Intersection at T0601. Gobabis	0	0	0	1	1
Gobabis	Intersection at T0601. Witvlei	0	3	0	1	2
Gobabis	Intersection at T0602 and T1402. Gobabis East	0	1	0	7	7
Gobabis	Intersection at T0602. Sieg field	0	0	0	5	1
Gobabis	Intersection at T1402. Du Plessis	0	0	0	0	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Gobabis	Intersection with M0114 North of Epukiro Post 3	0	0	0	6	3
Gobabis	Intersection with M0131 & D1668 at Epukiro Post 3	2	1	4	1	3
Gobabis	Intersection with T0601 and D1805. on Farm Kranz No. 169. Portion 10 close to Gobabis	0	0	1	3	2
Gobabis	Intersection with T0601 between the Farms Alter Romer No. 128. and Omitara-west No. 203	1	0	1	4	3
Gobabis	Intersection with T0602 on Farm Steynsberg No. 464	0	0	1	4	4
Gobabis	Intersection with T1402 at Mokganedi Thabanello High School in Drimopsis town	0	3	3	10	5
Gobabis	J. Bezuidenhout	0	0	0	1	2
Gobabis	Kalahari St	0	0	0	3	2
Gobabis	Kopano St	0	0	0	1	1
Gobabis	Luitenant Lampe St	1	0	0	0	1
Gobabis	M0053	0	0	0	1	1
Gobabis	Nossob St	0	0	0	1	1
Gobabis	Nossobville	0	1	1	3	3
Gobabis	Not Stated	1	21	13	149	197
Gobabis	Otjihase Mine	1	3	1	17	13
Gobabis	Pater Dohren St	0	0	0	1	1
Gobabis	Rugby St	0	0	0	2	2
Gobabis	Stasie Rd	0	0	0	2	2
Gobabis	T0601 Deviation (proclamation)	0	0	0	4	1
Gobabis	T0601 Deviation (Proclamation)	0	0	2	1	2
Gobabis	T0601. Gobabis town at Tilda Viljoen Dam. Gobabis bypass	0	0	0	5	7
Gobabis	Talismanis	0	0	0	0	1
Gobabis	Tayoit St	0	0	0	1	2
Gobabis	Trans-Kalahari	0	0	0	3	3
Gobabis	Western Bypass Slip	0	2	0	0	1
Gobabis	Windhoek - Gobabis Maintenance District	0	0	0	1	1
Gobabis	Windhoek town. Avis (Eastern access) about 185 meter East of Christa Davids St.	0	2	1	25	25
Gochas	Not Stated	0	0	0	4	3
Grootfontein	Access Road (Farm Abenab)	0	0	0	1	1
Grootfontein	Anderson Rd	0	0	0	1	1
Grootfontein	Captain Frankie St	0	0	0	1	1
Grootfontein	Central Bd	0	0	2	6	4
Grootfontein	D3306 at Omatako Valley Rest Camp	0	0	0	1	1
Grootfontein	D3469	0	0	0	1	1
Grootfontein	Dimo Hamaanbo St	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Grootfontein	Dr Nickey Iyambo St	0	0	0	2	2
Grootfontein	Dr Toivo Ya Toivo St	0	0	0	3	11
Grootfontein	End of salt section	0	0	0	2	2
Grootfontein	Grootfontein Extension	1	2	1	54	58
Grootfontein	Grootfontein Proper	0	0	0	14	13
Grootfontein	Grootfontein town (Western access) at intersection with T0801/M0072	0	0	0	6	11
Grootfontein	Hage Geingob Dr	0	0	1	0	1
Grootfontein	Hage Geingob Road	0	0	0	6	6
Grootfontein	Hidipo Hamutenya St	0	0	0	0	1
Grootfontein	Intersection at M0031 in Grootfontein Lis Born	0	0	0	1	1
Grootfontein	Intersection at M0069. Otavi	0	0	0	2	2
Grootfontein	Intersection at M0069. Otavi near Grave Yard	0	0	0	1	1
Grootfontein	Intersection at M0073. Ongarangombe	0	0	1	0	1
Grootfontein	Intersection at M0096. close to Highlands	0	0	0	1	1
Grootfontein	Intersection at T0107. Otjiwarongo town at Intersection with Dr. Libertina Amathila Ave.. T0205 (Spar Supermarket)	0	0	0	5	15
Grootfontein	Intersection at T0401. close to Skaap Plaas	0	0	0	8	8
Grootfontein	Intersection at T0801. Otavi town at Intersection with T0108 (B8). M0069 (C39). Engen Petrol Station	0	0	1	3	14
Grootfontein	Intersection at T1401. Schwarzfelde	0	0	2	0	2
Grootfontein	Intersection with M0071 at Okatjoruu. Otjituuo	0	0	0	0	1
Grootfontein	Intersection with T0108/T0109 (B1). and T0801 (B8). Republic St. in Otavi	0	0	0	0	1
Grootfontein	Intersection with T0801/T0802 (B8). Okavango Rd. in Grootfontein	0	0	4	0	1
Grootfontein	Intersection with T0802 (B8) on Farm Kranzfontein No. 753. Remainder	0	10	0	2	5
Grootfontein	John Pandeni Street	0	0	0	1	1
Grootfontein	Kombat	0	0	0	1	1
Grootfontein	Left D2860 Meteoriet	0	0	0	1	1
Grootfontein	Luiperdheuwel Proper	0	0	0	2	2
Grootfontein	Not Stated	2	13	32	204	208
Grootfontein	Okavango Rd/T0802	0	0	0	2	1
Grootfontein	Olienhout St	0	0	0	0	2
Grootfontein	Omulunga Extension 1	0	1	0	2	2
Grootfontein	Otavi town at Intersection with T0108 (B8). M0069 (C39). Engen Petrol Station	0	1	0	10	14
Grootfontein	Otjiwarongo - Grootfontein Maintenance District	0	0	0	2	1
Grootfontein	Rathbone Rd	0	0	0	0	2
Grootfontein	Rietfontein	0	0	0	0	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Grootfontein	Right D2804 Left D2860	0	0	0	2	2
Grootfontein	Right D2806 Left D2863	0	0	0	1	1
Grootfontein	Sam Nujoma Dr/D609	0	0	0	6	6
Grootfontein	Sam Nuyoma Dr	0	0	1	4	12
Grootfontein	T0802. Veterinary Control Gate Mururani	0	0	0	1	1
Grootfontein	T0803. Rundu town (Southern access) at intersection with Eugene Kakururu St. (D3402 deproclaimed portion)	0	0	0	1	1
Grootfontein	Toenessen St	0	0	0	1	1
Grootfontein North	Grootfontein - Grootfontein North Districts	0	0	0	1	1
Grootfontein North	Intersection at T0109. Tsumeb town at Intersection with M0072 (C42). T1501 (B15 - Hage Geingob Dr.. Tsumeb Access South)	0	0	0	10	9
Grootfontein North	Intersection at T0203. Omaruru Clinic	0	0	0	1	1
Grootfontein North	Intersection at T0801. Otavi town at Intersection with T0108 (B8). M0069 (C39). Engen Petrol Station	0	0	1	12	13
Grootfontein North	Intersection at T1501. Hiebis Ost No. 290	0	0	0	2	2
Grootfontein North	Intersection with T0801/T0802 (B8). Okavango Rd. in Grootfontein	0	0	0	1	1
Grootfontein North	Not Stated	2	8	8	79	70
Grootfontein North	To Tsumeb (Old M0083)	0	1	0	26	15
Helao Nafidi	Ongwediva Extension (unknown)	0	0	0	2	2
Henties Bay	Atlantic St	0	0	1	1	2
Henties Bay	Benguella St	0	0	0	3	3
Henties Bay	Bronshai St	0	0	0	1	1
Henties Bay	Brukaros St	0	0	0	1	1
Henties Bay	Courtney Clarke St	0	0	0	1	1
Henties Bay	Erika St	0	0	0	2	2
Henties Bay	Gamsberg St	0	0	0	1	1
Henties Bay	Henties Bay Extension 1	0	0	1	8	8
Henties Bay	Jakkalsdraai St	0	0	0	4	4
Henties Bay	Jakkalsputs	0	0	0	1	1
Henties Bay	Libertine Amathila Ave	0	0	0	1	1
Henties Bay	Not Stated	0	4	1	14	12
Henties Bay	Swakopmund Extension	0	1	0	1	2
Henties Bay	Wiesbaden	0	0	0	2	2
Hoachanas	Hoachanas	0	0	0	1	1
Hoachanas	Not Stated	0	0	0	2	2
Hochfeld	Hochfeld	0	0	0	1	1
Hochfeld	Not Stated	0	2	3	4	6

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Kalkfeld	Kalkfeld	0	0	0	7	7
Kalkfeld	Not Stated	0	0	0	0	2
Kalkrand	Main Rd B1	0	0	2	1	1
Kalkrand	Not Stated	0	0	0	4	4
Kamanjab	Intersection with T0205. M0065. M0069 North-west of Outjo town	0	0	0	1	1
Kamanjab	Kamanjab Proper	0	1	1	1	2
Kamanjab	Kamanjab Township	0	0	0	1	1
Karasburg	Ariamsvlei/Nakop Border Control (International Border Republic of Namibia and South Africa)	0	0	0	1	1
Karasburg	Central Bd	0	0	0	1	1
Karasburg	D0269	0	0	0	1	1
Karasburg	F0315 (deproclaimed)	0	0	0	1	1
Karasburg	Grunau town at Intersection with T0301 (B3). Karasburg Turn-off	0	0	0	1	1
Karasburg	Intersection at T0101. close to Farm Belda No. 361	0	0	0	1	1
Karasburg	Intersection at T0301. close to Ariamsvlei	0	0	0	2	2
Karasburg	Intersection with T0301. Karasburg	0	0	0	1	1
Karasburg	Karasburg Proper	1	0	0	3	3
Karasburg	Keetmanshoop town at Intersection with T0102/T0401 (B4). Center Traffic Circle	0	0	0	1	1
Karasburg	M0022	0	0	0	1	1
Karasburg	Not Stated	2	5	1	47	47
Karasburg	Warmbad	0	0	0	1	1
Karibib	Cassinga	0	0	0	1	1
Karibib	Central Bd	0	0	0	1	2
Karibib	D1941	0	0	0	1	1
Karibib	D1953	0	0	0	1	1
Karibib	D1958	0	0	0	1	1
Karibib	Dr Nickey Iyambo St	0	0	0	3	3
Karibib	Dual carriageway end	0	0	0	1	1
Karibib	Dual carriageway start	1	4	2	19	21
Karibib	End of earth_graded section (start of gravel)	0	1	4	1	1
Karibib	First Ave	0	0	0	2	2
Karibib	Hidipo Hamutenya St	0	0	0	11	11
Karibib	Intersection at M0052. close to Tsammamspost	1	1	1	2	3
Karibib	Intersection at M0064. Uis	0	0	0	1	1
Karibib	Intersection at Okahandja town (Bypass. North Access) at Intersection with T0701	0	0	0	8	8
Karibib	Intersection at Swakopmund town. Cnr. of Dr. Sam Nujoma Av. & Tobias Hainyenko St. at Standard Bank	0	0	1	19	16

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Karibib	Intersection at T0107. Cnr. of Vortrekker Road in Okahandja close to the Okahandja Country Lodge.	0	1	2	1	2
Karibib	Intersection at T0202. Usakos	0	0	0	3	3
Karibib	Intersection at T0203. Karibib Farm No. 54	2	4	13	4	7
Karibib	Intersection at T0203. Omaruru town. Cnr. of Kort St. (M0064) and Wilhelm Zeraua Rd.	0	0	0	9	9
Karibib	Intersection at T0204. Omaruru Central Hotel	0	0	0	1	1
Karibib	Intersection at T0701. close to the Wilhemstal Emergency Service	0	0	0	3	3
Karibib	Intersection at T0701. Southern access road to Omaruru Bridge	0	2	5	8	10
Karibib	Intersection at T0701. Usakos	0	0	5	3	5
Karibib	Intersection at T0701. Wilhemstal Emergency Service	0	0	0	1	1
Karibib	Intersection with T0701 (B2) Cnr. Hidipo Hamutenya Av. and 5th St. in Karibib town	0	0	0	2	2
Karibib	Karibib	1	0	0	32	34
Karibib	Not Stated	9	9	2	95	99
Karibib	T0106. Okahandja town (South Access) at Intersection with Voortrekker Rd (Wood Craft Market)	4	4	4	35	40
Karibib	Usakos	0	0	0	4	5
Karibib	Usakos - Otjiwarongo Maintenance Area	0	2	1	2	1
Karibib	Veddersdal	0	0	0	1	1
Katima Mulilo	Choto Proper	1	0	0	1	1
Katima Mulilo	Church St	0	0	0	1	1
Katima Mulilo	Dimo Hamaanbo St	0	0	0	3	3
Katima Mulilo	Golf St	0	0	0	2	2
Katima Mulilo	Hage G Geingob Dr	0	0	0	2	2
Katima Mulilo	Hage Geingob Road	1	0	1	14	13
Katima Mulilo	Impalila Street	0	0	0	1	1
Katima Mulilo	Intersection at M0039. Farm Gross-gunichas No. 947. Portion 8 (close to the Depot Of Transport)	0	0	0	1	1
Katima Mulilo	Intersection at T0806. Kongola	0	0	0	1	1
Katima Mulilo	Intersection with M0067. Hage Geingob Av. in Outjo town	0	0	0	3	3
Katima Mulilo	John Otto Nankundu Street	0	0	0	1	1
Katima Mulilo	Katima Mulilo Extension 1	4	1	3	119	117
Katima Mulilo	Katima Mulilo Extension 10	0	0	0	13	13
Katima Mulilo	Katima Mulilo Extension 11	0	0	0	15	15
Katima Mulilo	Katima Mulilo Extension 12	0	0	0	8	8
Katima Mulilo	Katima Mulilo Extension 13	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Katima Mulilo	Katima Mulilo Extension 14	0	0	0	1	1
Katima Mulilo	Kongola Road	1	0	0	1	1
Katima Mulilo	Lifasi Street	0	0	0	2	2
Katima Mulilo	Ngoma	0	0	0	2	1
Katima Mulilo	Ngoma Road	0	0	0	1	1
Katima Mulilo	Not Stated	11	17	10	204	196
Katima Mulilo	Sam Nujoma Dr/D609	0	0	0	2	2
Katima Mulilo	Sam Nuyoma Dr	0	0	0	3	3
Katima Mulilo	T0806	1	1	0	5	5
Katima Mulilo	T0807	0	2	3	15	13
Katutura	Katutura	0	0	0	1	1
Keetmanshoop	17Th Rd	0	0	0	2	2
Keetmanshoop	Ariamsvlei/Nakop Border Control (International Border Republic of Namibia and South Africa)	0	0	0	1	1
Keetmanshoop	Aroab	0	0	0	1	1
Keetmanshoop	Aroab Rd	0	0	0	1	1
Keetmanshoop	Cathedral Ave	0	0	0	4	4
Keetmanshoop	Central Bd	0	0	0	11	13
Keetmanshoop	D0212	0	0	0	1	1
Keetmanshoop	D0432	0	0	0	1	1
Keetmanshoop	D0545 (Naute)	0	0	0	2	1
Keetmanshoop	D0608	0	0	0	2	1
Keetmanshoop	D0613 (proclaimed road. not built)	0	0	0	2	2
Keetmanshoop	Daan Viljoen St	0	1	0	2	2
Keetmanshoop	End of earth_graded section (start of gravel)	0	0	0	2	1
Keetmanshoop	Germania St	0	0	0	1	1
Keetmanshoop	Grunau town at Intersection with T0301 (B3). Karasburg Turn-off	0	0	0	7	7
Keetmanshoop	Hage Geingob Road	0	0	0	2	2
Keetmanshoop	Hampie Plichta	0	0	0	2	2
Keetmanshoop	Harold Pupkewitz	0	0	0	2	2
Keetmanshoop	Intersection at M0027. Aroab	0	0	1	4	5
Keetmanshoop	Intersection at T0103. Hou jou bek	0	0	0	1	1
Keetmanshoop	Intersection at T0103. Keetmanshoop Hospital	0	0	0	4	5
Keetmanshoop	Intersection with M0029 on Farm Gariganus No. 157	0	0	0	6	4
Keetmanshoop	Intersection with T0103. close to Tses	0	3	0	2	3
Keetmanshoop	J Stephanus St	0	0	0	3	2
Keetmanshoop	Karasburg - Keetmanshoop Maintenance District	0	0	0	1	1
Keetmanshoop	Keetmanshoop North. M0088	0	0	0	1	1
Keetmanshoop	Keetmanshoop Proper	1	1	1	37	39

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Keetmanshoop	Keetmanshoop town at Intersection with T0102/T0401 (B4). Center Traffic Circle	0	0	0	11	11
Keetmanshoop	Keetmanshoop town South-western access. T0102/T0103. Center Traffic Circle	0	1	0	11	11
Keetmanshoop	Kronlein	0	0	0	5	5
Keetmanshoop	Left D3906 Right D3911	0	2	9	0	1
Keetmanshoop	M0026	0	1	1	0	1
Keetmanshoop	M0027	0	0	0	6	6
Keetmanshoop	M0028	0	0	0	3	3
Keetmanshoop	M0029	0	0	0	1	1
Keetmanshoop	M0098	0	0	1	0	2
Keetmanshoop	Mimosa St	0	0	0	1	1
Keetmanshoop	Minnaar Street	0	0	0	1	1
Keetmanshoop	Mopanie Rd	0	0	0	1	1
Keetmanshoop	Naute	0	0	0	1	1
Keetmanshoop	Noordhoek	0	0	0	4	4
Keetmanshoop	Noordoewer Border Post (R.S.A. Border). Orange River	0	0	0	1	1
Keetmanshoop	Not Stated	3	6	13	191	189
Keetmanshoop	Reinhold Shilongo St	0	0	0	1	1
Keetmanshoop	Sam Nujoma (Prov)	0	0	0	2	2
Keetmanshoop	Sam Nuyoma Dr	0	0	1	10	13
Keetmanshoop	T1001. deproclaimed	0	1	0	6	4
Keetmanshoop	Tseiblaagte	0	1	0	7	6
Keetmanshoop	Westdene	0	0	0	3	4
Khorixas	D2752	0	0	0	1	1
Khorixas	End of bitumen section (start of gravel)	0	1	1	1	2
Khorixas	End of salt section	0	0	0	1	1
Khorixas	Intersection at M0076. close to Perra Mea Pos	0	0	0	1	1
Khorixas	Intersection with M0044 (C34) and D2301 close to Henties Bay town	0	0	0	3	3
Khorixas	Intersection with M0065 and D2625 in Khorixas town	0	0	0	1	1
Khorixas	Intersection with M0067. Hage Geingob Av. in Outjo town	0	0	0	4	4
Khorixas	Khorixas Extension 1	1	0	1	4	4
Khorixas	Khorixas Extension 2	0	0	0	1	1
Khorixas	Khorixas Extension 3	1	2	1	3	3
Khorixas	Khorixas Extension 4	0	0	0	3	3
Khorixas	Khorixas Proper	0	0	0	3	3
Khorixas	Not Stated	1	1	2	50	49
Khorixas	Usakos - Otjiwarongo Maintenance Area	0	0	0	1	1
Klein Aub	Not Stated	0	2	1	6	4
Koes	Not Stated	0	0	0	1	1
Konkola	Katima Mulilo Extension 1	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Leonardville	Leonardville 1	0	0	0	1	1
Leonardville	Not Stated	0	0	0	2	2
Linyandi	Not Stated	0	0	0	1	1
Lüderitz	Agate Lane	0	0	0	1	1
Lüderitz	Aus town. Bay St. (M0086) and T0401	0	0	0	5	5
Lüderitz	Bahnhof St	0	0	0	5	5
Lüderitz	Benguela Proper	0	0	0	1	1
Lüderitz	Bethanie - Lüderitz	0	0	0	1	1
Lüderitz	Bismarck St	0	2	0	6	7
Lüderitz	Central Bd	0	0	0	2	4
Lüderitz	D0425	0	0	0	1	1
Lüderitz	D0432	0	0	0	1	1
Lüderitz	D0463 (Feldschuh)	0	0	0	1	1
Lüderitz	D0545 (Naute)	0	0	0	2	2
Lüderitz	Diaz St	0	0	0	3	3
Lüderitz	Diazschool St	0	0	0	2	2
Lüderitz	End of earth_graded section (start of gravel)	0	0	1	2	2
Lüderitz	Hafen St	0	0	0	11	11
Lüderitz	Industrial Rd	0	0	0	2	2
Lüderitz	Intersection at D0212. close to the water affairs pump station	0	0	0	7	8
Lüderitz	Intersection at T0402. Lüderitz Street in Nami=ñus Town (Lüderitz)	0	0	0	2	2
Lüderitz	Intersection with T0401 at Aus town	0	0	1	2	2
Lüderitz	Keetmanshoop - Karasburg maintenance area	0	0	0	1	1
Lüderitz	Keetmanshoop town South-western access. T0102/T0103. center traffic circle	0	0	0	2	2
Lüderitz	Lüderitz Extension 1	0	1	1	28	26
Lüderitz	M0028	0	0	0	1	1
Lüderitz	Moltke St	0	0	0	1	1
Lüderitz	Nachtigal St	0	0	0	2	2
Lüderitz	Nautilus Cres	0	0	0	2	2
Lüderitz	Not Stated	3	3	4	51	50
Maltahohe	100001	1	0	0	0	1
Maltahohe	Bethanie - Maltahohe Maintenance District	0	0	0	1	1
Maltahohe	D0439	0	0	0	1	1
Maltahohe	Intersection at M0031. Ababis Guest Farm	0	0	0	1	1
Maltahohe	Intersection at M0031. close to Bullsport Guest Farm	0	0	0	1	1
Maltahohe	Intersection at M0031. close to Witputs No1	1	8	2	1	1
Maltahohe	Intersection at M0031. Gluckauf Guest Farm. in Maltahohe	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Maltahohe	Intersection at M0034. close to the Daweb Junior School on Farm Karichab No. 39	0	0	0	1	1
Maltahohe	Intersection at M0036. close to Sesriem Resort	0	0	0	1	1
Maltahohe	Intersection at M0045. Farm Runners Rest No. 185 East of Kalkrand	0	0	0	2	1
Maltahohe	Intersection with T0201. center of circle in Walvis Bay town	0	1	1	4	5
Maltahohe	Intersection with T0401. close to Goageb old Railway Station	0	1	1	14	14
Maltahohe	Maltahohe	0	0	0	7	7
Maltahohe	Maltahohe - Mariental Maintenance District	0	0	0	4	4
Maltahohe	Not Stated	4	6	7	18	19
Mariental	Aiamablaagte	0	0	2	0	2
Mariental	Aranos Proper	0	0	0	1	1
Mariental	Aub Street	0	0	0	2	1
Mariental	Captein Hendrick Witbooi St	0	0	0	1	1
Mariental	D1016	0	0	0	0	1
Mariental	D1088	0	0	0	1	1
Mariental	D1268	0	0	0	1	1
Mariental	Edomnd Gorges St	0	0	0	1	1
Mariental	Hendrik Witbooi St	0	0	0	2	2
Mariental	Hostel Drive	1	0	0	0	1
Mariental	Intersecting with M0033 in Stampriet town	0	0	0	3	2
Mariental	Intersecting with T0104. in Kalkrand on Farm Denksrus No. 444	0	1	0	2	2
Mariental	Intersection at M0032 in Gibeon close to the Post Office	0	0	0	4	3
Mariental	Intersection at M0032. Gibeon Police station	0	0	2	0	1
Mariental	Intersection at M0045. Farm Runners Rest No. 185 East of Kalkrand	0	0	0	1	1
Mariental	Intersection at M0056 in Vingal	0	0	0	1	1
Mariental	Intersection at T0104. close to Simon Plot 90	0	0	0	1	1
Mariental	Intersection at T0401. close to Skaap Plaas	0	0	0	1	1
Mariental	Intersection at T0501. close to Naris-Oos	0	1	3	1	2
Mariental	Intersection with M0039 on Farm Spatzenfeld No. 70	0	0	0	4	1
Mariental	Intersection with M0039 on Farm Van Deventer No. 4	0	0	0	2	2
Mariental	Intersection with T0103 close to Mariental on Farm Kachas No. 92 (B1)	0	0	0	5	5
Mariental	Intersection with T0104. Kalkrand	0	0	0	6	6

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Mariental	Intersection with T0401. close to Goageb old Railway Station	0	0	0	2	2
Mariental	Keetmanshoop town at Intersection with T0102/T0401 (B4). Center Traffic Circle	0	0	0	9	8
Mariental	Koichas Street	0	0	0	2	2
Mariental	Kopano St	0	0	0	1	1
Mariental	Leonard Road	0	0	0	1	1
Mariental	M0027	0	0	0	1	1
Mariental	Mariental Proper	1	0	0	68	72
Mariental	Mariental town (Northern access) at intersection with M0094. and T0104	1	0	0	2	3
Mariental	Not Stated	2	8	13	177	149
Mariental	Outapi	0	0	0	4	2
Mariental	Right T0501 Left M0094	0	0	0	3	1
Mariental	Sam Nuyoma Dr	0	0	2	3	5
Mariental	School St	0	0	0	4	2
Mariental	Stampriet	0	0	0	1	2
Mariental	T0103. In Mariental town Van Niekerk St.	0	0	0	1	1
Mariental	T0103. Mariental town at Intersection with M0029. Van Niekerk St.	0	3	2	32	28
Mariental	T0104. Rehoboth town at intersection with D1237 (to Lake Oanob). access road to war memorial	0	0	0	1	1
Mariental	T0901. Windhoek. University of Namibia with Intersection of M0049. Mandume Ndemufayo Av.	0	0	0	1	1
Mariental	Toekoms Street	0	0	0	1	1
Mariental	Wolfaardt Street	0	0	0	2	2
Mukwe	Not Stated	0	0	3	1	3
Nakop	Not Stated	0	0	0	3	1
Ncaute	Ncaute	1	3	2	6	6
Nkurenkuru	Mpungu	0	0	0	1	1
Nkurenkuru	Nkurenkuru	0	0	0	15	12
Nkurenkuru	Not Stated	0	1	0	43	27
Noordoewer	Noordoewer Extension 1	0	0	0	6	6
Ogongo	Not Stated	0	0	0	2	2
Okahandja	Central Bd	0	0	0	17	15
Okahandja	D0570	0	0	0	1	1
Okahandja	D1473	0	0	0	1	1
Okahandja	D1499	1	0	0	1	1
Okahandja	D2102	0	0	0	1	1
Okahandja	D2108	0	0	0	1	1
Okahandja	D2110 to Okahandja Town	0	1	0	3	4
Okahandja	D2112	1	0	0	6	7
Okahandja	D2180	0	0	0	7	6
Okahandja	D2187	0	0	0	11	7

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Okahandja	D2188 at Okandjira Settlement	0	1	1	2	1
Okahandja	D2192	0	0	0	3	3
Okahandja	D2329	0	0	0	1	1
Okahandja	D2414	0	0	0	10	9
Okahandja	Dr Mose Tjitendero Street	0	0	0	2	3
Okahandja	Dual Carriageway Start	0	0	1	14	15
Okahandja	End of earth_graded section (start of gravel)	0	0	0	1	1
Okahandja	End of lvsr section (start of gravel)	0	2	0	5	6
Okahandja	Frankie Fredericks	0	0	0	2	2
Okahandja	Fredrich Hoeseb St	0	0	0	4	4
Okahandja	Gobabis - Okahandja Maintenance districts	0	0	0	1	1
Okahandja	Hochfeld	0	0	0	3	3
Okahandja	Hoogenhout St	0	0	0	2	2
Okahandja	Intersection at D1473	0	0	0	3	3
Okahandja	Intersection at D1545	0	0	0	1	1
Okahandja	Intersection at D2170. Uitkyk	0	0	0	1	1
Okahandja	Intersection at M0057. Burgkeller No. 234	0	0	0	2	1
Okahandja	Intersection at M0057. Otjozondou Farming	0	0	0	1	1
Okahandja	Intersection at M0060. Engaruwau-west No. 139 close to Hochfeld	0	0	0	1	1
Okahandja	Intersection at M0099. Rothenberg	0	0	0	8	2
Okahandja	Intersection at Okahandja town (Bypass. North Access) at Intersection with T0701	0	0	1	42	34
Okahandja	Intersection at T0107. close to Ombotozu	0	0	0	1	1
Okahandja	Intersection at T0107. Vrede No. 242. Portion 1	0	0	0	1	1
Okahandja	Intersection at T0203. Karibib Farm No. 54	0	0	1	1	2
Okahandja	Intersection at T0204. Omaruru Central Hotel	0	0	0	1	1
Okahandja	Intersection with M0046 & D1228 East of Rehoboth town	0	0	0	0	1
Okahandja	Intersection with M0057 in Hochfeld. Okahandja East District	0	0	0	1	1
Okahandja	Intersection with T0107 on Farm Klipkop No. 314	0	0	0	1	1
Okahandja	Intersection with T0107. near Aqualand CC and Okahandja Cultural Village. Hochfeld turn-off	0	0	3	4	4
Okahandja	Intersection with T0203 (C33) South of Omaruru Town	0	0	0	2	2
Okahandja	Intersection with T0601 and D1805. on Farm Kranz No. 169. Portion 10 close to Gobabis	0	0	0	0	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Okahandja	Intersection with T0701 (B2) Cnr. Hidipo Hamutenya Av. and 5th St. in Karibib town	0	0	0	1	1
Okahandja	Kahimemua Ave	0	0	0	9	4
Okahandja	Karibib	0	0	0	1	1
Okahandja	Lafrenz Interchange. deproclaimed D2107	0	0	1	9	10
Okahandja	Left D2102 - Right D1510	0	0	0	1	1
Okahandja	M0052 Interchange	0	0	0	8	7
Okahandja	M0059	0	0	1	12	13
Okahandja	M0080	0	0	0	2	1
Okahandja	M0087	0	2	1	0	2
Okahandja	M0101 (Okakarara)	0	0	0	1	1
Okahandja	Main Rd B1	0	0	0	5	5
Okahandja	Martin Hamutenya	0	0	0	2	2
Okahandja	Martin Neib Ave	0	0	0	15	15
Okahandja	Martin St	0	0	1	0	1
Okahandja	Moses Goroeb St	0	0	0	2	2
Okahandja	Nau-aib Extension 1	0	0	0	9	9
Okahandja	Nau-aib Proper	1	0	0	10	9
Okahandja	Noord St	0	0	0	1	1
Okahandja	Not Stated	2	6	30	304	308
Okahandja	Okahandja - Otjiwarongo Maintenance District	4	6	5	6	7
Okahandja	Okahandja - Usakos Maintenance District	1	1	0	6	7
Okahandja	Okahandja - Windhoek Maintenance District	0	0	0	6	6
Okahandja	Okahandja Extension 1	0	1	4	129	133
Okahandja	Okahandja Extension 10	0	0	0	21	21
Okahandja	Okahandja Extension 11	0	0	0	13	13
Okahandja	Okahandja Extension 12	0	0	0	10	11
Okahandja	Okahandja Extension 2	0	0	0	2	2
Okahandja	Okahandja Extension 8	0	0	0	1	1
Okahandja	Okahandja Proper	0	0	1	36	39
Okahandja	Okakarara Proper	0	0	0	3	3
Okahandja	Otjiwarongo - Okahandja Maintenance District	0	0	0	2	2
Okahandja	Otjiwarongo - Okahandja Maintenance Districts	0	3	0	14	16
Okahandja	Road over district road D2110	0	0	0	2	2
Okahandja	Road under trunk road T0107	0	0	0	1	1
Okahandja	T0106. Okahandja town (South Access) at Intersection with Voortrekker Rd (Wood Craft Market)	0	0	2	9	10
Okahandja	T0901. Windhoek. University of Namibia with Intersection of M0049. Mandume Ndemufayo Av.	0	0	1	26	25
Okahandja	Veddersdal	0	1	0	2	3

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Okahandja	Veddersdal	0	0	0	12	11
Okahandja	Voortrekker Rd	0	0	0	1	1
Okahandja	Windhoek - Okahandja Maintenance District	0	0	0	13	13
Okahao	Malakia Nakuumba Rd/M0111	0	0	0	1	1
Okahao	Not Stated	0	0	0	8	7
Okahao	Okahao	1	1	0	9	10
Okahao	Oshakati	0	0	0	1	1
Okahao	Outapi	0	0	0	1	1
Okakarara	D2512	0	0	0	0	1
Okakarara	D3805	0	0	0	2	4
Okakarara	Intersection / Junction with T1401 at Okondjatu	0	0	0	1	3
Okakarara	Intersection at M0117. Okakarara	0	0	0	3	1
Okakarara	Intersection at M0117. Okauha Village (Otjituuo Reserve Dum Diag. Farm No. 235)	0	0	0	0	1
Okakarara	Intersection with M0071 at Okatjoruu. Otjituuo	0	0	0	0	4
Okakarara	Intersection with T0107 on Farm Klipkop No. 314	0	0	0	3	13
Okakarara	John Tjikua Street	0	0	0	1	1
Okakarara	M0057	0	0	0	3	3
Okakarara	M0101 (Okakarara)	0	0	0	1	1
Okakarara	Not Stated	0	1	0	58	57
Okakarara	Okahandja Proper	0	0	0	1	1
Okakarara	Okakarara Extension 1	0	0	0	3	3
Okakarara	Okakarara Proper	0	1	0	6	7
Okakarara	Otjiwarongo - Okakarara	0	0	0	2	2
Okalongo	Not Stated	0	0	0	6	5
Okalongo	Okalongo	0	0	0	3	3
Okalongo	T0112	0	0	0	1	1
Okatana	Endola	0	0	0	1	1
Okatana	Okatana	0	0	0	1	1
Okaukuejo	Etoshapoort	0	0	0	2	2
Okaukuejo	Okaukuejo	0	0	0	1	1
Okaukuejo	Outjo Proper	0	0	0	1	1
Okombahe	Intersection at D2306. Okombahe (Uis Town Lands)	0	0	0	1	1
Okongo	Not Stated	0	0	0	1	1
Okongo	Okongo	0	1	0	14	15
Omafo	Ohangwena	0	0	0	1	1
Omaruru	Aus town. Bay St. (M0086) and T0401	0	0	0	1	1
Omaruru	Central Bd	0	0	0	2	2
Omaruru	D1604	0	0	0	1	1
Omaruru	D1941	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Omaruru	D2328	0	1	0	4	5
Omaruru	D2337	0	0	0	2	2
Omaruru	D2342	0	0	4	0	1
Omaruru	D2344	0	0	0	2	3
Omaruru	D3669	0	1	0	1	1
Omaruru	End of gravel section (start of earth graded)	0	0	0	1	1
Omaruru	End Of Salt Section	0	0	1	0	1
Omaruru	Etjo	0	0	0	1	1
Omaruru	Helmut Angula St	0	0	0	2	2
Omaruru	Intersection at D1931. Okombahe	0	3	1	2	2
Omaruru	Intersection at D2306. Okombahe (Uis Town Lands)	0	0	0	2	2
Omaruru	Intersection at D2344. Omungambu	0	0	0	1	1
Omaruru	Intersection at D3712. Omatjete	0	0	0	1	1
Omaruru	Intersection at D3712. Omatjette	0	0	0	2	2
Omaruru	Intersection at D3712. Otjohorongongo	0	0	0	2	1
Omaruru	Intersection at M0064. Claasen Kamp	0	1	0	2	3
Omaruru	Intersection at M0064. Omaruru Town & Townlands No.85. Portion B. North-west of the African Private School Omaruru	0	0	0	3	3
Omaruru	Intersection at M0064. Uis	0	1	3	10	5
Omaruru	Intersection at T0203. Omaruru town. Cnr. of Kort St. (M0064) and Wilhelm Zearua Rd.	0	0	1	15	16
Omaruru	Intersection at T0204. Kalkfeld	0	0	0	3	3
Omaruru	Intersection at T0204. Okosongoro Lodge	0	0	0	1	1
Omaruru	Intersection at T0204. Omaruru Central Hotel	0	0	0	3	3
Omaruru	Intersection at T0701. Southern access road to Omaruru Bridge	1	1	2	22	24
Omaruru	Intersection with M0044 (C34) and D2301 close to Henties Bay town	0	1	4	10	10
Omaruru	Intersection with M0057 in Hochfeld. Okahandja East District	0	0	0	1	1
Omaruru	Intersection with T0204 and T0203. Wilhelm Zearua Rd. and Kort St. in Omaruru town	1	4	5	4	5
Omaruru	Intersection with T1402 at Mokganedi Thabanello High School in Drimopsis town	0	0	0	1	1
Omaruru	Lucia	0	0	0	1	1
Omaruru	M0053	0	0	0	3	3
Omaruru	Not Stated	2	8	3	86	78
Omaruru	Omaruru	0	1	3	50	49
Omaruru	Omatjette	0	0	0	2	2
Omaruru	T0201	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Omaruru	T1402	0	0	0	3	3
Omaruru	Uis Extension2	0	0	0	1	1
Omaruru	Wilhelm Zeraua Rd	0	0	0	9	9
Omaruru	Windhoek town. Avis (Eastern access) about 185 meter East of Christa Davids St.	0	0	0	2	2
Omatjette	Not Stated	0	0	0	1	1
Omitara	Intersection with T0601 between the Farms Alter Romer No. 128. and Omitara-west No. 203	0	0	0	4	1
Omitara	Omitara	0	0	0	1	1
Omungwelume	Omungwelume Township	0	0	0	2	2
Omuthiya	Central Bd	0	0	0	1	1
Omuthiya	D2710	0	0	0	1	1
Omuthiya	D3003	0	0	0	11	6
Omuthiya	D3007	0	1	0	9	8
Omuthiya	D3016	0	0	1	0	1
Omuthiya	D3028	0	0	0	3	2
Omuthiya	D3043	0	0	0	2	2
Omuthiya	D3606	0	0	0	2	1
Omuthiya	D3610	0	1	3	12	14
Omuthiya	D3646	0	0	6	6	3
Omuthiya	D3654. Omuthiya	0	0	0	1	1
Omuthiya	D3659 (proclaimed road. not built)	16	3	3	21	23
Omuthiya	D3667 (proclaimed road. not built)	0	0	0	2	1
Omuthiya	DUAL CARRIAGEWAY END	0	0	1	13	8
Omuthiya	End of Ivsr section (start of gravel)	0	0	0	2	2
Omuthiya	Grootfontein - Omuthiya Maintenance District	0	0	0	3	3
Omuthiya	Intersection at D3673	0	0	0	2	1
Omuthiya	Intersection at T0109. Tsumeb town at Intersection with M0072 (C42). T1501 (B15 - Hage Geingob Dr. Tsumeb Access South)	4	2	4	29	28
Omuthiya	Intersection at T0110. Oshivelo. Veterinary control Gate	0	11	5	70	68
Omuthiya	Intersection at T0110. Sachsenheim No. 934	0	0	0	1	1
Omuthiya	Intersection at T0111. King Kauluma (Oshivelo)	0	1	1	7	8
Omuthiya	Intersection at T0111. Omuthiya	0	1	1	1	2
Omuthiya	Intersection with D3610	0	0	0	4	4
Omuthiya	Intersection with T0110 on Farm Sachsenheim No. 1327. 19.32km South of Oshivelo	0	0	0	7	7
Omuthiya	Intersection with T0111 at the Onashikuvu Village	0	0	0	4	3

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Omuthiya	Intersection with T0301. Karasburg	0	0	0	0	2
Omuthiya	Not Stated	1	16	9	114	114
Omuthiya	Omuthiya - Rundu Maintenance District	0	0	0	1	1
Omuthiya	Omuthiya Extension 1	0	0	2	59	56
Omuthiya	Omuthiya Proper	0	0	0	9	9
Omuthiya	Oshivelo	0	0	0	1	1
Omuthiya	Road J	0	0	0	4	4
Omuthiya	Rundu - Omuthiya Maintenance District	0	0	0	3	3
Onaanda	Ondangwa town at Intersection with T0111 and M0092. BP Service Station. Cresta Lodge	0	0	0	2	2
Onayena	Not Stated	0	0	0	22	10
Onayena	Okankolo	0	0	1	5	3
Onayena	Omuthiya Extension 1	0	0	2	2	2
Onayena	Onayena	2	0	1	10	9
Onayena	Ondangwa Extension 1	0	0	0	2	2
Onayena	Ondangwa Extension 5	0	0	0	2	2
Onayena	Onethindi Extension 1	0	0	0	2	2
Onayena	Oshigambo	0	3	1	3	3
Ondangwa	Central Bd	0	0	0	3	3
Ondangwa	D3608	0	0	0	1	1
Ondangwa	D3637	0	0	0	1	1
Ondangwa	D3654. Omuthiya	1	2	0	0	2
Ondangwa	Dimo Hamaambo St/D3622/M121	0	0	0	3	2
Ondangwa	Dual carriageway end	0	0	0	2	2
Ondangwa	Eenhana	0	0	0	1	1
Ondangwa	Intersection / Crossing with D3639. Oshikango	0	0	0	4	4
Ondangwa	Intersection at M0092. Okapya Village	0	0	0	1	1
Ondangwa	Intersection at T0110. Oshivelo. Veterinary control Gate	0	0	2	9	10
Ondangwa	Intersection at T0111 close to Onathinghe South Combined School	0	0	0	1	1
Ondangwa	Intersection at T0111. Ondangwa main road close to the Nangolo Junior Primary School	0	0	0	6	3
Ondangwa	Intersection at T0112. Oshikango Combined School	0	0	0	1	1
Ondangwa	Intersection with M0092 at the Omushimani Village	1	0	0	1	1
Ondangwa	Intersection with M0092 at Uupindi	0	0	0	1	1
Ondangwa	Intersection with T0111 at Onethindi-Onihandi. Punyu International	1	1	1	2	4
Ondangwa	Intersection with T0111. T0112 (B1) at the Cresta Hotel in Ondangwa	0	2	0	30	30
Ondangwa	Main Rd B1	0	0	0	5	4
Ondangwa	Namupala Gwanvula St	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Ondangwa	Nangolo Mukwilongo St	0	0	0	2	2
Ondangwa	Not Stated	8	15	39	639	693
Ondangwa	Ondangwa	0	0	0	1	1
Ondangwa	Ondangwa - Omuthiya Maintenance District	0	0	0	8	8
Ondangwa	Ondangwa - Oshakati	0	1	0	4	4
Ondangwa	Ondangwa - Oshakati District	0	0	1	5	6
Ondangwa	Ondangwa Extension 1	0	1	1	132	135
Ondangwa	Ondangwa Extension 2	2	0	0	32	32
Ondangwa	Ondangwa Extension 3	0	0	0	37	38
Ondangwa	Ondangwa Extension 4	0	0	0	27	28
Ondangwa	Ondangwa Extension 5	0	0	0	6	6
Ondangwa	Ondangwa town at Intersection with T0111 and M0092. BP Service Station. Cresta Lodge	0	2	0	17	15
Ondangwa	Onethindi Extension 1	0	0	0	24	18
Ondangwa	Ongwediva Extension (unknown)	0	0	0	2	2
Ondangwa	Oniipa	0	0	0	1	1
Ondangwa	Oshana - Ohangwena Roads Board	0	0	0	1	1
Ondangwa	Oshikango	0	0	0	1	1
Ondangwa	Road Ba	0	0	0	2	2
Ondangwa	Road Bf	0	0	0	3	3
Ondangwa	Road Bj	0	1	0	1	2
Ondangwa	Road J	0	0	0	2	2
Ondangwa	Road K	0	0	0	3	2
Ondobe	Ondobe	0	0	0	4	3
Onethindi	Not Stated	0	0	0	2	2
Ongenga	Omafo	0	0	0	2	2
Ongwediva	Abraham Nyambali St	0	0	0	2	2
Ongwediva	Ardooi St	0	0	0	1	1
Ongwediva	Captein Hendrick Witbooi St	0	0	0	3	3
Ongwediva	Central Bd	0	0	0	3	3
Ongwediva	Church	0	0	0	3	2
Ongwediva	Church Street	0	0	0	4	4
Ongwediva	Dr Libertina Amadhila St	0	0	0	2	2
Ongwediva	Dual carriageway end	0	0	0	3	3
Ongwediva	Eland St	0	0	0	1	1
Ongwediva	Elephant St	0	0	0	2	2
Ongwediva	Eliakim Namundjembo St	0	0	0	2	2
Ongwediva	Intersection with M0092 at Uupindi	0	0	0	3	3
Ongwediva	Intersection with T0111. T0112 (B1) at the Cresta Hotel in Ondangwa	0	0	1	6	5
Ongwediva	Joseph Hoeb St	0	0	0	2	2
Ongwediva	Kaloma Kautondokwa St	0	0	0	4	3
Ongwediva	Libertine Amathila Ave	0	0	0	4	4

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Ongwediva	Malakia Nakuumba Rd/M0111	0	0	1	7	5
Ongwediva	Mandume Demufayo St	0	2	0	24	23
Ongwediva	Mandume Ndemufayo	0	0	0	2	2
Ongwediva	Mandume Ndemufayo Rd	0	0	0	13	12
Ongwediva	Maroela St	0	0	0	1	1
Ongwediva	Marula St	0	0	0	1	1
Ongwediva	Michael Shivute St	0	0	3	4	5
Ongwediva	Not Stated	1	2	11	206	196
Ongwediva	Omatando St	0	0	0	1	1
Ongwediva	Ongwediva Extension (unknown)	3	3	10	198	213
Ongwediva	Ongwediva Extension 1	0	0	0	15	18
Ongwediva	Ongwediva Extension 10	0	0	0	2	2
Ongwediva	Ongwediva Extension 11	0	0	0	3	3
Ongwediva	Ongwediva Extension 13	0	0	0	2	2
Ongwediva	Ongwediva Extension 14	0	0	0	2	2
Ongwediva	Ongwediva Northern Access	0	0	1	41	41
Ongwediva	Ongwediva Proper	0	0	0	2	2
Ongwediva	Ongwediva St	1	0	0	1	1
Ongwediva	Oshakati	0	0	0	5	5
Ongwediva	Prosperita	0	0	0	2	2
Ongwediva	Road Bj	0	0	0	4	4
Ongwediva	Road K	0	0	0	10	10
Ongwediva	Sam Nuyoma Dr	0	0	0	5	5
Oniipa	Not Stated	0	0	0	2	2
Oniipa	Onethindi Extension 1	0	0	0	1	1
Opuwo	D2671	0	0	0	1	1
Opuwo	D2696	0	0	0	1	1
Opuwo	D2763	0	0	0	3	3
Opuwo	D3236	0	0	0	3	1
Opuwo	D3617	0	0	0	1	1
Opuwo	D3618	0	0	0	1	1
Opuwo	D3708	0	2	2	1	1
Opuwo	D3709	0	0	0	2	2
Opuwo	D3710	0	0	0	4	4
Opuwo	Dr Sam Nuyoma Avenue	0	0	0	1	1
Opuwo	Intersection at T0111 close to Onathinghe South Combined School	8	2	0	4	1
Opuwo	Intersection at T0401. close to Skaap Plaas	0	0	0	1	1
Opuwo	Intersection with M0067 (C35) at Omakange	0	2	1	1	2
Opuwo	Intersection with M0067 at Omakange	0	0	0	3	3
Opuwo	Intersection with M0100 and D3700. Okanguati Village	1	0	0	0	1
Opuwo	Intersection with M0126 at Palm Pos	1	3	1	0	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Opuwo	Intersection with M0128 at Anabeb. 11.46 km East of Sesfontein	1	1	0	3	4
Opuwo	Intersection with T0205. M0065. M0069 North-west of Outjo town	0	0	1	2	3
Opuwo	M0068	1	1	0	3	4
Opuwo	M0122	0	0	0	1	1
Opuwo	Not Stated	1	4	4	60	58
Opuwo	Okangwati	0	0	0	2	1
Opuwo	Opuwo	4	0	0	39	34
Opuwo	Outjo - Opuwo Maintenance District	0	0	0	1	1
Opuwo	Sesfontein	0	0	0	1	1
Opuwo	WERDA	0	0	0	2	1
Oranjemund	Central Bd	0	0	0	2	2
Oranjemund	Church	0	0	0	2	2
Oranjemund	Lüderitz Extension 1	0	0	0	1	1
Oranjemund	Not Stated	0	1	3	2	4
Oranjemund	Oranjemund	0	0	0	1	1
Oranjemund	Oranjemund Extension 1	0	0	0	3	3
Oranjemund	Oranjemund Proper	0	0	0	2	4
Oshakati	Central Bd	0	0	0	30	28
Oshakati	D3606	0	1	0	4	4
Oshakati	D3610	1	1	0	3	4
Oshakati	D3615	0	0	0	1	1
Oshakati	D3619	0	0	0	2	2
Oshakati	D3636	2	1	0	0	1
Oshakati	D3637	0	0	0	4	4
Oshakati	D3643	0	0	0	11	10
Oshakati	D3656	0	0	0	3	3
Oshakati	D3660 (proclaimed road. not built)	0	0	0	1	1
Oshakati	D3694 . Oshitutuma	0	0	0	1	1
Oshakati	D3694 .Oshuuli	0	0	0	1	1
Oshakati	D4103	1	0	0	3	3
Oshakati	D4106	0	0	0	3	3
Oshakati	D4111	0	0	0	5	5
Oshakati	Dual carriageway end	0	0	0	14	12
Oshakati	End of bitumen section (start of gravel)	0	0	0	2	2
Oshakati	Evluluko	0	0	0	5	5
Oshakati	lipumbu Shilongo St	0	0	0	2	2
Oshakati	Intersection / Junction M0092. Oshikuku. Mupewa JS	0	0	0	2	2
Oshakati	Intersection at M0092 in Oshakati. Omupumbu area	0	0	0	12	12
Oshakati	Intersection at M0092. Oshakati main road close to the Santorini lodge	0	0	0	11	11
Oshakati	Intersection at T0110. Oshivelo. Veterinary control Gate	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Oshakati	Intersection at T0111. Ondangwa main road close to the Nangolo Junior Primary School	0	0	0	2	2
Oshakati	Intersection with D3636 at the Onakatambili Village	0	0	0	1	1
Oshakati	Intersection with M0092 (C46). King Mandume Ndemufayo Road in Oshakati West	1	2	4	11	11
Oshakati	Intersection with M0092 at Uupindi	0	0	1	17	17
Oshakati	Intersection with M0092. Oshikuku (Okaku Village)	0	0	0	4	4
Oshakati	Intersection with M0111 at Okapumbu Village	0	0	0	1	1
Oshakati	Intersection with M0111. close to the Okahao Police Station	0	0	0	3	2
Oshakati	Intersection with T0111. T0112 (B1) at the Cresta Hotel in Ondangwa	1	4	4	97	100
Oshakati	Intersection with T1002 at Oshidute Village close to the Oshidute Combined School	0	0	0	2	2
Oshakati	Intersection/Junction D3607. Ompundja JP School	0	0	0	1	1
Oshakati	Intersection/Junction D3607. Omega JP School	0	0	0	1	1
Oshakati	Kandjengedi	0	0	0	2	2
Oshakati	Kandume St	0	0	0	0	2
Oshakati	Malakia Nakuumba Rd/M0111	0	0	0	3	3
Oshakati	Mandume Demufayo St	0	0	0	1	1
Oshakati	Ngoma Rd 15	0	0	0	2	2
Oshakati	Not Stated	7	11	17	290	374
Oshakati	Okatana	1	0	2	33	33
Oshakati	Okavango Rd/T0802	0	0	0	2	2
Oshakati	Omatando St	0	0	0	1	1
Oshakati	Ombungu	0	0	0	2	2
Oshakati	Ompundja	0	0	0	2	2
Oshakati	Omungwelume Township	0	0	0	1	1
Oshakati	Ondangwa - Omuthiya Maintenance District	0	0	0	3	3
Oshakati	Ondangwa - Oshakati	0	0	0	3	3
Oshakati	Ondangwa - Oshakati District	0	1	0	2	2
Oshakati	Oneshila	0	1	1	23	24
Oshakati	Ongwediva Extension (unknown)	0	1	0	1	1
Oshakati	Ongwediva Northern Access	3	2	1	36	37
Oshakati	Oshakati	3	7	3	318	319
Oshakati	Oshakati a	0	0	0	10	10
Oshakati	Oshakati b	0	0	0	8	8
Oshakati	Oshakati c	0	0	0	3	3
Oshakati	Oshakati d	1	0	0	6	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Oshakati	Oshakati e	0	1	0	12	12
Oshakati	Oshakati Extension 1	0	0	0	1	1
Oshakati	Oshana - Omusati Roads Board	0	0	0	3	3
Oshakati	Road Bj	0	0	0	30	27
Oshakati	Road K	0	1	0	14	15
Oshakati	Sam Nujoma Dr/D609	0	0	0	1	1
Oshakati	Social	0	0	0	2	2
Oshakati	Taurus	0	0	0	2	2
Oshakati	Uupindi North	0	0	0	3	3
Oshakati	Uupindi South	0	0	0	1	1
Oshikango	Church St	0	0	0	1	1
Oshikango	Eenhana	0	0	0	6	6
Oshikango	Not Stated	0	0	0	4	4
Oshikango	Oshakati	0	0	0	1	1
Oshikango	Oshikango	0	0	0	10	10
Oshikango	Road Bf	0	0	0	1	1
Oshikuku	Not Stated	1	0	0	10	9
Oshikuku	Oshikuku Extension 1	0	0	0	5	5
Oshikuku	Oshikuku Proper	0	0	2	9	10
Oshikuku	Outapi	0	0	0	2	2
Oshikuku	Road C	0	0	0	1	1
Oshivelo	Beemond St	0	0	0	1	1
Oshivelo	Intersection at T0111. King Kauluma (Oshivelo)	0	0	0	1	1
Oshivelo	Intersection with T0110 on Farm Sachsenheim No. 1327. 19.32km South of Oshivelo	0	0	0	1	1
Oshivelo	Not Stated	0	0	0	1	1
Oshivelo	Omuthiya Extension 1	0	0	0	1	1
Oshivelo	Oshivelo	0	1	3	27	28
Otavi	Hertzog Ave	0	0	0	2	2
Otavi	Intersection at T0801. Otavi town at Intersection with T0108 (B8). M0069 (C39). Engen Petrol Station	0	0	0	1	1
Otavi	Not Stated	0	0	0	9	8
Otavi	Otavi Ext 1	0	0	1	37	37
Otavi	Otavi Ext 3	0	0	0	53	53
Otavi	Otavi Proper	0	0	0	12	12
Otavi	Otavi Township	0	0	0	10	8
Otavi	Petrus Chamseb Ave	0	0	0	1	1
Otjimbingwe	Not Stated	0	1	1	1	2
Otjinene	D1851	0	0	0	2	1
Otjinene	D3825	0	2	0	2	3
Otjinene	End of bitumen section (start of gravel)	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Otjinene	End of gravel section (start of track)	0	0	0	1	1
Otjinene	Epukiro	0	0	0	1	1
Otjinene	Gobabis - Otjinene District	0	0	0	1	1
Otjinene	Intersection / Junction with T1401 at Okondjatu	0	0	0	4	4
Otjinene	Intersection with M0114 North of Epukiro Post 3	0	0	0	2	2
Otjinene	Intersection with T0111. T0112 (B1) at the Cresta Hotel in Ondangwa	0	0	0	1	1
Otjinene	Intersection with T0601 between the Farms Alter Romer No. 128. and Omitara-west No. 203	0	0	0	3	1
Otjinene	Intersection with T0602 on Farm Steynsberg No. 464	0	2	1	0	1
Otjinene	Not Stated	0	5	3	27	17
Otjinene	Otjinene	0	0	0	1	1
Otjinene	Otjinene - Gobabis	0	0	0	1	1
Otjinene	Proclaimed - Gravel	0	0	0	1	1
Otjinene	T1402	0	0	0	2	1
Otjituuo	Duineveld	0	0	0	1	1
Otjituuo	Okondjatu Proper	0	0	0	1	1
Otjiwarongo	B Katjuanjo St	0	0	0	1	1
Otjiwarongo	Bahnhof St	0	0	0	1	1
Otjiwarongo	Central Bd	0	0	0	7	7
Otjiwarongo	D2108	0	0	0	1	1
Otjiwarongo	D2110 to Okahandja Town	0	1	1	19	6
Otjiwarongo	D2112	0	1	0	46	11
Otjiwarongo	D2180	0	0	0	5	5
Otjiwarongo	D2328	0	0	0	6	5
Otjiwarongo	D2329	0	0	0	4	4
Otjiwarongo	D2414	0	0	0	6	6
Otjiwarongo	D2430	0	0	1	6	7
Otjiwarongo	D2433	0	0	0	3	3
Otjiwarongo	D2468	0	0	0	4	4
Otjiwarongo	D2483	0	0	0	1	1
Otjiwarongo	D2505 (Omatjenne Research Station)	0	0	0	3	3
Otjiwarongo	D2886	0	0	0	2	2
Otjiwarongo	D3659 (proclaimed road. not built)	0	0	0	1	1
Otjiwarongo	Dr Libertina Amadhila St	0	1	0	8	8
Otjiwarongo	Dr Lischen/Hoases St	0	0	0	3	2
Otjiwarongo	Dr. L. Amadhila Ave	0	0	0	4	4
Otjiwarongo	Dual carriageway end	0	0	0	3	3
Otjiwarongo	Dual carriageway start	0	0	0	1	1
Otjiwarongo	Getrud Rinkumbi Kandanga Rd	0	0	0	0	2
Otjiwarongo	Getrude Rikumbi Kandunga St	0	0	3	6	6

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Otjiwarongo	Grootfontein - Grootfontein North Districts	0	0	0	1	1
Otjiwarongo	Hage Geingob Road	0	0	2	24	25
Otjiwarongo	Intersection at D2454. Aroma	0	0	0	1	1
Otjiwarongo	Intersection at M0069. Otavi	0	0	0	3	3
Otjiwarongo	Intersection at M0101. close to Otjkaru	0	0	1	0	1
Otjiwarongo	Intersection at Okahandja town (Bypass. North Access) at Intersection with T0701	0	0	4	28	37
Otjiwarongo	Intersection at Otjiwarongo town at Intersection with Dr. Libertina Amathila Ave. T0107/T0108 (Spar Supermarket)	1	0	0	11	14
Otjiwarongo	Intersection at T0107. Kalkfeld Clinic	0	2	4	0	1
Otjiwarongo	Intersection at T0107. Otjiwarongo town at Intersection with Dr. Libertina Amathila Ave. T0205 (Spar Supermarket)	0	0	2	19	26
Otjiwarongo	Intersection at T0107. Sukses	0	0	1	0	1
Otjiwarongo	Intersection at T0108. Celever Land 17 Camp	0	0	0	1	1
Otjiwarongo	Intersection at T0108. Etunda	0	0	0	1	1
Otjiwarongo	Intersection at T0109. Tsumeb town at Intersection with M0072 (C42). T1501 (B15 - Hage Geingob Dr. Tsumeb Access South)	0	0	0	1	1
Otjiwarongo	Intersection at T0203. Omaruru town. Cnr. of Kort St. (M0064) and Wilhelm Zeraua Rd.	1	1	4	7	13
Otjiwarongo	Intersection at T0204. Kalkfeld	0	0	0	2	2
Otjiwarongo	Intersection at T0401. close to Skaap Plaas	0	0	0	1	1
Otjiwarongo	Intersection with M0067 on Fram Poortjie No. 193 (Outjo Town Lands)	0	0	0	0	1
Otjiwarongo	Intersection with T0107 on Farm Klipkop No. 314	0	0	0	4	4
Otjiwarongo	John Otto Nankundu Street	0	0	0	1	1
Otjiwarongo	Karasburg - Keetmanshoop Maintenance district	0	0	0	1	1
Otjiwarongo	Libertine Amathila Ave	0	0	0	14	18
Otjiwarongo	M0057	0	0	0	2	2
Otjiwarongo	M0059	0	0	4	4	5
Otjiwarongo	M0063	0	0	0	2	1
Otjiwarongo	Ngoma Rd 15	0	0	0	1	1
Otjiwarongo	Not Stated	0	2	6	194	202
Otjiwarongo	Okahandja Extension 1	0	0	0	1	1
Otjiwarongo	Okahandja Extension 10	0	0	0	1	1
Otjiwarongo	Okarundu	0	0	0	2	2
Otjiwarongo	Orwetoveni Extension 1	0	0	0	6	6
Otjiwarongo	Orwetoveni Proper	0	0	0	8	8
Otjiwarongo	Otavi Ext 1	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Otjiwarongo	Otjiwarongo - Grootfontein Maintenance District	0	0	1	1	2
Otjiwarongo	Otjiwarongo - Okahandja Maintenance Districts	0	0	0	1	1
Otjiwarongo	Otjiwarongo - Okakarara	0	0	0	2	2
Otjiwarongo	Otjiwarongo - Usakos Maintenance Area	0	0	0	1	1
Otjiwarongo	Otjiwarongo Extension 1	0	2	3	108	105
Otjiwarongo	Otjiwarongo Extension 2	0	0	0	116	115
Otjiwarongo	Otjiwarongo Extension 3	0	0	0	119	119
Otjiwarongo	Otjiwarongo Extension 4	0	0	0	57	57
Otjiwarongo	Otjiwarongo Extension 5	0	0	0	10	10
Otjiwarongo	Otjiwarongo Extension 6	0	0	0	1	1
Otjiwarongo	Otjiwarongo Proper	1	0	0	28	28
Otjiwarongo	Ramblers Rd	0	0	0	2	2
Otjiwarongo	Road over district road D2110	0	1	2	11	11
Otjiwarongo	T0204	0	0	0	0	2
Otjiwarongo	T0901. Windhoek. University of Namibia with Intersection of M0049. Mandume Ndemufayo Av.	0	0	0	2	2
Otjiwarongo	Theo-Ben Gurirab Ave	0	0	0	2	2
Otjiwarongo	Usakos - Otjiwarongo Maintenance Region	0	0	0	1	1
Otjiwarongo	Vrede Rede St	0	0	0	2	2
Otjiwarongo	Waterberg Plateau Park	0	0	0	1	1
Otjondeka	Not Stated	0	0	0	2	2
Otjosundu	Not Stated	0	0	0	2	2
Outapi	Access road to the Ruacana Hydro Power Station (NamPower)	0	0	0	1	1
Outapi	Augustino Netto St	0	0	0	1	1
Outapi	D2696	0	0	1	1	2
Outapi	D3236	0	0	0	1	1
Outapi	D3606	0	0	1	7	6
Outapi	D3607	1	0	0	2	1
Outapi	D3608	0	0	1	1	2
Outapi	D3609 . Ohadiwa	0	0	0	1	1
Outapi	D3614	0	0	0	4	4
Outapi	D3615	0	0	1	6	6
Outapi	D3616	0	1	0	2	1
Outapi	D3623 - Ogongo	1	1	1	15	13
Outapi	D3626	0	0	0	2	2
Outapi	D3636	0	0	0	4	5
Outapi	D3637	0	0	0	4	5
Outapi	D3641	2	2	0	1	3
Outapi	D3642	0	0	0	3	3

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Outapi	D3648	0	0	0	1	1
Outapi	D3653 (proclaimed road. not built)	0	0	0	2	1
Outapi	D3661 (proclaimed road. not built)	0	0	0	1	1
Outapi	D3662 (proclaimed road. not built)	0	0	0	2	1
Outapi	D3676 at Ikologo village	0	0	0	1	1
Outapi	D3681. Epato Village	0	0	0	2	2
Outapi	D3689	0	0	0	1	1
Outapi	D3690	1	2	0	2	3
Outapi	D3692	0	0	0	1	1
Outapi	D3694 . Oshitutuma	0	0	0	3	3
Outapi	D3694 .Oshuuli	0	0	0	2	2
Outapi	D3695	0	0	0	1	1
Outapi	D3695 . Onawa	1	1	8	10	10
Outapi	D3696	8	1	0	2	4
Outapi	D3696 . Omambumbu	0	0	0	3	2
Outapi	D3698	0	0	0	3	3
Outapi	D4100	0	0	0	2	2
Outapi	D4109	2	0	0	4	4
Outapi	D4110	0	0	0	2	1
Outapi	D4111	1	1	1	2	5
Outapi	Dual carriageway end	0	0	0	1	1
Outapi	Dual carriageway start	0	0	0	1	1
Outapi	End of bitumen section	0	0	0	1	1
Outapi	End of gravel section (start of proclamation)	0	0	0	3	3
Outapi	Intersection / Juction M0067. Otjorute	0	0	1	2	1
Outapi	Intersection / Junction M0092 . Omaadi Ogongo	0	0	0	1	1
Outapi	Intersection at M0092 in Oshakati. Omupumbu area	0	0	0	4	3
Outapi	Intersection at M0092. Epalela & Onhoko Villages	0	0	4	2	3
Outapi	Intersection at M0092. Omaandi Village	0	0	1	0	1
Outapi	Intersection at M0092. Oshikuku close to the Mupewa Junior Primary and Nuuyoma Senior Secondary Schools	0	0	1	0	1
Outapi	Intersection at M0092. Swavek	0	0	0	3	3
Outapi	Intersection at M0123. close to the Tsandi Combined School	0	0	0	4	3
Outapi	Intersection with D3638 at the Bahai Faith Center . Ondagwa	0	0	0	1	1
Outapi	Intersection with M0067 (C35) at Omakange	3	0	0	3	3
Outapi	Intersection with M0067 at Omakange	0	0	0	2	2
Outapi	Intersection with M0092 (C46). King Mandume Ndemufayo Road in Oshakati West	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Outapi	Intersection with M0092 at the Omangolowani Village	0	0	0	2	2
Outapi	Intersection with M0092 at Uupindi	1	1	0	23	23
Outapi	Intersection with M0092. opposite the Outapi Standard Bank Atm	1	1	0	18	20
Outapi	Intersection with M0092. Oshikuku (Okaku Village)	0	0	2	0	1
Outapi	Intersection with M0111 at the Okahao Police Station	0	1	1	0	2
Outapi	Intersection with M0111 at the Okampelo Village	0	0	0	2	2
Outapi	Intersection with T0111. T0112 (B1) at the Cresta Hotel in Ondangwa	1	3	6	43	43
Outapi	Intersection with T0205. M0065. M0069 North-west of Outjo town	0	0	0	6	6
Outapi	Intersection with T1002 at Oshidute Village close to the Oshidute Combined School	0	0	0	3	2
Outapi	Isak Pondo St	0	0	0	2	2
Outapi	M0068	0	0	0	0	2
Outapi	M0122	0	1	0	1	2
Outapi	Not Stated	14	28	29	208	204
Outapi	Okahao Town	0	1	0	0	1
Outapi	Ondangwa - Oshakati	0	1	0	3	3
Outapi	Oshana - Omusati Roads Board	0	0	0	3	2
Outapi	Outapi	2	6	5	86	86
Outapi	Shaanika N St	0	1	0	4	3
Outapi	Shaanika Nashilongo St	0	0	1	2	3
Outapi	Tsandi	0	0	0	2	3
Outjo	Cathedral Ave	0	0	0	2	2
Outjo	D2342	0	0	1	1	1
Outjo	D2505 (Omatjenne Research Station)	0	0	0	3	3
Outjo	D2612	0	0	0	1	1
Outjo	D2628	0	0	0	1	1
Outjo	D2633 Versteende Woud	0	0	0	1	1
Outjo	D2671	0	0	0	1	1
Outjo	D2695	0	0	0	1	1
Outjo	D2696	0	0	0	10	10
Outjo	D2710	0	0	0	0	1
Outjo	D2743 Mukorob	0	0	0	1	1
Outjo	D2752	0	0	0	4	4
Outjo	D2780	0	0	0	4	6
Outjo	D2873	0	0	0	1	1
Outjo	D3231	0	0	0	5	4
Outjo	D3246	0	0	0	1	1
Outjo	End of lvsr section (start of salt section)	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Outjo	Hage Geingob Road	0	0	0	1	2
Outjo	Intersection at M0067. Orpheus	0	0	0	1	1
Outjo	Intersection at Otjiwarongo town at Intersection with Dr. Libertina Amathila Ave.. T0107/T0108 (Spar Supermarket)	0	0	0	3	5
Outjo	Intersection with M0044 (C34) and D2301 close to Henties Bay town	0	0	0	1	1
Outjo	Intersection with M0065 and D2625 in Khorixas Town	0	0	0	2	1
Outjo	Intersection with M0067 on Fram Poortjie No. 193 (Outjo Town Lands)	0	0	0	3	13
Outjo	Intersection with M0067. Hage Geingob Av. in Outjo town	0	0	0	4	6
Outjo	Intersection with M0076 (C35) and M0126 (C40). close to the Kamanjab Tennis Club and Impala St. in Kamanjab town	1	0	1	0	1
Outjo	Intersection with T0108/T0109 (B1). and T0801 (B8). Republic St. in Otavi	0	0	0	0	1
Outjo	Intersection with T0205. M0065. M0069 North-west of Outjo town	3	5	2	28	34
Outjo	Jack Francis St	0	0	0	1	1
Outjo	M0068	1	0	5	15	16
Outjo	Not Stated	1	7	1	77	74
Outjo	Okaukuejo	0	0	0	1	1
Outjo	Otavi St	0	0	0	0	2
Outjo	Outapi	0	0	0	1	2
Outjo	Outjo - Opuwo Maintenance District	0	0	0	3	3
Outjo	Outjo Ext 2	0	0	0	29	29
Outjo	Outjo Ext 3	0	0	0	32	34
Outjo	Outjo Proper	0	0	0	29	29
Outjo	RIGHT D2694 LEFT D2666	0	0	0	1	1
Outjo	Sam Nujoma Dr/D609	0	0	0	2	2
Outjo	Stasie Rd	0	0	0	1	1
Outjo	T0901. Windhoek. University of Namibia with Intersection of M0049. Mandume Ndemufayo Av.	0	0	0	2	2
Rehoboth	Bahnhof St	0	0	0	4	4
Rehoboth	Central Bd	0	0	0	1	1
Rehoboth	Church Street	0	0	0	4	4
Rehoboth	D1080	0	0	0	1	1
Rehoboth	D1111 (proclaimed road. not built)	0	0	0	1	1
Rehoboth	D1228	0	0	2	0	1
Rehoboth	D1280	0	0	0	1	1
Rehoboth	End of bitumen section (start of gravel)	0	0	0	2	2
Rehoboth	Intersecting with T0104. close to Van Rooi. Plot No.3. Rehoboth Town lands	2	6	3	10	10

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Rehoboth	Intersection at D1254. Schlip Matheus Hansen Primary School	0	0	0	1	1
Rehoboth	Intersection at T0104 close to Danedam	0	0	0	0	1
Rehoboth	Intersection at T0104 in Awasab	0	2	0	0	1
Rehoboth	Intersection at T0105. Naruchas	0	0	0	1	1
Rehoboth	Intersection at T0401. close to Skaap Plaas	0	0	0	1	1
Rehoboth	Intersection with M0039 on Farm Van Deventer No. 4	0	0	0	1	1
Rehoboth	Intersection with T0104. Kalkrand	0	0	0	1	1
Rehoboth	Main Rd B1	0	0	0	1	1
Rehoboth	Not Stated	2	6	14	202	204
Rehoboth	Rehoboth	0	0	0	4	2
Rehoboth	Rehoboth Block a	0	0	1	66	72
Rehoboth	Rehoboth Block a Extension 1	0	1	3	39	41
Rehoboth	Rehoboth Block b	0	1	0	25	25
Rehoboth	Rehoboth Block c	1	0	0	29	30
Rehoboth	Rehoboth Block d	0	0	0	6	6
Rehoboth	Rehoboth Block d Extension 1	0	0	0	3	3
Rehoboth	Rehoboth Block e	0	1	0	1	1
Rehoboth	Rehoboth Block e Extension 1	0	0	0	1	1
Rehoboth	Rehoboth Proper	0	0	0	2	2
Rehoboth	Schlip Proper	0	0	0	1	1
Rehoboth	T0103. Mariental town at Intersection with M0029. Van Niekerk St.	0	0	2	14	16
Rehoboth	T0104. Rehoboth town at intersection with D1237 (to Lake Oanob). access road to war memorial	0	5	0	24	24
Rehoboth	T0901. Windhoek. University of Namibia with Intersection of M0049. Mandume Ndemufayo Av.	0	0	0	1	1
Rosh Pinah	Intersection with T0401 at Aus town	0	0	0	1	1
Rosh Pinah	Not Stated	0	0	1	11	11
Rosh Pinah	Rosh Pinah Extension 1	0	0	0	4	4
Rosh Pinah	Rosh Pinah Proper	0	0	0	10	10
Ruacana	Kunene River St	0	0	0	2	2
Ruacana	Not Stated	0	0	0	11	8
Ruacana	Road Bj	0	0	0	3	2
Ruacana	Ruacana	0	0	0	3	3
Rundu	Andara	0	0	0	0	1
Rundu	Cathedral Ave	0	0	0	2	2
Rundu	Central Bd	0	1	0	5	2
Rundu	Chief Sitengu Mpasi St	0	0	0	1	1
Rundu	D2844	0	0	0	1	1
Rundu	D3016	0	0	2	1	1
Rundu	D3425	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Rundu	D3432 (Shambyu)	0	0	0	3	1
Rundu	D3445	0	0	0	12	7
Rundu	D3446	3	6	0	7	4
Rundu	D3469	0	0	0	4	3
Rundu	D3470	0	0	0	8	4
Rundu	Dr Kenneth Kaunda St	0	0	0	2	2
Rundu	Dr Sam Nuyoma Avenue	0	0	0	2	2
Rundu	Ehenge St	0	0	0	1	1
Rundu	Eugene Kakururu St	0	0	1	14	14
Rundu	Hage Geingob Road	0	0	0	1	1
Rundu	Independence Ave	0	0	0	9	9
Rundu	Intersection at D3402. Ndonga Clinic	0	0	0	1	1
Rundu	John Otto Nankundu Street	0	0	0	1	1
Rundu	Katutura	0	0	0	2	2
Rundu	Kehemu Urban (Ptn a)	0	0	0	5	5
Rundu	M0073	0	1	4	1	2
Rundu	M0074	1	0	0	7	4
Rundu	M0096	0	0	0	1	1
Rundu	Maria Mwengere Rd	0	0	0	9	8
Rundu	Mariental town (Northern access) at intersection with M0094. and T0104	0	0	0	3	2
Rundu	Markus Siwarongo St	0	0	0	5	5
Rundu	Ndama Extension 10	1	0	0	3	1
Rundu	Nkurenkuru	0	0	0	2	1
Rundu	Not Stated	12	19	34	419	373
Rundu	Queen Elizabeth St	0	0	0	2	2
Rundu	Rundu Extension 1	1	2	4	134	130
Rundu	Rundu Extension 12	0	0	0	9	9
Rundu	Rundu Extension 13	0	0	0	11	11
Rundu	Rundu Extension 14	0	0	0	7	7
Rundu	Rundu Extension 15	0	0	0	3	3
Rundu	Rundu Extension 16	0	0	0	1	1
Rundu	Rundu Extension 2	0	0	0	1	1
Rundu	Rundu Extension 7	0	0	0	1	1
Rundu	Rundu Proper	2	1	1	90	92
Rundu	Sam Nuyoma Dr	0	0	0	2	2
Rundu	Sauyemwa Extension 2	0	0	0	4	4
Rundu	Start of Road on the Eastern Rundu Townlands Boundary. close to the Uvhunguvhungu Primary School	0	0	0	2	2
Rundu	T0802. Veterinary Control Gate Mururani	1	5	1	15	12
Rundu	T0803. Rundu town (Southern access) at intersection with Eugene Kakururu St. (D3402 deproclaimed portion)	0	0	0	16	15
Rundu	T0804	1	0	1	30	29

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Rundu	T0805	1	1	4	36	34
Rundu	T0806	0	0	0	2	2
Rundu	T1001	6	4	5	66	50
Rundu	T1002	1	0	0	5	3
Rundu	Walvis Bay Proper	0	0	0	1	2
Seeis	Omitara	0	0	0	0	1
Sesfontein	Opuwo	0	0	0	1	2
Sesriem	Central Bd	0	0	0	2	2
Sesriem	Intersection with T0401. close to Goageb old Railway Station	0	0	0	1	1
Sesriem	Not Stated	0	0	0	9	8
Solitaire	Intersection with T0401. close to Goageb old Railway Station	0	0	0	1	1
Stampriet	Not Stated	0	0	1	10	11
Swakopmund	Aldridge St	0	1	0	5	6
Swakopmund	Ametis St	0	0	0	1	1
Swakopmund	Anton Lubowski Ave	0	0	0	2	2
Swakopmund	Anton Lubowski St	0	0	0	2	2
Swakopmund	Arandis Extension 1	0	0	0	2	2
Swakopmund	August Geiseb St	0	0	0	0	2
Swakopmund	August Nangolo	0	0	0	1	1
Swakopmund	Aukas Road in Swakopmund	1	2	1	2	2
Swakopmund	Aukas St	0	0	0	1	1
Swakopmund	Benguela Proper	0	0	0	0	1
Swakopmund	Bismarck St	0	0	0	1	1
Swakopmund	Captein Hendrick Witbooi St	0	0	0	10	10
Swakopmund	Cathedral Ave	0	0	0	13	14
Swakopmund	Church Street	0	0	0	12	13
Swakopmund	Daniel Karigab St	0	0	0	2	2
Swakopmund	Daniel Tjongarero St	0	2	0	2	3
Swakopmund	David Sheehama St	0	0	0	1	1
Swakopmund	Dimo Hamaanbo St	0	0	0	1	2
Swakopmund	Dr Libertina Amadhila St	0	0	0	2	1
Swakopmund	Dr Nickey Iyambo St	0	0	0	4	4
Swakopmund	Dr Sam Nuyoma Road	0	0	0	2	2
Swakopmund	Dual carriageway end	0	0	0	1	1
Swakopmund	Duine Rd	0	0	0	1	1
Swakopmund	Einstein St	0	0	0	4	4
Swakopmund	Eland St	0	0	0	2	2
Swakopmund	End of gravel section	0	0	0	2	2
Swakopmund	End of salt section	0	0	0	2	2
Swakopmund	Erica Tsuses St	0	0	0	2	2
Swakopmund	Erich Tjiriange St	0	0	0	1	1
Swakopmund	Festus Gonteb St	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Swakopmund	Fidel Castro Luz St	0	0	0	3	3
Swakopmund	Fischreier St	0	0	2	2	4
Swakopmund	Getrud Rinkumbi Kandanga Rd	0	0	0	1	1
Swakopmund	Getrude Rikumbi Kandunga St	0	0	0	2	2
Swakopmund	Hage Geingob St	0	0	0	5	5
Swakopmund	Hanganeni St	0	0	0	3	5
Swakopmund	Harder St	0	0	0	1	1
Swakopmund	Hendrik Witbooi St	0	0	0	9	9
Swakopmund	Henties	0	0	0	2	2
Swakopmund	Henties Bay Extension 10	0	0	0	1	1
Swakopmund	Henties Bay Extension 2	0	0	0	1	1
Swakopmund	Hidipo Hamutenya	0	0	0	2	2
Swakopmund	Hidipo Hamutenya St	0	0	0	11	11
Swakopmund	Independence Ave	0	0	1	4	6
Swakopmund	Industrial Rd	0	0	0	1	1
Swakopmund	Intersection at D1911. close to Arandis Railway Station	0	1	0	15	9
Swakopmund	Intersection at M0044 and M0076. North of Henties Bay	0	0	0	6	7
Swakopmund	Intersection at Swakopmund town. Cnr. of Dr. Sam Nujoma Av. & Tobias Haiyenko St. at Standard Bank	0	1	1	20	22
Swakopmund	Intersection at T0202. Access to Arandis Town	2	1	1	13	14
Swakopmund	Intersection at T0701. Usakos	1	4	7	5	6
Swakopmund	Intersection with M0036. close to Dune 7. Walvis Bay	0	0	1	9	9
Swakopmund	Intersection with M0044 (C34) and D2301 close to Henties Bay town	0	0	1	3	3
Swakopmund	Jabulani	0	0	0	0	1
Swakopmund	Kakurukaza Mungunda St	0	0	0	2	2
Swakopmund	Khomashochland St	1	0	1	0	1
Swakopmund	Kovambo Nuyoma St	0	0	0	3	3
Swakopmund	Kuisebmond	0	0	0	2	2
Swakopmund	Kwikstertjie Ave	0	0	0	1	1
Swakopmund	Libertine Amathila Ave	0	0	0	5	5
Swakopmund	Lüderitz St	0	0	0	4	4
Swakopmund	M0043 (Henties Bay - Uis)	0	0	0	1	1
Swakopmund	M0044	0	0	1	8	9
Swakopmund	M0052	0	0	0	1	1
Swakopmund	Magdalena Claasen St	0	0	0	3	3
Swakopmund	Main St/C35	0	0	0	1	1
Swakopmund	Malven St	0	0	0	1	1
Swakopmund	Mandume Demufayo St	0	0	1	41	42
Swakopmund	Mandume Ndemufayo Rd	0	0	0	19	19
Swakopmund	Mandume Ya Ndemufayo St	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Swakopmund	Maritz St	0	0	0	2	2
Swakopmund	Masilo St	0	0	0	3	3
Swakopmund	Mc Hugh St	0	0	0	2	2
Swakopmund	Mondesa Extension 1	0	2	7	36	45
Swakopmund	Mondesa Extension 2	0	0	0	0	1
Swakopmund	Mondesa Township	0	0	2	55	56
Swakopmund	Moses Garoeb St	0	1	0	13	14
Swakopmund	Moses Goroeb St	0	0	0	5	5
Swakopmund	Nathanael Maxilili St	0	0	0	4	4
Swakopmund	Nathanael Ueyulu St	0	0	0	2	2
Swakopmund	Nelson Mandela Ave	0	0	0	2	2
Swakopmund	Nelson Mandela St	0	0	1	12	15
Swakopmund	Not Stated	2	7	15	236	301
Swakopmund	Offen St	0	0	0	2	2
Swakopmund	Omulunga Slip	0	0	0	1	1
Swakopmund	Onawa St	0	0	0	2	2
Swakopmund	Otavi St	0	0	0	2	2
Swakopmund	Phillip St	0	0	0	2	2
Swakopmund	Rakotoka St	0	0	0	15	15
Swakopmund	Reger	0	0	0	1	1
Swakopmund	Reguit St	0	0	1	4	5
Swakopmund	Rhode Allee St	0	0	0	2	2
Swakopmund	Sam Nujoma	0	0	0	2	2
Swakopmund	Sam Nujoma Ave	0	0	0	4	4
Swakopmund	Sam Nujoma Dr/D609	0	2	1	1	2
Swakopmund	Sam Nujoma WB	0	0	0	2	2
Swakopmund	Sam Nuyoma Dr	0	0	0	16	18
Swakopmund	Schlachter St	0	0	0	2	2
Swakopmund	Strand St	0	0	0	6	7
Swakopmund	Suider Rd	0	0	0	1	1
Swakopmund	Swakopmund	0	0	0	1	1
Swakopmund	Swakopmund - Karibib District	0	0	0	3	3
Swakopmund	Swakopmund Extension	1	2	4	254	268
Swakopmund	Swakopmund Extension 1	0	0	3	7	8
Swakopmund	Swakopmund Extension 10	0	0	0	14	14
Swakopmund	Swakopmund Extension 11	0	0	0	15	17
Swakopmund	Swakopmund Extension 12	0	0	0	2	2
Swakopmund	Swakopmund Extension 2	0	0	0	1	1
Swakopmund	Swakopmund Proper	0	0	1	71	73
Swakopmund	Swartbooisdr	0	0	0	2	2
Swakopmund	T0106. Okahandja town (South Access) at Intersection with Voortrekker Rd (Wood Craft Market)	0	0	0	1	1
Swakopmund	T0201	0	2	6	16	16

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Swakopmund	Tamariskia Extension 1	0	0	0	2	2
Swakopmund	Tamariskia Township	0	0	1	19	20
Swakopmund	Theo-Ben Gurirab Ave	0	0	0	2	2
Swakopmund	Tobias Hainyeko St	0	1	1	44	46
Swakopmund	Vineta	0	0	0	15	15
Swakopmund	Vrede Rede St	0	1	3	17	19
Swakopmund	Waterberg St	0	0	0	1	1
Swakopmund	Waterburg St	0	0	0	1	1
Swakopmund	Welwitchia St	0	1	0	8	9
Swakopmund	Windhoek Rd	0	0	0	2	2
Swakopmund	Windhoek St	0	0	0	1	1
Tsandi	D2671	0	0	1	1	1
Tsandi	Intersection with M0092. opposite the Outapi Standard Bank Atm	0	0	0	1	1
Tsandi	Not Stated	0	0	0	2	2
Tsandi	Shaanika N St	0	0	0	3	3
Tsandi	Tsandi	1	1	0	5	4
Tses	Tses Proper	0	0	0	4	4
Tsumeb	7Th Lane	0	0	0	1	1
Tsumeb	Bjorg Wallevik St	0	0	0	2	2
Tsumeb	Blei St	0	0	1	1	2
Tsumeb	Central Bd	0	0	0	11	12
Tsumeb	Dr Nickey Iyambo St	0	0	0	2	2
Tsumeb	Hage Geingob Dr	0	0	0	2	2
Tsumeb	Hage Geingob Road	0	2	1	21	19
Tsumeb	Leevi Muashekele St	0	0	0	2	2
Tsumeb	Maria Nehoya St	0	0	0	3	3
Tsumeb	Moses Goroeb St	0	0	0	2	2
Tsumeb	Ndilimani Cultural Troupe St	0	0	0	2	2
Tsumeb	Ngoma Rd 15	0	0	0	1	1
Tsumeb	Nomtsoub Proper	0	0	1	1	1
Tsumeb	Not Stated	1	1	0	55	74
Tsumeb	Okavango Rd/T0802	0	0	0	2	2
Tsumeb	Otavi Ext 1	0	0	0	1	1
Tsumeb	Pendukeni livula lithana St	0	0	0	2	2
Tsumeb	Reinhard Tjerije Street	0	0	0	2	2
Tsumeb	Road Bk	0	0	0	1	1
Tsumeb	Sam Nuyoma Dr	0	0	0	4	4
Tsumeb	Tsumb Extension 4	0	0	0	9	9
Tsumeb	Tsumeb Extension 1	1	2	1	167	160
Tsumeb	Tsumeb Extension 2	0	0	0	32	32
Tsumeb	Tsumeb Extension 3	0	0	0	16	16
Tsumeb	Tsumeb Extension 5a	0	0	0	7	7
Tsumeb	Tsumeb Extension 5b	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Tsumeb	Tsumeb Extension 6	0	0	0	2	3
Tsumeb	Tsumeb Proper	0	0	0	9	8
Tsumeb	Walvis Bay Extension 1	0	0	0	1	1
Tsumeb	Windhoek West	0	0	0	3	3
Tsumkwe	D2839	0	0	0	1	1
Tsumkwe	Intersection with T0801/T0802 (B8). Okavango Rd. in Grootfontein	0	0	0	1	1
Tsumkwe	Intersection with T0802 (B8) on Farm Elandslaagte No. 917	0	0	0	9	9
Tsumkwe	Intersection with T0802 (B8) on Farm Kranzfontein No. 753. Remainder	0	0	0	6	6
Tsumkwe	Not Stated	0	0	0	2	2
Tsumkwe	Tsumkwe Extension 1	0	0	0	1	1
Tsumkwe	Tsumkwe Proper	0	0	0	1	1
Tsumkwe Proper	Tsumkwe Proper	0	0	0	1	1
Uis	Brandberg St	0	0	0	1	1
Uis	Not Stated	1	0	1	8	3
Uis	Uis Extension1	0	0	0	4	3
Uis	Uis Extension2	0	0	0	1	1
Uis	Walvis Bay Extension 12	0	0	0	1	1
Usakos	Central Bd	0	0	0	1	1
Usakos	I.Gurirab St	0	0	0	3	3
Usakos	Not Stated	1	2	4	8	13
Usakos	Usakos	2	5	0	25	20
Walvis Bay	10Th Lane	0	0	0	5	6
Walvis Bay	1St St	0	0	0	2	2
Walvis Bay	4Th Ave	0	0	0	1	1
Walvis Bay	5Th St	0	0	0	6	6
Walvis Bay	6Th Lane	0	0	0	2	2
Walvis Bay	6Th St S	0	0	0	7	7
Walvis Bay	9Th Lane	0	0	0	2	2
Walvis Bay	Aasvoel St	0	0	0	1	1
Walvis Bay	Access road to RA weighbridge at Walvis Bay	0	0	0	2	2
Walvis Bay	Agaat St	1	0	1	32	31
Walvis Bay	Albatros St	0	0	0	2	1
Walvis Bay	Albatross St	0	0	0	1	1
Walvis Bay	Am Zoll St	0	0	0	2	2
Walvis Bay	Andries Finnies Ave	0	0	0	1	1
Walvis Bay	Anna Mupetami Rd	0	0	0	37	38
Walvis Bay	Asser Kapere St	0	0	0	5	5
Walvis Bay	Atlantic St	0	0	0	4	4
Walvis Bay	BC Barnes	0	0	0	1	1
Walvis Bay	Begonia St	0	0	0	1	1
Walvis Bay	Ben Amadhila St	0	0	1	22	23

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Walvis Bay	Benguella St	0	0	0	1	1
Walvis Bay	Brandberg St	0	0	0	3	3
Walvis Bay	Brukaros St	0	0	0	2	2
Walvis Bay	Cable Beach Rd	0	0	0	3	3
Walvis Bay	Caesar Martin St	0	0	0	3	3
Walvis Bay	Captein Hendrick Witbooi St	0	0	0	1	1
Walvis Bay	Cathedral Ave	0	1	0	18	21
Walvis Bay	Central Bd	0	0	0	27	27
Walvis Bay	Circumferential Rd	0	0	0	6	6
Walvis Bay	Conradie St	0	0	1	1	2
Walvis Bay	Cordes St	0	0	0	3	3
Walvis Bay	Coris St	0	0	0	8	8
Walvis Bay	Creeper St	0	0	0	2	2
Walvis Bay	D1983	0	0	0	1	1
Walvis Bay	Dassie St	0	0	0	1	1
Walvis Bay	Diamond St	0	0	0	3	3
Walvis Bay	Diaz St	0	0	0	6	6
Walvis Bay	Dimo Hamaanbo St	0	0	0	7	8
Walvis Bay	Dolfyn St	0	0	0	1	1
Walvis Bay	Dr Nickey Iyambo St	0	0	0	4	4
Walvis Bay	Dr Sam Nuyoma Avenue	0	0	0	11	10
Walvis Bay	Dr Sam Nuyoma Dr	0	0	0	2	2
Walvis Bay	Dual carriageway end	1	0	4	11	13
Walvis Bay	Dual carriageway start	0	1	3	1	1
Walvis Bay	Eighteenth Ave	0	0	0	1	1
Walvis Bay	Eighth St	0	0	0	1	1
Walvis Bay	Eleventh Street	0	0	0	3	3
Walvis Bay	Elia Weyulu Street	0	0	0	4	3
Walvis Bay	End of Ivsr section (start of gravel)	0	0	0	1	1
Walvis Bay	Erastus Mbunga Street	0	0	0	2	2
Walvis Bay	Evergreen St	0	0	0	2	2
Walvis Bay	Falun City St	0	1	0	7	9
Walvis Bay	Fifth Ave	0	0	0	1	1
Walvis Bay	Fifth Rd	0	0	0	2	2
Walvis Bay	Fifth St E	0	0	0	2	2
Walvis Bay	Fin St	0	0	0	6	5
Walvis Bay	First Ave	0	0	0	2	2
Walvis Bay	Fisant St	0	0	0	7	2
Walvis Bay	Fourteenth Ave	0	0	0	2	2
Walvis Bay	Fourteenth Rd	0	0	0	2	2
Walvis Bay	Fourth Ave	0	0	0	4	4
Walvis Bay	Frankie Abrahams St	0	0	0	4	4
Walvis Bay	Freedom Avenue	0	0	0	1	1
Walvis Bay	G Kanguvi St	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Walvis Bay	Getrud Rinkumbi Kandanga Rd	0	0	0	9	9
Walvis Bay	Getrude Rikumbi Kandunga St	0	0	0	25	27
Walvis Bay	Gold St	0	0	0	3	3
Walvis Bay	Grand Ave	0	0	0	1	1
Walvis Bay	Green Valley Ave.	0	0	0	1	1
Walvis Bay	Guinea Fowl St	0	0	0	2	2
Walvis Bay	Hage Geingob Road	0	0	0	25	25
Walvis Bay	Hage Geingob St	0	0	0	2	2
Walvis Bay	Harder Crescent	0	0	0	1	1
Walvis Bay	Hematiet St	0	0	0	1	1
Walvis Bay	Herschell St	0	0	0	1	1
Walvis Bay	Hidipo Hamutenya St	0	0	0	5	5
Walvis Bay	Iipumbu Shilongo St	0	0	0	1	1
Walvis Bay	Independence Ave	0	0	1	0	1
Walvis Bay	Intersection at M0036. close to Gonab Wildlife Conservation Base station	0	0	0	1	1
Walvis Bay	Intersection at T0203. Omaruru town. Cnr. of Kort St. (M0064) and Wilhelm Zeraua Rd.	0	0	0	1	1
Walvis Bay	Intersection with M0036. close to Dune 7. Walvis Bay	0	0	0	1	1
Walvis Bay	Intersection with T0201. center of circle in Walvis Bay town	0	0	0	2	2
Walvis Bay	James Brown St	0	0	0	1	1
Walvis Bay	Johann Albrecht St	0	0	0	1	1
Walvis Bay	Johannes Nampala Ave	0	0	0	4	4
Walvis Bay	Johannes Nangura St	0	0	1	0	1
Walvis Bay	Johannes Rooihoed	0	0	0	2	2
Walvis Bay	John Otto Nankundu Street	0	0	0	5	5
Walvis Bay	Jonker Afrikaner Rd	0	0	0	1	1
Walvis Bay	Kabeljou St	0	1	1	22	21
Walvis Bay	Kaiser St	0	0	0	2	2
Walvis Bay	Khomashochland St	0	1	0	4	5
Walvis Bay	Kilimanjaro	0	0	0	1	1
Walvis Bay	Kingklip St	0	0	0	1	1
Walvis Bay	Komorant St	0	0	0	1	1
Walvis Bay	Kort Str.	0	0	0	2	2
Walvis Bay	Kovambo Nuyoma St	0	0	0	1	1
Walvis Bay	Kristiansand	0	0	1	9	10
Walvis Bay	Kruis St	0	0	0	7	7
Walvis Bay	Kuisebmond	2	3	4	154	154
Walvis Bay	Kuisebmond Extension 1	0	0	0	16	16
Walvis Bay	Lagoon St	0	0	0	2	2
Walvis Bay	Lepelaar St	0	0	0	4	4
Walvis Bay	Liambeze St	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Walvis Bay	Lood St	0	0	0	1	1
Walvis Bay	Love	0	0	0	1	1
Walvis Bay	Main Road/T0111	0	0	0	2	2
Walvis Bay	Main St/T0301	0	0	1	6	7
Walvis Bay	Mars St	0	0	0	1	1
Walvis Bay	Martin Billy St	0	0	0	2	2
Walvis Bay	Martin St	0	0	0	1	1
Walvis Bay	Meeu St	0	1	0	1	1
Walvis Bay	Mica Ave	0	0	0	6	5
Walvis Bay	Mica St	0	0	0	2	2
Walvis Bay	Mika Kaiyamo St	0	0	0	1	1
Walvis Bay	Mimosa Ave	0	0	0	1	1
Walvis Bay	Mondesa Extension 1	0	0	0	0	2
Walvis Bay	Moses Garoeb St	0	0	0	6	6
Walvis Bay	Moses Goroeb St	0	0	0	4	4
Walvis Bay	Mountain Laurel St	0	0	0	1	1
Walvis Bay	Namib St	0	0	1	3	3
Walvis Bay	Nangolo Mbumba St	0	1	0	71	77
Walvis Bay	Nangolo Mukwiilongo St	0	0	0	7	7
Walvis Bay	Naraville Extension 1	0	0	0	14	14
Walvis Bay	Naraville Extension 2	0	0	0	11	11
Walvis Bay	Naraville Extension 3	0	0	0	1	1
Walvis Bay	Naraville Proper	0	1	0	20	18
Walvis Bay	Nathanael Maxilili St	0	0	0	11	11
Walvis Bay	Nathaniel Maxuilili Ave	0	0	0	18	18
Walvis Bay	Ninth Rd	0	0	0	6	6
Walvis Bay	Not Stated	0	7	13	393	402
Walvis Bay	Pelican St	0	0	0	1	1
Walvis Bay	Peter Muheshihange St	0	0	0	1	1
Walvis Bay	Petrus Amutenya	0	0	0	0	2
Walvis Bay	Plein Street	0	0	0	2	2
Walvis Bay	Pluto St	0	0	2	1	3
Walvis Bay	Reinhold Shilongo St	0	0	0	5	5
Walvis Bay	Rhode Allee St	0	0	0	5	3
Walvis Bay	Road H	0	0	0	2	2
Walvis Bay	Robert Mugabe NB	0	0	0	1	1
Walvis Bay	Rooikop St	0	0	0	2	2
Walvis Bay	Sam Nujoma (Prov)	0	0	0	11	9
Walvis Bay	Sam Nujoma Ave	0	0	1	19	18
Walvis Bay	Sam Nujoma Dr/D609	0	0	2	47	50
Walvis Bay	Sam Nuyoma Dr	0	1	1	84	90
Walvis Bay	Sand St	0	0	0	1	1
Walvis Bay	Sandfontein St	0	0	0	2	2
Walvis Bay	Sandwich St	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Walvis Bay	Sardyn St	0	0	0	2	2
Walvis Bay	Scheppmann St	0	0	0	1	1
Walvis Bay	Shearwater St	0	0	0	1	1
Walvis Bay	Sixth Ave B	0	1	0	11	10
Walvis Bay	Sport St	0	0	0	2	2
Walvis Bay	Springbok St	0	0	0	3	3
Walvis Bay	Starfish St	0	0	0	1	1
Walvis Bay	Streenbras St	0	0	0	1	1
Walvis Bay	Swael St	0	0	0	2	1
Walvis Bay	Swakopmund - Walvis Bay	0	0	0	1	1
Walvis Bay	Tecomaria St	0	0	0	1	1
Walvis Bay	Teconia St	0	0	0	1	1
Walvis Bay	Tenth Ave A	0	0	0	1	1
Walvis Bay	Theo-Ben Gurirab Ave	1	1	2	21	23
Walvis Bay	Theo-Ben Gurirab St	0	0	0	4	4
Walvis Bay	TO AIRPORT	0	0	0	1	1
Walvis Bay	Tom Swemmer St	0	0	0	5	5
Walvis Bay	Twahangana St	0	0	1	2	3
Walvis Bay	Twelfth St	0	0	0	2	2
Walvis Bay	Twentieth St A	0	0	0	1	1
Walvis Bay	Volstruis St	0	0	0	1	1
Walvis Bay	Walvis Bay	0	0	0	3	3
Walvis Bay	Walvis Bay - Swakopmund	0	0	0	3	3
Walvis Bay	Walvis Bay Extension 1	1	2	6	391	427
Walvis Bay	Walvis Bay Extension 10	0	0	0	22	24
Walvis Bay	Walvis Bay Extension 11	0	0	0	21	21
Walvis Bay	Walvis Bay Extension 12	0	0	0	9	9
Walvis Bay	Walvis Bay Extension 2	0	0	0	5	5
Walvis Bay	Walvis Bay Extension 3	0	0	0	4	4
Walvis Bay	Walvis Bay Extension outside	0	0	0	4	4
Walvis Bay	Walvis Bay Proper	0	0	1	115	117
Walvis Bay	Walvis Bay town. Diaz Circle. Union St. (Northern Access)	0	0	0	30	32
Walvis Bay	Wilhelm Zeraua Rd	0	0	0	1	1
Walvis Bay	Yellowtail St	0	0	0	3	3
Wilhelmstal	Central Bd	0	0	0	2	2
Wilhelmstal	Intersection at T0701. close to the Wilhelmstal Emergency Service	0	0	0	1	1
Wilhelmstal	Intersection with T0204 and T0203. Wilhelm Zearua Rd. and Kort St. in Omaruru town	0	0	0	1	1
Windhoek	Aaron Tsatindi	0	0	0	2	2
Windhoek	Abenteuer	0	0	0	1	1
Windhoek	Abraham Geldenhuys	0	0	0	2	2
Windhoek	Abraham Komesho Street	0	0	0	3	3

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Abraham Mashego	0	4	1	43	47
Windhoek	Abraham Morris St	0	0	0	2	2
Windhoek	Acacia	0	0	0	2	2
Windhoek	Acacia Rd	0	0	0	1	1
Windhoek	Academia	0	1	0	22	23
Windhoek	Academia School	0	0	0	2	2
Windhoek	Addis Ababa	0	0	0	2	2
Windhoek	Adolf Naroseb	0	0	0	1	1
Windhoek	Agate Lane	0	0	0	2	2
Windhoek	Agnes	0	0	0	3	3
Windhoek	Albatross St	0	0	0	0	2
Windhoek	Albert Voigt St	0	0	0	1	1
Windhoek	Alexander	0	0	0	2	2
Windhoek	Allan	0	0	0	3	3
Windhoek	Amasoniet	0	0	0	4	4
Windhoek	Amazon	0	0	0	1	1
Windhoek	Amsterdam	0	0	0	1	1
Windhoek	Andes	0	0	0	2	2
Windhoek	Andimba Toiva Ya Toiva EB	0	0	0	2	2
Windhoek	Andimba Toiva Ya Toiva WB	0	0	0	5	2
Windhoek	Andimba Toivo Ya Toivo St/D3605	0	0	0	17	22
Windhoek	Andreas Kahuati	0	0	0	2	2
Windhoek	Andrew Kloppers	0	0	0	5	5
Windhoek	Andrew Kloppers Slip	0	0	0	13	14
Windhoek	Andrew Mogalie	0	0	0	8	8
Windhoek	Andries Finnies Ave	0	0	0	2	3
Windhoek	Andromeda	0	0	0	2	2
Windhoek	Anemone	0	0	0	2	2
Windhoek	Antilia	0	0	0	1	1
Windhoek	Antiochie	0	0	0	2	2
Windhoek	Anton Lubowski Ave	0	0	0	1	2
Windhoek	Apus	0	0	0	2	2
Windhoek	Araimsvlei Rd 1	0	0	0	1	1
Windhoek	Aries	0	0	0	1	1
Windhoek	Arimas	0	0	0	1	1
Windhoek	Aristoteles	0	0	0	2	2
Windhoek	Armstrong	0	0	0	2	2
Windhoek	Aroab Rd	0	0	0	5	5
Windhoek	Ascension Island	0	0	0	1	1
Windhoek	Asp St	0	0	0	2	2
Windhoek	Asser Kamusuvise Street	0	0	0	1	1
Windhoek	Assuit	0	0	0	1	1
Windhoek	Atlantic St	0	0	0	3	3
Windhoek	Attie Potgieter	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Auas	0	0	0	6	8
Windhoek	Auas NB	0	0	0	9	9
Windhoek	Auas SB	0	0	0	6	6
Windhoek	Auas Slip 1	0	0	0	2	2
Windhoek	Auas Slip 2	0	0	0	3	3
Windhoek	Auas Slip 3	0	0	0	2	2
Windhoek	Auas St	0	0	0	10	10
Windhoek	Auasblick	0	0	0	2	2
Windhoek	Augeikas	0	0	0	6	6
Windhoek	August Tjaapo	0	0	0	2	2
Windhoek	Aus	0	0	0	5	6
Windhoek	Ausspann Circle	0	0	0	21	22
Windhoek	Aviation Slip	0	0	0	0	3
Windhoek	Avis	0	0	0	1	1
Windhoek	Babilon	0	0	0	1	1
Windhoek	Bach	0	2	1	27	33
Windhoek	Bach Slip	0	0	0	3	3
Windhoek	Bahnhof EB	0	0	0	2	5
Windhoek	Bahnhof St	0	0	0	22	22
Windhoek	Bahnhof WB	0	0	0	3	11
Windhoek	Bannhof St	0	0	0	2	2
Windhoek	Barbet	0	0	0	3	6
Windhoek	BC Barnes	0	0	0	2	2
Windhoek	Beethoven	0	0	0	4	6
Windhoek	Begin	0	0	0	1	1
Windhoek	Begonia	0	0	0	6	6
Windhoek	Begonia St	0	0	0	12	13
Windhoek	Begonia St	0	0	0	2	2
Windhoek	Beijing	0	0	0	7	8
Windhoek	Beijing Slip	0	0	0	4	4
Windhoek	Bell	0	0	0	4	8
Windhoek	Ben Apollus	0	0	0	1	1
Windhoek	Ben Van Der Wart St	0	0	0	2	2
Windhoek	Berea	0	0	0	1	1
Windhoek	Berlin	0	0	0	0	2
Windhoek	Bernard St	0	0	0	2	2
Windhoek	Bernt Carlsson	0	0	0	3	5
Windhoek	Bessemer	0	0	0	4	4
Windhoek	Best	0	0	0	0	3
Windhoek	Beta	0	0	0	2	2
Windhoek	Bilboa	0	0	0	1	1
Windhoek	Bismarck St	0	0	0	7	8
Windhoek	Bismark St	0	0	0	10	11
Windhoek	Black Cherry St	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Black Rock	0	0	0	5	6
Windhoek	Blackett	0	0	0	1	1
Windhoek	Blackwood	0	0	0	3	6
Windhoek	Blesbok St	0	0	0	7	7
Windhoek	Bloekom	0	0	0	4	4
Windhoek	Bodin	0	0	0	2	2
Windhoek	Bohr St	0	0	0	2	2
Windhoek	Boitumelo	0	0	0	0	1
Windhoek	Bonn	0	0	0	13	13
Windhoek	Bonn Slip 1	0	0	0	2	2
Windhoek	Bonsmara	0	0	0	4	4
Windhoek	Boston	0	0	0	2	2
Windhoek	Bottle Brush Rd	0	0	0	3	2
Windhoek	Brahman	0	0	0	4	4
Windhoek	Brahms	0	0	0	2	2
Windhoek	Brakwater	2	0	0	41	36
Windhoek	Brama St	0	0	0	2	2
Windhoek	Bristow St	0	0	0	6	6
Windhoek	Brukaros St	0	0	0	3	5
Windhoek	Brunnen St	0	0	0	6	6
Windhoek	Buffalo St	0	0	0	1	2
Windhoek	Burger	0	0	0	1	1
Windhoek	Caesar Martin St	0	0	0	4	4
Windhoek	Campbell	0	0	0	2	4
Windhoek	Captain Lombard St	0	0	0	2	2
Windhoek	Captein Hendrick Witbooi St	0	0	1	119	120
Windhoek	Carl Burger St	0	0	0	1	1
Windhoek	Cathedral Ave	0	0	0	51	51
Windhoek	Centaurus	0	0	0	4	6
Windhoek	Central Bd	2	1	0	549	597
Windhoek	Charles Winslow	0	0	0	2	2
Windhoek	Chasie	0	0	0	17	17
Windhoek	Chief Cornelius Shelungu St	0	0	0	3	3
Windhoek	Chief Mandume	0	1	1	7	6
Windhoek	Chief Samuel Maharero St	0	0	0	2	2
Windhoek	Chobe	0	0	0	4	4
Windhoek	Chopin	0	0	0	14	14
Windhoek	Christiaan Boois St	0	0	0	1	1
Windhoek	Chrysler	0	0	0	2	2
Windhoek	Church	0	0	0	0	1
Windhoek	Church St	0	0	0	1	1
Windhoek	Church EB	0	0	0	2	2
Windhoek	Church St	0	0	0	0	1
Windhoek	Church Street	0	0	0	9	10

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Cimbebasia	1	0	0	11	12
Windhoek	City	0	0	0	2	2
Windhoek	Clanwilliam	0	0	0	2	2
Windhoek	Claudius Kandovazu	0	1	3	54	57
Windhoek	Clemence Kapuuu	0	0	0	4	4
Windhoek	Clemence Kapuuu Pl	0	1	1	33	37
Windhoek	Cobalt	0	0	0	2	2
Windhoek	Coetzee	0	0	0	2	8
Windhoek	Conradie Street	0	0	0	0	5
Windhoek	Coris St	0	0	0	2	2
Windhoek	Cormorant St	0	0	0	1	1
Windhoek	Courtney Clarke St	0	0	0	2	2
Windhoek	Crater	0	0	0	2	2
Windhoek	D1249	0	0	0	1	1
Windhoek	D1274	0	0	0	0	1
Windhoek	D1280	0	0	1	5	6
Windhoek	D1463	0	0	0	1	1
Windhoek	D1466 Oamites Mine	0	0	0	2	2
Windhoek	D1473	0	1	0	3	4
Windhoek	D1499	0	0	0	3	3
Windhoek	D1502	0	0	0	2	2
Windhoek	D1510	0	0	0	3	3
Windhoek	D1535	0	0	0	2	2
Windhoek	D2180	0	0	0	1	1
Windhoek	D2187	0	0	0	1	1
Windhoek	Daan Viljeon St	0	0	0	2	2
Windhoek	Daan Viljoen St	0	0	0	3	4
Windhoek	Daffodil	0	0	0	2	2
Windhoek	Daffodil St	0	0	0	2	2
Windhoek	Daimler	0	0	0	6	7
Windhoek	Dalia	0	0	0	2	2
Windhoek	Danie Joubert	0	0	0	2	2
Windhoek	Daniel Munamawa	0	0	0	6	6
Windhoek	Dank	0	0	0	1	1
Windhoek	Danube	0	0	0	2	2
Windhoek	Danzig	0	0	0	2	2
Windhoek	David Hosea Merero	0	0	0	1	1
Windhoek	David Hosea Merero EB	0	0	0	57	61
Windhoek	David Hosea Merero WB	0	0	0	0	3
Windhoek	David Shapwa	0	0	1	1	5
Windhoek	De Wilt St	0	0	0	2	2
Windhoek	Delphinus	0	0	0	2	2
Windhoek	Delta	0	0	0	2	2
Windhoek	DH Merero EB Slip 2	0	0	1	19	29

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	DH Meroro NB Loop	0	0	0	0	1
Windhoek	DH Meroro WB Slip	0	0	0	0	2
Windhoek	Diamant	0	0	0	1	1
Windhoek	Diamond St	0	0	0	3	3
Windhoek	Diaz St	0	0	0	2	2
Windhoek	Diesel	0	0	0	0	2
Windhoek	Dimo Hamaanbo St	0	0	0	14	14
Windhoek	Donkelhoek St	0	0	1	1	1
Windhoek	Dorado Park	0	0	1	41	41
Windhoek	Dordabis	0	0	0	5	5
Windhoek	Dortmund	0	0	0	19	19
Windhoek	Dove St	0	0	0	1	1
Windhoek	Dr A Bernard May	0	0	0	8	7
Windhoek	Dr Abraham Iyambo Street	0	0	0	2	2
Windhoek	Dr Augustinho Neto St	0	0	0	5	4
Windhoek	Dr Eugen Muller St	0	0	0	2	2
Windhoek	Dr Frans Aupa Indongo Rd	0	0	1	18	18
Windhoek	Dr Frans Idongo EB	0	0	0	3	5
Windhoek	Dr Frans Idongo SB	0	0	0	0	6
Windhoek	Dr Frans Idongo St	0	0	0	8	8
Windhoek	Dr Frans Idongo WB	0	0	0	2	2
Windhoek	Dr Hendrick Witbooi Ave	0	1	0	10	10
Windhoek	Dr Kenneth Kaunda St	0	1	0	9	10
Windhoek	Dr Kwame Nkrumah	0	0	0	2	2
Windhoek	Dr Libertina Amadhila Ave	0	0	0	1	1
Windhoek	Dr Libertina Amadhila St	0	0	0	1	1
Windhoek	Dr Michael de Kock	0	0	0	2	2
Windhoek	Dr Mose Tjitendero Street	0	0	0	7	6
Windhoek	Dr Nickey Iyambo St	0	0	0	2	2
Windhoek	Dr Sam Nuyoma Avenue	0	0	0	0	1
Windhoek	Dr Sam Nuyoma Road	0	0	0	9	9
Windhoek	Dr Toivo Ya Toivo St	0	0	0	6	7
Windhoek	Dr Vedder Ave	0	0	0	2	2
Windhoek	Dr W Kulz	0	0	0	1	1
Windhoek	Dr. Libertina Amadhila St	0	0	0	2	2
Windhoek	Drommedaris St	0	0	0	0	2
Windhoek	Dual carriageway end	0	0	0	3	3
Windhoek	Dual carriageway start	0	0	0	20	18
Windhoek	Dungaries	0	0	0	2	2
Windhoek	Dusseldorf	0	0	1	1	2
Windhoek	East Ave	0	0	0	1	1
Windhoek	Edison	0	0	0	2	2
Windhoek	Edison St	0	0	0	7	7
Windhoek	Egret	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Eileen	0	0	0	1	2
Windhoek	Einstein St	0	0	0	10	11
Windhoek	Eland	0	0	0	2	2
Windhoek	Elephant St	0	0	1	17	22
Windhoek	Elia Weyulu Street	0	0	0	1	1
Windhoek	Elim Str	0	0	0	2	2
Windhoek	Emplheim Street	0	0	0	3	3
Windhoek	End of earth_graded section (start of gravel)	0	0	0	0	1
Windhoek	End of gravel section (start of earthgraded)	0	0	0	2	1
Windhoek	End of lvsr section (start of gravel)	0	0	0	1	1
Windhoek	Engelberg	0	0	0	1	1
Windhoek	Erongo St	0	0	0	2	2
Windhoek	Eros	0	0	0	4	6
Windhoek	Eros Park	0	0	0	48	50
Windhoek	Eros St	0	0	0	2	2
Windhoek	Erundu	0	0	0	1	1
Windhoek	Esterhuizen St	0	0	0	1	1
Windhoek	Esther Brand	0	0	2	2	5
Windhoek	Etanga	1	0	1	13	14
Windhoek	Etetewe	0	3	0	27	28
Windhoek	Etienne Rosseau	0	0	0	5	4
Windhoek	Eugene Kakururu St	0	0	0	103	110
Windhoek	Eveline	0	0	1	74	76
Windhoek	Eveline Slip 1	0	0	0	3	4
Windhoek	Eveline Slip 2	0	0	0	30	30
Windhoek	F Nightingale	0	0	0	4	4
Windhoek	F Nightingale EB	0	1	2	55	55
Windhoek	F Nightingale WB	0	0	0	2	2
Windhoek	Faraday St	0	0	0	3	3
Windhoek	Feld	0	0	0	2	4
Windhoek	Feld St	0	0	0	1	1
Windhoek	Fidel Castro	0	0	0	0	5
Windhoek	Fidel Castro Circle	0	0	0	2	2
Windhoek	Fidel Castro Luz St	0	0	0	28	33
Windhoek	Finch St	0	0	0	2	2
Windhoek	First Ave	0	0	0	0	2
Windhoek	Fisant St	0	0	0	0	1
Windhoek	Fouche	0	0	0	2	2
Windhoek	Frank Fredericks St	0	0	1	24	27
Windhoek	Frankfurt	0	0	0	2	2
Windhoek	Frankie Abrahams St	0	0	0	1	2
Windhoek	Frankie Fredericks	0	1	0	17	19

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Frankie Fredericks Slip 3	0	0	0	0	2
Windhoek	Frans Hamsjendje	0	0	0	1	1
Windhoek	Frans Hoesemab	0	1	0	1	1
Windhoek	Fritsche	0	0	0	6	6
Windhoek	Fumbe	0	0	0	1	1
Windhoek	Galilea	0	0	0	2	2
Windhoek	Ganges	0	0	0	3	3
Windhoek	Garnet Ave	0	0	0	1	1
Windhoek	Garnet St	0	0	0	2	1
Windhoek	GBS Kanguuehi	0	0	0	2	2
Windhoek	Gembok St	0	0	0	1	1
Windhoek	Gen Murtala Muhammed	0	0	0	3	4
Windhoek	Gerald Evans	0	0	0	1	2
Windhoek	Giants	0	0	0	2	2
Windhoek	Gladiola	0	0	0	6	7
Windhoek	Goageb	0	0	0	2	2
Windhoek	Gobabis - Okahandja Maintenance Districts	0	0	0	1	1
Windhoek	Golf St	0	0	0	2	2
Windhoek	Golgota	0	0	0	2	2
Windhoek	Goreangab	0	0	6	23	24
Windhoek	Goshawk	0	0	0	2	2
Windhoek	Goshawk St	0	0	0	3	3
Windhoek	Gough Island	0	0	0	1	1
Windhoek	Gous	0	0	0	0	2
Windhoek	Green Mountain Dam	0	0	1	13	15
Windhoek	Green Mountain Serv N	0	1	0	25	26
Windhoek	Grieg	0	0	0	0	1
Windhoek	Grimm	0	0	0	2	2
Windhoek	Groot Tiras	0	0	0	1	1
Windhoek	Grunau St	0	0	0	1	1
Windhoek	Guthenberg	0	0	0	2	3
Windhoek	H Kutako NB Offramp	0	1	0	8	6
Windhoek	H Kutako NB Onramp	0	0	0	3	5
Windhoek	H Kutako NB Slip	0	1	0	5	19
Windhoek	H Kutako NB Slip 2	0	0	0	0	3
Windhoek	H Witbooi Slip 2	0	0	0	4	4
Windhoek	Haddy	0	0	0	2	2
Windhoek	Hadeda	0	1	0	1	1
Windhoek	Hage Geingob Road	0	0	0	3	3
Windhoek	Hage Geingob St	0	0	0	24	26
Windhoek	Hakahana	0	4	1	23	21
Windhoek	Halifax Island	0	0	0	3	3
Windhoek	Hamerkop St	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Hamutenya Wanehepo Ndadi	0	0	0	5	5
Windhoek	Hans Tjongonjoro	0	0	0	1	1
Windhoek	Hans Uirab	0	0	0	5	5
Windhoek	Harare	0	0	0	1	1
Windhoek	Harry St	0	0	0	2	2
Windhoek	Harvey	0	0	0	6	8
Windhoek	Havana	1	1	1	49	56
Windhoek	HD Genscher	0	0	1	69	71
Windhoek	Health & Social	0	0	0	1	1
Windhoek	Heinitzburg	0	0	0	2	2
Windhoek	Heliidoor	0	0	0	2	2
Windhoek	Heliodor St	0	0	0	2	2
Windhoek	Hendrick Snyman St	0	0	0	9	9
Windhoek	Hendrik Hop	0	0	0	2	2
Windhoek	Hendrik Isaak	0	0	0	1	2
Windhoek	Hendrik Witbooi	0	0	0	4	5
Windhoek	Hendrik Witbooi NB	0	0	0	2	2
Windhoek	Hendrik Witbooi St	0	0	0	27	29
Windhoek	Hennie Laubscher + 500m	0	0	0	2	2
Windhoek	Henties	0	0	0	1	1
Windhoek	Hercules	0	0	0	2	2
Windhoek	Hereford	0	0	0	38	38
Windhoek	Hibiscus Rd	0	0	0	1	1
Windhoek	Hidipo Hamutenya St	0	0	0	2	2
Windhoek	Hintrager	0	0	0	4	4
Windhoek	Hintrager Circle	0	0	0	4	4
Windhoek	Hochland Park	0	0	2	79	83
Windhoek	Hofsanger	0	0	0	2	2
Windhoek	Holstein	0	1	0	1	1
Windhoek	Hoogenhout Ave	0	0	0	2	2
Windhoek	Hooglied	0	0	0	2	2
Windhoek	Hosea Kutako	0	0	0	16	16
Windhoek	Hosea Kutako NB	0	0	0	33	37
Windhoek	Hosea Kutako SB	0	0	0	11	13
Windhoek	Hosea Kutako St	1	2	5	150	156
Windhoek	Hospital Rd	0	0	0	5	5
Windhoek	Hospital St	0	0	0	6	6
Windhoek	Huab St	0	0	0	0	1
Windhoek	Hwang Ho	0	0	0	1	1
Windhoek	Hydra	0	0	0	4	5
Windhoek	Ignatius Loyola	0	0	0	2	2
Windhoek	Iipumbu Shilongo St	0	0	0	2	2
Windhoek	Immanuel Shifidi St	0	1	0	87	87
Windhoek	Independence	0	0	0	15	15

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Independence Ave	3	9	9	482	532
Windhoek	Independence EB	0	0	0	19	19
Windhoek	Independence N/WB	0	0	0	6	6
Windhoek	Independence NB	0	0	0	14	14
Windhoek	Independence S/EB	0	0	0	2	2
Windhoek	Independence SB	0	0	0	0	1
Windhoek	Independence WB	0	0	0	9	9
Windhoek	Independence WB Slip	0	0	0	7	7
Windhoek	Industria	0	0	0	2	2
Windhoek	Intersecting with M0033 in Dordabis	0	0	0	1	1
Windhoek	Intersection at D1473	2	1	0	5	6
Windhoek	Intersection at Okahandja town (Bypass. North Access) at Intersection with T0701	0	0	0	3	3
Windhoek	Intersection at T0105. Berghof Plot	0	0	0	1	1
Windhoek	Intersection at T0107. Otjiwarongo town at Intersection with Dr. Libertina Amathila Ave. T0205 (Spar Supermarket)	0	0	0	1	1
Windhoek	Intersection at T0110. Oshivelo. Veterinary control Gate	0	0	0	1	1
Windhoek	Intersection at T0203. Omaruru town. Cnr. of Kort St. (M0064) and Wilhelm Zerua Rd.	0	0	0	1	1
Windhoek	Intersection at T0205. Farm Omatjenne No. 20	0	0	0	1	1
Windhoek	Intersection at T0401. close to Skaap Plaas	0	0	0	0	1
Windhoek	Intersection at T0601. Moses 'Garob Project School on Farm Neudamm No. 63. Portion B	0	0	1	1	2
Windhoek	Intersection at T0601. close to Seeis	0	0	0	1	1
Windhoek	Intersection at T0601. close to the Hosea Kutako International Airport (Building Restriction Road)	0	0	0	3	3
Windhoek	Intersection with T0201. center of circle in Walvis Bay town	0	0	0	1	1
Windhoek	Intersection with T0205. M0065. M0069 North-west of Outjo town	0	0	0	3	3
Windhoek	Intersection with T0601. close to Kappsfarm (on Farm Finkenstein No. 526)	0	0	3	0	2
Windhoek	Ischor	0	1	0	17	18
Windhoek	J Benardus St	0	0	0	1	1
Windhoek	J Stephanus St	0	0	0	2	2
Windhoek	J.Marais St	0	0	0	1	1
Windhoek	Jacaranda Rd	0	0	0	1	1
Windhoek	Jairus Velikoshi Street	0	1	0	1	1
Windhoek	Jan Jonker	0	0	0	13	15
Windhoek	Jan Jonker EB	0	0	0	43	43

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Jan Jonker WB	0	0	0	6	8
Windhoek	Jasper Rd	0	0	0	2	3
Windhoek	Jaspers	0	0	0	9	9
Windhoek	Jenner	0	0	0	2	4
Windhoek	Johann Albrecht	0	0	0	0	1
Windhoek	Johann Albrecht St	0	0	0	2	2
Windhoek	Johanna Muandingi Street	0	0	0	2	2
Windhoek	Johannes Swarts St	0	0	0	1	2
Windhoek	Johannes Kashihakumwa Street	0	0	0	1	1
Windhoek	John Meinert	0	0	0	4	2
Windhoek	John Meinert EB	0	0	0	14	14
Windhoek	John Meinert WB	0	0	0	92	98
Windhoek	John Wycliff	0	0	0	2	2
Windhoek	Jordan	0	0	1	10	17
Windhoek	Joseph Erasmus	0	0	0	2	2
Windhoek	Joule	0	0	0	4	4
Windhoek	Julius Nyerere	0	0	0	6	7
Windhoek	Kabeljou St	0	0	0	2	2
Windhoek	Kaichab	0	0	0	0	2
Windhoek	Kainab	0	0	0	1	1
Windhoek	Kakurukaza Mungunda St	0	0	0	9	9
Windhoek	Kallie Roodt	0	0	0	2	2
Windhoek	Kamberipa	1	0	0	3	3
Windhoek	Kameldorn St	0	0	0	2	2
Windhoek	Kanna	0	0	0	2	2
Windhoek	Karas St	0	0	0	2	2
Windhoek	Karasburg	0	0	0	1	1
Windhoek	Karasburg - Keetmanshoop Maintenance district	0	0	0	0	1
Windhoek	Kariba	0	0	1	0	1
Windhoek	Karl Kirsten St	0	0	0	4	6
Windhoek	Kasino	0	0	0	4	4
Windhoek	Katima Mulilo Extension 1	0	0	0	1	1
Windhoek	Katutura	3	13	21	1244	1284
Windhoek	Kelvin	0	0	0	0	2
Windhoek	Kepler	0	0	0	2	2
Windhoek	Khan St	0	0	0	1	1
Windhoek	Khomas St	0	0	0	1	1
Windhoek	Khomasdal	1	5	5	239	238
Windhoek	Kigali	0	0	0	2	2
Windhoek	King Kauluma	0	0	0	5	5
Windhoek	King Mandume Ya Ndemufayo Rd	0	0	0	7	10
Windhoek	Kingfischer St	0	0	0	8	7
Windhoek	Kingfisher	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Kingsley	0	0	0	9	9
Windhoek	Kitaar	0	0	0	3	3
Windhoek	Kitchener	0	0	0	2	2
Windhoek	Klaufas Indamba St	0	0	0	1	1
Windhoek	Klein Windhoek	0	0	0	39	39
Windhoek	Kleine Kuppe	0	0	1	92	99
Windhoek	Klipbok	0	0	0	2	2
Windhoek	Knudsen	0	0	0	2	2
Windhoek	Koinseb	0	0	0	2	2
Windhoek	Konkiep	0	0	0	2	2
Windhoek	Kopano St	0	0	0	5	5
Windhoek	Korhaan St	0	0	0	1	1
Windhoek	Kornalyn	1	0	0	10	10
Windhoek	Kornalyn Serv	0	0	0	2	2
Windhoek	Kraal St	0	0	0	2	2
Windhoek	Kransswael	0	0	0	5	3
Windhoek	Kristof Ndengus St	0	0	0	2	2
Windhoek	Kuiseb Slip	0	0	0	2	2
Windhoek	Kuiseb St	0	0	0	3	3
Windhoek	Kuisebmond	0	1	0	8	7
Windhoek	Kupferberg	0	0	0	2	1
Windhoek	Kwame Nkruma Rd	0	0	0	2	2
Windhoek	Lafrenz Ind Area	0	0	0	13	15
Windhoek	Lafrenz Interchange. deproclaimed D2107	0	0	0	17	20
Windhoek	Lanzarote	0	0	0	2	2
Windhoek	Laurent D Kabila	1	0	0	1	3
Windhoek	Laurie Stevens	0	0	0	1	1
Windhoek	Lazarett	0	0	0	8	8
Windhoek	Lazarett St	0	0	0	27	30
Windhoek	Lazarus	0	0	0	4	4
Windhoek	Lemon Tree St	0	0	1	1	1
Windhoek	Leonard Auala	0	0	0	2	2
Windhoek	Libertine Amathila Ave	0	0	0	2	2
Windhoek	Liberty Island	0	0	0	1	1
Windhoek	Lily St	0	0	0	0	1
Windhoek	Lindequist	0	0	0	1	1
Windhoek	Liszt	0	0	0	0	2
Windhoek	London	0	0	0	2	2
Windhoek	Long Island	0	0	0	9	12
Windhoek	Long Island Court	0	0	0	1	1
Windhoek	Long St	0	0	0	1	1
Windhoek	Louis Hendricks	0	0	0	2	2
Windhoek	Love NB	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Love SB	0	0	0	4	4
Windhoek	Lüderitz St	0	0	0	4	6
Windhoek	Lugano	0	0	0	2	2
Windhoek	Luther St	0	0	0	0	1
Windhoek	M0052 Interchange	0	0	0	14	14
Windhoek	M0053	0	0	0	11	9
Windhoek	Madagascar	0	0	0	2	3
Windhoek	Mahatma Gandhi	0	0	0	25	31
Windhoek	Mahatma Gandhi EB	0	0	0	4	6
Windhoek	Mahatma Gandhi WB	0	0	0	2	2
Windhoek	Main Rd B1	0	0	0	12	11
Windhoek	Main St/M0034	0	0	0	0	1
Windhoek	Maltahohe - Mariental Maintenance District	0	0	0	2	1
Windhoek	Mandolin	0	0	0	1	1
Windhoek	Mandume Demufayo St	0	1	4	176	187
Windhoek	Mandume Ndemufayo	0	0	0	8	8
Windhoek	Mandume Ndemufayo NB	0	0	0	36	36
Windhoek	Mandume Ndemufayo Rd	0	5	0	40	62
Windhoek	Mandume Ndemufayo SB	0	0	1	11	12
Windhoek	Mandume Ndemufayo WB	0	0	0	3	3
Windhoek	Marconi	0	0	0	2	2
Windhoek	Marien Ngouabi	0	0	0	1	2
Windhoek	Mariental - Windhoek Maintenance District	0	0	0	1	1
Windhoek	Mariental town (Northern access) at intersection with M0094. and T0104	0	0	0	1	1
Windhoek	Markus Siwarongo St	0	0	0	2	2
Windhoek	Martha	0	0	0	2	2
Windhoek	Martha Kandundu St	0	0	0	2	2
Windhoek	Martin Neib Ave	0	0	0	1	1
Windhoek	Martin St	0	0	0	2	2
Windhoek	Mataman	0	0	0	0	4
Windhoek	Matshitshi	1	3	1	37	37
Windhoek	Mburumba Kerina St	1	0	1	64	65
Windhoek	Mercedes	0	0	0	4	4
Windhoek	Mercury	0	0	0	1	1
Windhoek	Merensky	0	0	0	6	6
Windhoek	Mersey	0	0	0	2	3
Windhoek	Michelle McLean	0	1	0	3	8
Windhoek	Michelle McLean St	0	0	0	6	8
Windhoek	Moab	0	0	0	1	1
Windhoek	Moltke St	0	0	0	2	2
Windhoek	Moltke St	0	1	2	4	7
Windhoek	Mondes Extension 1	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Monte Christo	2	1	6	187	191
Windhoek	Monte Christo Slip	0	1	3	50	53
Windhoek	Monte Christo Slip 1	2	1	0	7	9
Windhoek	Monte Christo Slip 3	0	0	0	1	1
Windhoek	Moria	0	0	0	3	3
Windhoek	Moses Garoeb St	0	0	0	20	26
Windhoek	Moses Garoep	0	0	0	4	5
Windhoek	Moses Garoep East Slip 1	0	0	0	2	2
Windhoek	Moses Goroeb St	0	0	5	44	44
Windhoek	Mostert	0	0	0	1	1
Windhoek	Mowen St	0	0	0	2	2
Windhoek	Mozart	0	0	0	6	6
Windhoek	Mpingana Helvi Kondombolo	0	0	0	5	5
Windhoek	Munganda St	0	0	0	1	1
Windhoek	Mungunda	0	0	0	53	56
Windhoek	Mungunda Circle	0	0	0	3	3
Windhoek	Naguil	0	0	0	2	2
Windhoek	Nairobi	0	0	0	2	2
Windhoek	Nangolo Mbumba St	0	0	0	2	2
Windhoek	Naraville Proper	0	0	0	2	2
Windhoek	Nasmith	0	0	0	2	2
Windhoek	Nathanael Maxilili St	0	0	0	2	2
Windhoek	Nathanael Maxwilili St	0	1	0	4	3
Windhoek	Nathaniel Maxuilili Ave	0	0	0	1	1
Windhoek	Nauchab	0	0	0	2	2
Windhoek	Nelson Mandela	0	0	0	4	5
Windhoek	Nelson Mandela Ave	0	0	0	4	4
Windhoek	Nelson Mandela SB	0	0	0	3	3
Windhoek	Nelson Mandela St	0	0	0	20	21
Windhoek	Neuman St	0	0	0	1	1
Windhoek	New Castle	0	1	0	19	19
Windhoek	New Castle Place	0	0	0	1	2
Windhoek	Ngoma Rd 15	0	0	0	6	9
Windhoek	Nguni	0	0	0	4	4
Windhoek	Nickel	0	0	0	7	10
Windhoek	Nickel Pl	0	0	0	6	6
Windhoek	Nile	0	0	0	1	1
Windhoek	Nineteenth Ave	0	0	0	1	1
Windhoek	Nobel	0	0	0	0	1
Windhoek	Nordland	0	0	0	2	2
Windhoek	Noreen	0	0	0	1	1
Windhoek	Northern Ind Area	0	2	4	66	76
Windhoek	Not Stated	16	20	46	2070	2461
Windhoek	Ohima	0	1	0	5	7

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Ohwa	0	0	0	2	2
Windhoek	Okahandja - Usakos Maintenance District	0	0	0	1	1
Windhoek	Okahandja - Windhoek Maintenance District	0	0	0	9	9
Windhoek	Okahandja Extension 1	0	0	2	9	10
Windhoek	Okahandja Proper	0	0	0	2	2
Windhoek	Okahwe	0	0	0	5	4
Windhoek	Okapi	0	0	0	3	3
Windhoek	Okaramba	0	0	0	2	2
Windhoek	Okarundu	0	0	0	9	9
Windhoek	Okuryangava	1	0	0	29	32
Windhoek	Olof Palme	0	0	0	4	4
Windhoek	Olympia	0	0	1	69	72
Windhoek	Omaruru	0	0	0	1	1
Windhoek	Ombika	0	0	0	1	1
Windhoek	Ombili Cres	0	1	0	4	4
Windhoek	Omenye	0	0	0	2	2
Windhoek	Omongo	0	0	1	16	18
Windhoek	Omulunga	0	0	1	30	28
Windhoek	Omulunga Slip	0	0	0	5	5
Windhoek	Omumborombonga	0	0	0	3	3
Windhoek	Omungongo	0	0	0	3	4
Windhoek	Omungwindi	0	1	0	6	6
Windhoek	Omupopo St	0	0	0	1	1
Windhoek	Omuryambambi	0	0	0	2	2
Windhoek	Omuvalu	1	4	4	37	38
Windhoek	Omuvalu Slip	0	0	0	5	5
Windhoek	Omuve	0	0	0	1	1
Windhoek	Omuzene	0	0	0	2	2
Windhoek	Omwandi St	0	0	0	1	1
Windhoek	Ondangaura	0	0	0	1	1
Windhoek	Ondoto	0	0	0	4	4
Windhoek	Ongandu	0	0	0	2	2
Windhoek	Onganga	0	0	0	3	2
Windhoek	Ongava	0	0	1	34	33
Windhoek	Ongwediva Northern Access	0	0	0	2	2
Windhoek	Onyeka	0	0	0	2	2
Windhoek	Ooievaar	0	0	0	2	2
Windhoek	OR Ruzzo	0	0	0	3	3
Windhoek	Oshakati a	0	0	0	3	3
Windhoek	Oshikoto St	0	0	0	1	1
Windhoek	Oshivelo Dr	0	0	1	2	1
Windhoek	Ostrich St	0	0	0	1	1
Windhoek	OTJIHASE MINE	0	0	0	2	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Otjitenda East	0	0	0	1	1
Windhoek	Otjiwarongo - Okahandja Maintenance Districts	0	0	0	1	2
Windhoek	Otjomuise	2	2	0	125	123
Windhoek	Otjomuise East Slip 1	0	1	0	45	46
Windhoek	Otjomuise West Slip 5	0	0	0	2	3
Windhoek	Ottawa	0	0	0	5	5
Windhoek	Outapi	0	0	0	1	1
Windhoek	Oyster Lane	0	0	0	2	2
Windhoek	Palladium	0	0	0	4	4
Windhoek	Parking West	0	0	0	1	2
Windhoek	Parsival	0	0	0	2	2
Windhoek	Parson St	0	0	0	9	9
Windhoek	Pasteur	0	0	0	10	14
Windhoek	Patterson	0	0	0	2	2
Windhoek	Pelican	0	0	0	1	1
Windhoek	Pelican St	0	0	0	17	17
Windhoek	Penning	0	0	0	3	3
Windhoek	Peter Muller	0	0	0	2	2
Windhoek	Peter St	0	0	0	1	1
Windhoek	Petunia St	0	0	0	2	2
Windhoek	Phillip Turimei	0	0	0	2	2
Windhoek	Pietersen	0	0	0	1	1
Windhoek	Pioneer Park	1	1	2	103	113
Windhoek	Platinum	0	0	0	2	2
Windhoek	Platium Ave	0	0	0	1	1
Windhoek	Plato	0	0	0	6	6
Windhoek	Plover St	0	0	0	1	1
Windhoek	Post St	0	0	0	2	2
Windhoek	Princesspalm	0	0	0	1	1
Windhoek	Pronkertjie	0	0	0	2	2
Windhoek	Prosperita	0	0	2	31	34
Windhoek	Protea St	0	0	0	0	2
Windhoek	Puccini	0	0	0	2	2
Windhoek	Pullman	0	0	0	7	6
Windhoek	Queen Elizabeth St	0	0	0	1	1
Windhoek	Rabbi	0	0	0	5	5
Windhoek	Rand St	0	0	0	2	4
Windhoek	Ranonkel	0	0	1	7	7
Windhoek	Reger	0	0	0	1	1
Windhoek	Rehoboth - Maltahohe	0	0	0	4	2
Windhoek	Rehoboth Block a	0	0	1	1	1
Windhoek	Rehoboth Block a Extension 1	0	0	0	2	3
Windhoek	Rehoboth Proper	0	0	0	0	2
Windhoek	Rehobother NB	0	0	0	36	34

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Rehobother SB	0	0	0	4	4
Windhoek	Reivilo St	0	0	0	1	1
Windhoek	Rendsburger	0	0	0	1	1
Windhoek	Rhino St	0	0	0	3	3
Windhoek	Richard Kahiko	0	0	0	3	3
Windhoek	Richard Tjiramba	0	0	0	1	1
Windhoek	Richardin Klopper	0	0	0	2	2
Windhoek	Riethaan St	0	0	0	2	2
Windhoek	Road Abc	0	0	0	3	2
Windhoek	Road Bf	0	0	0	2	2
Windhoek	Road No	0	0	0	1	1
Windhoek	Road Qo	0	0	0	1	1
Windhoek	Robert Mugabe	0	0	0	1	2
Windhoek	Robert Mugabe Circle	0	0	0	2	3
Windhoek	Robert Mugabe NB	0	0	0	28	33
Windhoek	Robert Mugabe SB	0	0	0	23	29
Windhoek	Robert Mugabe St	0	1	2	220	224
Windhoek	Rocky Crest	0	1	0	30	35
Windhoek	Rothman St	0	0	0	1	1
Windhoek	Ruhr	0	0	0	1	1
Windhoek	Safari	0	0	0	5	5
Windhoek	Saffier	0	0	0	2	1
Windhoek	Salk	0	0	0	1	1
Windhoek	Salt Springs	0	2	0	5	6
Windhoek	Sam Nujoma	0	1	5	23	33
Windhoek	Sam Nujoma (Prov)	0	0	0	4	4
Windhoek	Sam Nujoma Ave	0	0	0	4	6
Windhoek	Sam Nujoma Dr/D609	1	0	6	43	44
Windhoek	Sam Nujoma EB	0	0	1	18	18
Windhoek	Sam Nujoma WB	0	0	0	9	10
Windhoek	Sam Nujoma West Slip 1	0	0	0	3	2
Windhoek	Sam Nujoma West Slip 2	0	0	0	0	2
Windhoek	Sam Nuyoma Dr	0	0	4	114	122
Windhoek	Sam Nuyoma Rd	0	0	0	2	2
Windhoek	Sameul Rooi St	0	0	0	0	2
Windhoek	San Diego	0	0	0	2	2
Windhoek	Sao Tome	0	0	0	2	2
Windhoek	Sard	0	0	0	1	1
Windhoek	Saturn St	0	0	0	0	2
Windhoek	Scheppmann	0	0	0	2	3
Windhoek	Scheppmann St	0	0	0	13	13
Windhoek	Schinz St	0	0	0	4	5
Windhoek	Schonlein	0	0	0	0	2
Windhoek	Schubert	0	0	0	1	1

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Schweitzer	0	0	0	2	2
Windhoek	Scorpio	0	0	0	4	4
Windhoek	Sea Eagle St	0	0	0	1	1
Windhoek	Sean McBride	0	1	1	19	16
Windhoek	Seder	0	0	0	2	2
Windhoek	Sesriem	0	0	0	1	1
Windhoek	Shanghai	0	1	1	33	34
Windhoek	Sheffield	0	0	0	6	8
Windhoek	Shilunga	0	0	0	2	2
Windhoek	Shoveller	0	1	1	2	4
Windhoek	Simpson	0	0	2	0	2
Windhoek	Sipres	0	0	0	1	1
Windhoek	Sir Isaac Newton St	0	0	0	2	2
Windhoek	Sishen	0	0	0	1	1
Windhoek	Snyman Circle	0	0	0	2	2
Windhoek	Social	0	0	0	2	2
Windhoek	Socrates	0	0	0	2	2
Windhoek	Softball	0	0	0	2	2
Windhoek	Solingen	0	0	0	4	4
Windhoek	Sossusvlei	0	0	0	2	2
Windhoek	South Long Island St	0	0	0	1	1
Windhoek	Sparrow St	0	0	0	0	2
Windhoek	Specht	0	0	0	1	1
Windhoek	Spencer	0	0	0	2	2
Windhoek	Stadium	0	0	0	1	3
Windhoek	Steenbras Rd	0	0	0	2	2
Windhoek	Stockholm	0	0	0	3	3
Windhoek	Storch	0	0	0	2	4
Windhoek	Suiderhof	0	0	1	28	30
Windhoek	Sunbird	0	0	0	2	2
Windhoek	T0104. Rehoboth town at intersection with D1237 (to Lake Oanob). access road to war memorial	0	1	0	23	26
Windhoek	T0106 OVER M0052. Start of road close to Rocky Crest under T0106 (B0448) in Windhoek	0	0	0	1	1
Windhoek	T0106. Okahandja town (South Access) at Intersection with Voortrekker Rd (Wood Craft Market)	0	0	0	2	2
Windhoek	T0601 Deviation (Proclamation)	0	0	0	1	1
Windhoek	T0803. Rundu town (Southern access) at intersection with Eugene Kakururu St. (D3402 deproclaimed portion)	0	0	0	1	1
Windhoek	T0901. Windhoek. University of Namibia with Intersection of M0049. Mandume Ndemufayo Av.	1	0	0	50	53
Windhoek	Tacoma	0	0	0	4	4
Windhoek	Tal	0	0	0	2	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Tal Link	0	0	0	2	2
Windhoek	Tal St	0	0	0	2	2
Windhoek	Tauben	0	0	0	3	5
Windhoek	Taurus	0	0	0	2	2
Windhoek	Tennis	0	0	0	2	2
Windhoek	Theo-Ben Gurirab Ave	0	0	0	2	2
Windhoek	Thorer	0	0	0	1	2
Windhoek	Thorpe	0	0	0	2	2
Windhoek	Tilda Viljoen	0	0	0	1	1
Windhoek	Tiptol	0	0	0	1	1
Windhoek	Titanium	0	0	0	8	11
Windhoek	Tolla	0	0	1	3	3
Windhoek	Tommie Muller WB	0	0	0	2	2
Windhoek	Trans Kalahari Hwy/T0601	0	0	0	3	3
Windhoek	Troas	0	0	0	1	1
Windhoek	Tsumeb Extension 1	0	0	0	3	4
Windhoek	Tugela	0	0	0	9	9
Windhoek	Tunschel	0	0	0	2	2
Windhoek	Unnamed 1	0	0	0	2	2
Windhoek	Utoni Daniel Nuyoma	0	0	0	3	3
Windhoek	Van der Bijl	0	0	0	2	4
Windhoek	Van Rhijn	0	0	0	2	2
Windhoek	Van Rhyn St	0	0	0	1	1
Windhoek	Van Zyl	0	0	0	1	1
Windhoek	Veddersdal	0	0	0	1	1
Windhoek	Veddersdal	0	0	0	3	3
Windhoek	Venning	0	0	0	2	2
Windhoek	Visarend	0	0	0	9	9
Windhoek	Visarend St	0	0	0	14	13
Windhoek	Vistula	0	0	0	2	2
Windhoek	Vogelsang St	0	0	0	2	2
Windhoek	Voigt St	0	0	0	3	3
Windhoek	Voigts	0	0	0	0	5
Windhoek	Volkman St	0	0	0	1	1
Windhoek	Von Schach St	0	0	0	2	2
Windhoek	Wagner	0	0	0	2	2
Windhoek	Wake Robin St	0	0	0	2	2
Windhoek	Walvis Bay	0	0	0	9	9
Windhoek	Walvis Bay - Swakopmund	0	0	0	1	1
Windhoek	Wanaheda	1	2	9	394	409
Windhoek	Washington	1	0	0	1	1
Windhoek	Wecke	0	0	0	4	4
Windhoek	Wendy Slip 4	0	0	0	2	2
Windhoek	Werner List	0	0	0	15	17
Windhoek	Westerkiem	0	0	0	0	2

Town	Street	Fatalities	Serious Injuries	Slight Injuries	Not injured	Damage to vehicles
Windhoek	Western Bypass Slip	4	3	1	142	146
Windhoek	WHITE NOSSOB RIVER	0	0	0	2	2
Windhoek	Wika	0	0	0	2	2
Windhoek	Willbard Tashiya St	0	0	0	2	2
Windhoek	Willemien	0	0	0	2	2
Windhoek	Willie Gulubane	0	0	0	2	2
Windhoek	Willy Giess	0	0	0	2	2
Windhoek	Windhoek	0	0	0	0	1
Windhoek	Windhoek - Gobabis Maintenance District	0	0	0	1	1
Windhoek	Windhoek - Maltahohe Maintenance District	0	0	0	0	1
Windhoek	Windhoek - Maltahohe Maintenance Districts	0	0	0	0	1
Windhoek	Windhoek - Okahandja Districts	0	0	0	2	1
Windhoek	Windhoek - Okahandja Maintenance District	0	0	2	6	7
Windhoek	Windhoek North	0	0	0	227	269
Windhoek	Windhoek Rd	0	0	0	2	2
Windhoek	Windhoek town. Avis (Eastern access) about 185 meter East of Christa Davids St.	1	9	2	77	68
Windhoek	Windhoek West	9	3	16	1458	1492
Windhoek	Wright	0	0	0	2	2
Windhoek	Xamigaub	0	0	0	2	2
Windhoek	Xammi	0	0	0	2	2
Windhoek	Zambezi Street	0	0	0	1	1
Windhoek	Zambia	0	1	0	3	3
Windhoek	Zanzibar Court	0	0	0	3	3
Windhoek	Ziegler	0	0	0	2	2
Witvlei	Gobabis Extension 3	0	0	0	2	2
Witvlei	M0053	0	0	0	1	1
Witvlei	Witvlei a	0	0	0	15	11
Witvlei	Witvlei b	0	0	0	3	3

APPENDIX VI: CRASH LOCATION AND INJURY SEVERITY (OUTSIDE TOWN/CITY)

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
D0201	0	0	0	1	1
D0276	0	0	0	2	1
D0414	0	0	0	1	1
D0414	0	0	0	1	1
D0414	1	0	0	2	1
D0439	0	0	0	0	1
D0545	0	0	0	0	1
D0545	0	0	0	1	1
D0545	0	0	0	1	1
D0854	0	0	0	1	1
D0855	0	0	0	1	1
D0855	0	0	0	1	1
D0855	0	0	0	2	1
D0855	0	0	0	1	1
D1088	0	0	0	1	1
D1088	1	0	0	1	1
D1228	0	0	0	0	1
D1228	0	0	0	1	1
D1228	0	0	0	1	1
D1228	0	0	0	2	2
D1228	0	0	0	1	1
D1228	0	0	0	4	2
D1228	0	0	0	0	1
D1228	0	0	0	0	1
D1237	0	0	0	1	1
D1261	0	0	0	0	1
D1261	0	0	0	0	1
D1261	0	0	0	1	1
D1264	0	0	0	1	1
D1468	0	0	0	2	2
D1499	0	1	0	1	1
D1521	0	0	0	2	1
D1521	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	0	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
D1618	0	0	1	1	2
D1618	1	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1618	0	0	0	1	1
D1639	0	0	0	1	1
D1683	0	0	0	3	1
D1930	0	0	0	1	1
D1930	0	0	0	1	1
D1930	0	0	0	1	1
D1930	0	0	0	1	1
D1930	0	0	0	1	1
D1930	0	0	0	1	1
D1930	0	0	0	1	1
D1930	0	0	0	0	1
D1930	0	0	0	0	1
D1930	0	0	0	1	1
D1930	0	0	0	1	1
D1930	0	0	0	0	1
D1930	0	0	0	0	1
D1941	0	0	0	1	1
D1941	0	0	0	2	1
D1941	0	0	0	1	1
D1958	0	0	0	1	1
D1958	0	0	0	1	1
D1967	0	0	0	1	1
D1982	0	0	0	0	1
D2116	0	0	0	2	1
D2116	0	0	0	1	1
D2120	0	0	0	1	1
D2146	0	0	0	1	1
D2188	0	0	0	1	1
D2302	0	0	1	0	1
D2302	0	0	0	1	1
D2302	0	0	1	2	1
D2302	0	0	0	2	2
D2315	0	0	0	0	1
D2328	0	0	0	2	1
D2404	0	0	0	1	1
D2404	0	0	0	1	1
D2446	0	0	0	1	1
D2666	0	0	0	1	1
D2710	0	0	0	1	1
D2807	0	0	0	1	1

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
D2807	0	0	0	0	1
D2807	0	0	0	1	1
D2807	0	0	1	2	1
D2807	0	0	0	1	1
D2807	0	0	0	2	1
D2807	0	0	0	1	1
D2807	0	0	1	1	1
D2807	0	0	0	1	1
D2807	0	0	0	1	1
D2807	0	0	0	1	1
D2830	0	0	0	1	1
D2830	0	0	0	1	1
D2830	0	1	0	1	1
D2830	0	0	0	1	1
D2830	0	0	0	1	1
D2830	0	0	0	2	1
D2830	0	1	1	1	1
D2830	0	3	1	1	1
D2896	0	0	0	1	1
D2908	0	0	0	1	1
D2908	0	0	0	1	1
D2908	0	0	0	1	1
D2908	0	0	0	2	1
D2908	0	2	0	4	1
D2908	0	0	0	1	1
D2908	0	0	0	2	1
D2908	0	0	2	0	1
D2908	0	0	0	1	1
D3016	0	0	1	1	1
D3016	0	0	0	1	1
D3248	0	0	1	2	2
D3248	0	0	0	1	1
D3248	0	1	0	1	1
D3248	0	0	0	1	1
D3248	0	0	0	2	1
D3248	0	0	0	1	1
D3248	0	0	0	2	2
D3403	0	0	0	1	1
D3403	0	0	0	3	1
D3406	0	0	0	2	2
D3406	0	0	0	2	1
D3406	0	0	0	1	1
D3406	0	0	0	1	1
D3445	0	0	0	2	2

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
D3445	0	0	0	1	1
D3445	1	0	0	1	1
D3445	0	0	0	1	1
D3445	0	2	1	1	1
D3445	0	0	0	1	1
D3445	0	0	0	1	1
D3445	1	0	0	1	1
D3445	0	0	0	1	1
D3445	0	0	0	1	1
D3445	0	1	0	1	1
D3445	0	0	0	2	2
D3445	0	0	0	1	1
D3445	0	0	0	1	1
D3445	0	0	0	1	1
D3445	0	0	0	1	1
D3445	0	0	0	1	1
D3502	0	0	1	1	1
D3502	0	0	0	1	1
D3502	0	0	0	1	1
D3502	0	0	0	1	1
D3502	0	0	0	1	1
D3502	0	1	0	1	1
D3502	0	0	1	0	1
D3502	0	0	0	4	2
D3502	0	0	0	2	2
D3502	0	0	0	2	2
D3502	0	0	0	1	1
D3502	0	0	0	1	1
D3502	0	0	0	3	2
D3502	0	0	0	1	1
D3502	0	0	0	2	2
D3502	0	0	0	1	1
D3502	0	0	0	1	1
D3518	0	0	0	1	1
D3518	0	0	0	1	1
D3523	1	0	0	1	1
D3523	0	0	0	1	1
D3523	0	0	0	1	1
D3523	0	0	0	1	1
D3523	0	0	0	2	1
D3523	0	0	0	2	1
D3602	0	0	0	2	2
D3602	0	0	0	1	1
D3602	0	0	0	2	1
D3602	0	0	0	1	1

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
D3602	0	0	0	1	1
D3602	0	1	0	2	1
D3602	0	0	0	2	1
D3602	0	6	0	1	1
D3602	0	0	0	1	1
D3602	0	0	0	2	2
D3602	0	0	0	1	1
D3605	1	2	0	2	1
D3608	0	1	1	1	1
D3608	0	0	0	1	1
D3608	0	0	0	1	1
D3608	0	0	0	2	1
D3608	0	0	0	1	1
D3608	0	0	0	1	1
D3609	0	0	1	1	1
D3609	0	0	0	1	1
D3609	0	0	0	2	2
D3610	0	0	0	2	2
D3610	0	0	0	2	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	1	1	0	1
D3610	0	0	0	3	2
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	2	2
D3610	0	0	0	1	1
D3610	0	1	1	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	2	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1



Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
D3610	0	0	0	2	2
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	1	1
D3610	0	0	0	2	2
D3610	0	0	0	1	1
D3610	0	0	0	2	1
D3611	0	0	0	1	1
D3611	0	0	0	1	1
D3616	0	0	0	2	1
D3621	0	0	3	5	1
D3626	0	0	0	0	2
D3626	0	0	0	1	1
D3633	0	0	0	0	1
D3633	0	0	0	1	1
D3633	0	0	0	0	1
D3633	0	0	0	1	1
D3633	0	0	0	1	1
D3633	0	0	0	1	1
D3635	0	0	1	1	1
D3635	0	0	1	1	1
D3636	0	0	0	2	1
D3636	0	0	0	3	2
D3636	0	0	2	0	1
D3640	0	0	0	1	1
D3640	0	0	0	1	1
D3642	1	0	0	2	1
D3671	0	0	0	2	1
D3671	0	1	0	0	1
D3805	0	0	0	1	1
D3806	0	0	0	1	1
D3806	0	0	0	1	1
D3815	0	0	0	1	1
M0021	0	0	0	1	1
M0035	0	0	0	1	1
M0053	0	0	0	1	1
M0064	0	0	0	1	1
M0067	0	0	0	1	1
M0067	0	0	0	1	1
M0067	0	0	0	1	1
M0067	0	0	0	1	1
M0067	0	0	0	2	2

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
M0067	0	0	0	2	2
M0067	0	0	0	1	1
M0067	0	0	0	1	1
M0076	0	0	0	2	1
M0084	0	2	1	0	1
M0091	0	0	0	1	1
M0091	0	0	0	1	1
M0091	0	0	0	1	1
M0092	0	0	0	1	1
M0092	0	0	0	2	1
M0092	0	0	0	1	2
M0092	0	0	0	1	1
M0092	0	0	0	1	1
M0100	0	0	0	1	1
M0100	0	0	0	1	1
M0100	0	0	0	2	2
M0100	0	0	1	2	1
M0100	0	0	0	2	1
M0101	0	0	0	1	1
M0111	0	0	0	1	1
M0111	1	1	0	0	1
M0111	1	1	0	0	1
M0111	0	1	0	1	1
M0111	0	0	0	1	1
M0111	0	0	0	1	1
M0111	2	9	0	0	1
M0115	0	0	0	1	1
M0117	0	0	0	1	1
M0117	0	0	0	2	1
M0119	0	0	0	1	1
M0119	0	0	0	1	1
M0119	0	0	1	1	2
M0120	0	0	0	1	1
M0122	0	0	0	1	1
M0122	0	0	0	2	1
M0122	0	1	0	0	1
M0122	0	0	0	1	1
M0122	0	0	0	1	1
M0122	1	3	1	1	2
M0123	0	1	1	2	2
M0123	1	0	0	3	1
M0123	0	0	0	2	2
M0123	0	0	1	1	1

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
M0123	0	0	0	1	1
M0123	0	0	0	2	2
M0123	0	0	0	1	1
M0123	0	0	0	2	1
M0123	0	0	0	3	1
M0123	0	0	0	1	1
M0123	0	0	0	1	1
M0123	0	0	0	1	1
M0123	0	0	0	1	1
M0123	0	0	0	2	2
M0123	0	0	1	0	1
M0123	0	0	0	1	1
M0123	0	0	0	1	1
M0125	0	0	0	1	1
M0133	0	0	0	1	1
M0133	0	0	0	4	2
Ngoma Rd 15	0	0	0	1	1
T0106	0	0	1	1	1
T0106	0	0	0	1	1
T0106	0	0	0	1	1
T0106	0	0	0	2	2
T0106	0	0	0	1	1
T0106	0	0	0	1	1
T0107	0	0	0	2	2
T0107	0	0	0	3	2
T0107	0	0	0	2	1
T0107	0	0	1	0	1
T0109	0	0	0	1	1
T0109	0	0	1	1	1
T0110	0	0	1	0	1
T0110	0	0	0	1	1
T0110	0	0	1	0	1
T0110	0	0	2	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	3	2
T0110	0	0	0	1	1
T0110	0	1	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1

Road number outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Damage to Vehicle only
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	1	1
T0110	0	0	0	2	2
T0110	0	1	0	1	1
T0111	0	0	0	1	1
T0111	0	0	0	1	1
T0111	0	0	0	1	1
T0112	0	0	0	2	2
T0112A	0	0	0	1	1
T0501	0	0	0	3	3
T0601	0	0	0	2	2
T0601	0	0	0	1	1
T0601	0	0	0	2	2
T0601	0	0	0	1	1
T0601	0	0	0	1	1
T0601	0	0	0	2	2
T0602	0	0	0	1	1
T0801	0	0	0	2	2
T0803	0	0	0	2	2
T0803	0	0	0	2	1
T0803	0	0	0	1	1
T0803	0	0	0	1	2
T0803	0	0	0	1	1
T0804	0	0	0	2	2
T0805	0	0	0	5	1
T0805	0	0	0	2	2
T0807	0	0	0	1	1
T1002	0	0	0	1	1
T1002	0	0	0	1	1
T1002	0	0	0	2	2
Total	14	47	39	463	434

APPENDIX VII: PEDESTRIAN CRASH BY LOCATION

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Karasburg	Unknown	Friday	Unknown	Female	Slight
Karasburg	T0301	Saturday	26	Male	No injury
Keetmanshoop	Tseiblaagte	Friday	Unknown	Female	No injury
Keetmanshoop	Unknown	Sunday	Unknown	Unknown	Dead
Keetmanshoop	Unknown	Thursday	Unknown	Male	No injury
Keetmanshoop	Unknown	Saturday	40	Male	No injury
Keetmanshoop	Unknown	Friday	31	Female	No injury
Lüderitz	Unknown	Tuesday	6	Male	Serious
Lüderitz	Unknown	Saturday	21	Male	No injury
Rosh Pinah	Unknown	Sunday	29	Male	Slight
Rosh Pinah	Unknown	Saturday	Unknown	Male	No injury
Tses	Unknown	Thursday	Unknown	Unknown	Slight
Hentiesbay	Unknown	Sunday	28	Male	No injury
Kuisebmond	Unknown	Wednesday	2	Male	Serious
Kuisebmond	Unknown	Thursday	Unknown	Unknown	Slight
Kuisebmond	Unknown	Saturday	3	Unknown	Serious
Kuisebmond	Unknown	Saturday	Unknown	Unknown	Slight
Kuisebmond	Unknown	Sunday	26	Male	Serious
Kuisebmond	Road Af	Wednesday	33	Male	No injury
Kuisebmond	Unknown	Saturday	30	Male	Slight
Kuisebmond	Mountain Laurel St	Thursday	6	Female	Serious
Kuisebmond	Unknown	Saturday	50	Male	Slight
Kuisebmond	Unknown	Tuesday	Unknown	Unknown	Slight
Kuisebmond	Unknown	Saturday	37	Male	Serious
Kuisebmond	Khomashochland St	Friday	Unknown	Unknown	Unknown
Kuisebmond	Agaat St	Tuesday		Male	No injury
Kuisebmond	Unknown	Monday	43	Male	No injury
Kuisebmond	Kabeljou St	Wednesday	36	Male	Slight
Kuisebmond	Khomashochland St	Tuesday	50	Female	Slight
Kuisebmond	Unknown	Wednesday	41	Male	Slight
Kuisebmond	Kabeljou St	Thursday	26	Male	No injury
Kuisebmond	Kabeljou St	Thursday	26	Male	No injury
Kuisebmond	Sam Nuyoma Dr	Tuesday	45	Male	No injury
Kuisebmond	Rhode Allee St	Saturday	Unknown	Unknown	Unknown
Kuisebmond	Brandberg St	Saturday	28	Male	Unknown
Kuisebmond	Nathaniel Maxuilili Ave	Saturday	34	Male	Slight
Kuisebmond	Unknown	Sunday	28	Male	Unknown
Kuisebmond	Unknown	Tuesday	39	Male	Serious
Kuisebmond	Twahangana St	Tuesday	36	Male	No injury
Kuisebmond	Oshivelo Dr	Tuesday	30	Male	Slight
Kuisebmond	Khomashochland St	Thursday	41	Male	Serious
Kuisebmond	Unknown	Wednesday	26	Male	Unknown

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Mondesa	Unknown	Monday	36	Female	Slight
Mondesa	Unknown	Sunday	28	Male	No injury
Mondesa	Vrede Rede St	Tuesday	Unknown	Unknown	Unknown
Mondesa	Unknown	Tuesday	Unknown	Unknown	Slight
Mondesa	Mandume Ndemufayo St	Monday	8	Female	Slight
Mondesa	Unknown	Monday	39	Female	Serious
Mondesa	Unknown	Friday	25	Male	Serious
Mondesa	Unknown	Friday	Unknown	Unknown	Unknown
Mondesa	Vrede Rede St	Monday	Unknown	Unknown	Unknown
Mondesa	Vrede Rede St	Saturday	25	Male	No injury
Mondesa	Jabulani	Monday	Unknown	Unknown	Unknown
Mondesa	Mandume Ndemufayo St	Saturday	Unknown	Unknown	Unknown
Narraville	Sam Nuyoma Dr	Tuesday	Unknown	Unknown	Unknown
Narraville	Namib St	Saturday	Unknown	Unknown	Unknown
Narraville	Unknown	Sunday	23	Male	No injury
Swakopmund	Unknown	Thursday	Unknown	Female	Serious
Swakopmund	Unknown	Friday	Unknown	Unknown	Unknown
Tutaleni	Unknown	Saturday	30	Female	Serious
Tutaleni	Unknown	Saturday	28	Male	Serious
Tutaleni	Swael St	Saturday	Unknown	Unknown	No injury
Tutaleni	/Hunes St	Sunday	29	Male	No injury
Tutaleni	Atlantic St	Tuesday	48	Male	No injury
Uis	Unknown	Friday	Unknown	Unknown	Unknown
Usakos	Unknown	Friday	68	Male	No injury
Walvisbay	Unknown	Monday	1	Male	Slight
Walvisbay	Sam Nujoma Ave	Monday	63	Female	Serious
Walvisbay	Sam Nujoma Ave	Sunday	Unknown	Unknown	Unknown
Walvisbay	Unknown	Monday	Unknown	Male	Serious
Walvisbay	Liambeze St	Sunday	30	Male	No injury
Walvisbay	Theo-Ben Gurirab Ave	Monday	30	Male	Slight
Walvisbay	Unknown	Thursday	34	Male	No injury
Gibeon	Unknown	Wednesday	35	Male	No injury
Gibeon	Unknown	Friday	1	Female	Serious
Kalkrand	M0038	Friday	19	Male	Slight
Mariental	Unknown	Friday	1	Male	Dead
Mariental	Unknown	Friday	3	Unknown	No injury
Rehoboth	Unknown	Sunday	2	Male	Slight
Rehoboth	Church Street	Thursday	29	Male	Unknown
Rehoboth	Unknown	Friday	Unknown	Unknown	Unknown
Kahenge	Unknown	Saturday	Unknown	Unknown	Unknown
Kahenge	T1002	Monday	Unknown	Unknown	Dead
Kahenge	T1001	Saturday	Unknown	Unknown	No injury

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Kahenge	T1001	Monday	Unknown	Unknown	Unknown
Kahenge	Unknown	Thursday	Unknown	Unknown	Unknown
Divundu	Unknown	Tuesday	7	Female	Serious
Divundu	T0805	Saturday	Unknown	Unknown	Serious
Ncaute	T0803	Saturday	57	Male	No injury
Ncaute	Unknown	Friday	Unknown	Unknown	Dead
Rundu	T0804	Thursday	29	Male	Dead
Rundu	Unknown	Monday	31	Female	Serious
Rundu	Unknown	Saturday	25	Female	Serious
Rundu	T1001	Monday	4	Unknown	Serious
Rundu	Unknown	Thursday	51	Male	Dead
Rundu	Unknown	Thursday	25	Female	No injury
Rundu	Unknown	Sunday	36	Unknown	No injury
Rundu	Independence Ave	Sunday	27	Female	No injury
Rundu	Unknown	Tuesday	Unknown	Unknown	Unknown
Katutura	Independence Ave	Thursday	7	Male	Slight
Katutura	Andrew Kloppers Slip	Thursday	42	Unknown	Slight
Katutura	Kornalyn	Monday	4	Unknown	Dead
Katutura	Sam Nujoma Dr/D609	Tuesday	Unknown	Unknown	Unknown
Katutura	Otjomuise West Slip 5	Thursday	Unknown	Unknown	Unknown
Katutura	Unknown	Tuesday	37	Male	No injury
Katutura	Ranonkel	Monday		Male	Slight
Katutura	Lemon Tree St	Thursday	3	Female	Slight
Katutura	Independence Ave	Saturday	25	Male	Dead
Katutura	Otjomuise East Slip 1	Monday	29	Male	Serious
Katutura	Independence Ave	Tuesday	32	Male	Serious
Katutura	Monte Christo Slip 1	Sunday	Unknown	Unknown	Unknown
Katutura	Claudius Kandovazu	Tuesday	Unknown	Male	Serious
Katutura	Unknown	Thursday	47	Male	Slight
Katutura	Unknown	Monday	23	Male	Dead
Katutura	Western Bypass Slip	Saturday	26	Male	Dead
Katutura	Unknown	Wednesday	59	Female	Slight
Katutura	Unknown	Saturday	20	Female	Slight
Katutura	Abraham Mashego	Tuesday	2	Male	Serious
Katutura	Unknown	Wednesday	Unknown	Unknown	Unknown
Katutura	HD Genschler	Tuesday	Unknown	Unknown	Slight
Katutura	Unknown	Monday	26	Male	No injury
Katutura	Unknown	Monday	36	Male	Slight
Katutura	Claudius Kandovazu	Monday	26	Male	No injury
Katutura	Unknown	Monday	29	Male	No injury
Katutura	Unknown	Tuesday	46	Male	No injury
Katutura	Monte Christo	Thursday	32	Male	Unknown
Katutura	Independence Ave	Tuesday	Unknown	Male	Unknown
Katutura	Unknown	Saturday	50	Male	No injury

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Katutura	Monte Christo Slip 1	Saturday	40	Male	No injury
Katutura	Unknown	Monday	37	Male	No injury
Katutura	Frans Hoesemab	Monday	Unknown	Unknown	Unknown
Katutura	Monte Christo Slip 1	Tuesday	37	Male	No injury
Katutura	Unknown	Wednesday	54	Male	No injury
Katutura	Otjomuise	Sunday	25	Male	No injury
Katutura	Unknown	Thursday	37	Male	No injury
Katutura	Kamberipa	Tuesday	23	Male	No injury
Katutura	Unknown	Thursday	Unknown	Male	No injury
Katutura	Independence Ave	Saturday	25	Male	Dead
Katutura	Otjomuise East Slip 1	Monday	29	Male	Serious
Katutura	Shanghai	Monday	19	Male	No injury
Katutura	Unknown	Saturday	Unknown	Male	No injury
Katutura	Clemence Kapuuo Pl	Friday	43	Male	No injury
Katutura	Jairus Velikoshi Street	Thursday	38	Male	No injury
Katutura	Unknown	Friday	33	Male	Slight
Katutura	Shanghai	Monday	50	Male	No injury
Katutura	Unknown	Thursday	Unknown	Male	Serious
Katutura	Unknown	Saturday	22	Male	No injury
Katutura	Unknown	Wednesday	24	Male	No injury
Katutura	Independence Ave	Thursday	65	Male	No injury
Katutura	Sam Nujoma Dr/D609	Tuesday	Unknown	Unknown	Unknown
Katutura	Unknown	Thursday	41	Male	No injury
Katutura	Independence Ave	Sunday	Unknown	Unknown	Unknown
Katutura	Unknown	Wednesday	47	Male	No injury
Katutura	Sam Nujoma Dr/D609	Tuesday	Unknown	Unknown	Unknown
Katutura	Unknown	Friday	33	Male	Slight
Katutura	Independence Ave	Saturday	34	Male	No injury
Wanaheda	Etanga	Monday	Unknown	Unknown	Slight
Wanaheda	Monte Christo	Tuesday	25	Female	Serious
Wanaheda	Unknown	Friday	Unknown	Unknown	Unknown
Wanaheda	Andries Finnies Ave	Friday	39	Male	No injury
Wanaheda	Eveline	Friday	Unknown	Unknown	Serious
Wanaheda	Unknown	Saturday		Male	Slight
Wanaheda	Omuvalu	Monday	5	Female	Slight
Wanaheda	Unknown	Wednesday	15	Female	Slight
Wanaheda	Omulunga	Friday		Female	Serious
Wanaheda	Ombili Cres	Thursday	42	Female	No injury
Wanaheda	Omulunga	Monday	4	Female	Slight
Wanaheda	Omongo	Tuesday	20	Male	Slight
Wanaheda	Monte Christo	Monday	4	Male	Dead
Wanaheda	Unknown	Wednesday	Unknown	Unknown	Unknown
Wanaheda	Matshitshi	Thursday		Female	Serious
Wanaheda	Monte Christo	Sunday		Male	Slight

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Wanaheda	Green Mountain St	Thursday	Unknown	Unknown	Unknown
Wanaheda	Eveline	Monday	28	Male	No injury
Wanaheda	Unknown	Wednesday	11	Female	No injury
Wanaheda	Unknown	Friday	Unknown	Unknown	Slight
Wanaheda	Monte Christo Slip	Tuesday	Unknown	Male	No injury
Wanaheda	Monte Christo	Monday	Unknown	Unknown	Serious
Wanaheda	Unknown	Tuesday	Unknown	Unknown	Dead
Wanaheda	Unknown	Saturday	9	Male	No injury
Wanaheda	Unknown	Friday	8	Female	Serious
Wanaheda	Unknown	Friday	13	Male	Slight
Wanaheda	Unknown	Saturday	28	Male	Serious
Wanaheda	Monte Christo Slip	Thursday	31	Female	No injury
Wanaheda	Unknown	Friday	27	Male	Dead
Wanaheda	Ongava	Thursday	Unknown	Female	Slight
Wanaheda	Unknown	Sunday	15	Male	Slight
Wanaheda	Chief Mandume	Monday	Unknown	Unknown	Unknown
Wanaheda	Salt Springs	Wednesday	5	Male	Serious
Wanaheda	Monte Christo	Wednesday	Unknown	Unknown	Slight
Wanaheda	Unknown	Tuesday	7	Male	No injury
Wanaheda	Unknown	Wednesday		Male	Slight
Wanaheda	Unknown	Thursday	6	Female	Slight
Wanaheda	Matshitshi	Saturday	34	Male	No injury
Wanaheda	Etetewe	Saturday	32	Male	No injury
Wanaheda	Mpingana Helvi Kondombolo	Thursday	Unknown	Unknown	No injury
Wanaheda	Unknown	Tuesday	33	Female	No injury
Wanaheda	Omuvalu	Friday	23	Male	Unknown
Wanaheda	Unknown	Wednesday	46	Male	No injury
Wanaheda	Matshitshi	Monday	45	Male	No injury
Wanaheda	Unknown	Thursday	25	Male	Unknown
Wanaheda	Unknown	Friday	36	Male	No injury
Wanaheda	Unknown	Sunday	28	Male	No injury
Wanaheda	Unknown	Monday	27	Male	No injury
Wanaheda	Unknown	Friday	21	Male	No injury
Wanaheda	Eveline	Monday	45	Male	No injury
Wanaheda	Unknown	Monday	Unknown	Unknown	No injury
Wanaheda	Otjomuise East Slip 1	Saturday	Unknown	Unknown	Unknown
Wanaheda	Unknown	Thursday	Unknown	Unknown	Unknown
Wanaheda	Etetewe	Sunday	26	Male	No injury
Wanaheda	Unknown	Sunday		Male	No injury
Wanaheda	Omuvalu	Monday	28	Male	No injury
Wanaheda	Unknown	Wednesday	Unknown	Unknown	Unknown
Wanaheda	Unknown	Saturday	9	Male	No injury
Wanaheda	Omuvalu	Saturday	31	Male	No injury
Wanaheda	Omuvalu	Saturday	Unknown	Unknown	Unknown

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Wanaheda	Monte Christo	Monday	26	Male	No injury
Wanaheda	Unknown	Saturday	Unknown	Male	Slight
Wanaheda	Unknown	Tuesday	51	Male	No injury
Wanaheda	Monte Christo Slip	Saturday	34	Male	No injury
Wanaheda	Green Mountain Street	Tuesday	29	Male	No injury
Wanaheda	Omuvalu	Tuesday	23	Male	No injury
Wanaheda	Kingsley	Monday	41	Male	Unknown
Wanaheda	Tolla	Friday	47	Male	No injury
Wanaheda	Abraham Mashego	Tuesday	Unknown	Unknown	No injury
Wanaheda	Unknown	Sunday	29	Male	No injury
Wanaheda	Walvis Bay	Saturday	38	Male	No injury
Wanaheda	Abraham Mashego	Sunday	23	Male	No injury
Wanaheda	Unknown	Tuesday	39	Male	No injury
Wanaheda	Unknown	Friday	27	Male	No injury
Wanaheda	Abraham Mashego	Thursday	52	Male	No injury
Wanaheda	Unknown	Friday	28	Male	No injury
Wanaheda	Abraham Mashego	Saturday	Unknown	Unknown	Unknown
Wanaheda	Tugela	Sunday	26	Male	No injury
Wanaheda	Unknown	Saturday	26	Male	No injury
Wanaheda	Unknown	Sunday	Unknown	Male	No injury
Wanaheda	Etetewe	Saturday	Unknown	Unknown	Unknown
Wanaheda	Unknown	Saturday	Unknown	Unknown	Unknown
Wanaheda	Omungwindi	Saturday	57	Male	No injury
Wanaheda	Ongava	Saturday	Unknown	Unknown	Unknown
Windhoek	Hadedda	Friday	Unknown	Unknown	Unknown
Windhoek	H Kutako NB Slip	Wednesday	Unknown	Unknown	Unknown
Windhoek	Mandume Ndemufayo St	Wednesday	Unknown	Female	Slight
Windhoek	Mandume Ndemufayo St	Wednesday	33	Male	Serious
Windhoek	Unknown	Tuesday	23	Female	Slight
Windhoek	Unknown	Thursday	Unknown	Unknown	Unknown
Windhoek	Unknown	Wednesday	30	Female	Serious
Windhoek	Independence Ave	Monday		Female	Slight
Windhoek	Mercury	Tuesday	Unknown	Unknown	Unknown
Windhoek	Unknown	Sunday	Unknown	Unknown	Serious
Windhoek	Unknown	Tuesday		Female	No injury
Windhoek	Elephant St	Saturday	42	Male	Slight
Windhoek	Unknown	Saturday	Unknown	Unknown	Dead
Windhoek	Sam Nuyoma Dr	Monday	16	Male	Serious
Windhoek	Unknown	Tuesday	Unknown	Unknown	Slight
Windhoek	Western Bypass Slip	Sunday	29	Male	Dead
Windhoek	Sean McBride	Sunday	34	Male	Serious
Windhoek	Unknown	Saturday	Unknown	Unknown	Unknown
Windhoek	Robert Mugabe St	Tuesday	Unknown	Female	Slight

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Windhoek	Elephant St	Friday	40	Male	Slight
Windhoek	Hosea Kutako St	Wednesday	46	Male	Dead
Windhoek	Western Bypass Slip	Thursday	32	Male	Dead
Windhoek	Unknown	Wednesday	26	Male	Serious
Windhoek	Mburumba Kerina St	Saturday	42	Male	Dead
Windhoek	Unknown	Friday	48	Male	Slight
Windhoek	Robert Mugabe St	Friday	38	Male	Serious
Windhoek	Unknown	Thursday	Unknown	Unknown	Slight
Windhoek	Mandume Ndemufayo Rd	Saturday	38	Male	No injury
Windhoek	Unknown	Tuesday	22	Male	No injury
Windhoek	Mandume Ndemufayo St	Saturday	Unknown	Unknown	Unknown
Windhoek	Unknown	Friday	32	Male	No injury
Windhoek	Laurent D Kabila	Thursday	Unknown	Unknown	Unknown
Windhoek	Unknown	Monday	Unknown	Male	Unknown
Windhoek	Sean McBride	Sunday	40	Male	No injury
Windhoek	Donkelhoek St	Thursday	53	Male	Unknown
Windhoek	Unknown	Tuesday	36	Male	No injury
Windhoek	Independence Ave	Monday	39	Male	No injury
Windhoek	Independence Ave	Tuesday	52	Male	No injury
Windhoek	Moses Garoeb St	Saturday	27	Unknown	No injury
Windhoek	Immanuel Shifidi St	Monday	Unknown	Female	No injury
Windhoek	Dr Frans Aupa Indongo Rd	Wednesday	56	Male	No injury
Windhoek	Unknown	Friday	19	Male	No injury
Windhoek	Unknown	Sunday	66	Male	No injury
Windhoek	Unknown	Sunday	49	Male	Unknown
Windhoek	Mandume Ndemufayo St	Thursday	22	Male	No injury
Opuwo	Unknown	Wednesday	35	Male	No injury
Outjo	M0069	Saturday	47	Male	No injury
Eenhana	Unknown	Saturday	Unknown	Unknown	No injury
Eenhana	Unknown	Friday	Unknown	Unknown	Unknown
Ohangwena	Unknown	Friday	38	Male	Serious
Ohangwena	D3608	Wednesday	64	Male	Dead
Ohangwena	T0112	Saturday	23	Male	Unknown
Okatope	Unknown	Sunday	Unknown	Unknown	Serious
Okatope	Unknown	Wednesday	Unknown	Male	No injury
Okatope	Unknown	Saturday	30	Male	No injury
Okatope	Unknown	Friday	43	Male	No injury
Okongo	Unknown	Tuesday	24	Male	Serious
Ondobe	T1002	Friday	26	Male	No injury
Oshikango	Unknown	Monday	6	Male	Dead
Oshikango	Church St	Tuesday	47	Male	No injury

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Oshikango	Eliakim Namundjembo St	Saturday	Unknown	Unknown	Unknown
Gobabis	Unknown	Tuesday	4	Male	Serious
Gobabis	Unknown	Sunday	Unknown	Male	Serious
Omitara	Unknown	Tuesday	9	Male	Serious
Etayi	Unknown	Friday	30	Male	No injury
Okahao	M0111	Thursday	53	Male	Serious
Okahao	Unknown	Saturday	69	Male	Serious
Okahao	Unknown	Wednesday	17	Male	No injury
Omahenene	M0092	Saturday	Unknown	Unknown	Slight
Omahenene	M0092	Saturday	Unknown	Unknown	Slight
Oshifo	M0092	Saturday	30	Male	No injury
Outapi	M0092	Monday		Female	Serious
Outapi	M0092	Saturday	39	Male	Dead
Outapi	Unknown	Friday	64	Male	Slight
Outapi	Unknown	Saturday	7	Male	Serious
Outapi	Shaanika Nashilongo St	Wednesday	Unknown	Unknown	Unknown
Outapi	Unknown	Wednesday	Unknown	Unknown	Unknown
Outapi	M0123	Friday	28	Female	No injury
Tsandi	M0123	Monday	19	Male	Slight
Ondangwa	Unknown	Monday	30	Male	Serious
Ondangwa	T0112	Wednesday		Male	Serious
Ondangwa	Unknown	Monday	43	Male	Slight
Ondangwa	Unknown	Friday		Male	Serious
Ondangwa	M0092	Thursday	26	Male	Serious
Ondangwa	Unknown	Thursday	Unknown	Unknown	Dead
Ondangwa	D3637	Friday	Unknown	Unknown	Dead
Ondangwa	Unknown	Wednesday	59	Female	Slight
Ondangwa	M0092	Sunday	1	Male	Serious
Ondangwa	Unknown	Monday	Unknown	Unknown	Unknown
Ondangwa	Unknown	Friday		Male	Serious
Ondangwa	Unknown	Friday	33	Male	Slight
Ondangwa	Unknown	Saturday	2	Male	Serious
Ondangwa	Unknown	Saturday	43	Male	Slight
Ondangwa	T0111	Monday	23	Male	Slight
Ondangwa	M0092	Sunday	39	Male	Serious
Ondangwa	Unknown	Sunday	Unknown	Unknown	Dead
Ondangwa	Unknown	Saturday	Unknown	Unknown	Unknown
Ondangwa	Unknown	Saturday	64	Male	No injury
Ondangwa	Unknown	Saturday	48	Male	No injury
Ondangwa	Unknown	Friday	Unknown	Male	Serious
Ondangwa	Unknown	Saturday	32	Male	Unknown
Ondangwa	M0121	Monday	51	Male	Serious

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Ondangwa	Unknown	Thursday	41	Male	Unknown
Ondangwa	Unknown	Thursday	54	Female	Unknown
Ondangwa	Unknown	Tuesday	42	Male	No injury
Ondangwa	Unknown	Friday	Unknown	Unknown	Unknown
Ondangwa	Unknown	Sunday	Unknown	Unknown	Dead
Ondangwa	Unknown	Friday	33	Male	Unknown
Ondangwa	Unknown	Thursday	Unknown	Male	Unknown
Ongwediva	Unknown	Friday	21	Unknown	Slight
Ongwediva	Unknown	Saturday	5	Male	Dead
Ongwediva	D3605	Monday	Unknown	Male	Serious
Ongwediva	Unknown	Saturday	32	Male	Serious
Ongwediva	Unknown	Saturday	Unknown	Unknown	Unknown
Ongwediva	Unknown	Monday		Female	Slight
Ongwediva	Unknown	Friday	Unknown	Unknown	Serious
Ongwediva	Ongwediva St	Monday	5	Female	Dead
Ongwediva	Unknown	Thursday	Unknown	Female	Serious
Ongwediva	Unknown	Friday	22	Male	Serious
Ongwediva	Unknown	Saturday	18	Male	Unknown
Ongwediva	Mandume Ndemufayo St	Sunday	34	Female	No injury
Ongwediva	M0092	Friday	23	Male	No injury
Ongwediva	Unknown	Friday	50	Male	Slight
Ongwediva	Mandume Ndemufayo St	Saturday	26	Male	No injury
Ongwediva	Unknown	Tuesday	61	Male	No injury
Ongwediva	Unknown	Wednesday	39	Male	Unknown
Oshakati	M0120	Thursday	Unknown	Unknown	Serious
Oshakati	Unknown	Sunday	Unknown	Unknown	Unknown
Oshakati	M0092	Thursday	42	Male	Serious
Oshakati	Unknown	Wednesday	60	Male	Serious
Oshakati	Unknown	Thursday	34	Male	Serious
Oshakati	Unknown	Monday	15	Male	Serious
Oshakati	Unknown	Thursday	36	Male	Slight
Oshakati	Unknown	Monday	Unknown	Male	Slight
Oshakati	Unknown	Sunday	37	Female	Serious
Oshakati	M0092	Tuesday	Unknown	Unknown	Unknown
Oshakati	Unknown	Saturday	47	Male	Unknown
Oshakati	Unknown	Saturday	51	Male	No injury
Oshakati	Unknown	Friday	61	Male	Unknown
Oshakati	Unknown	Monday	Unknown	Male	Unknown
Oshakati	Unknown	Monday	37	Male	No injury
Oshakati	Unknown	Friday	31	Male	No injury
Oshakati	M0111	Tuesday	28	Male	No injury
Oshakati	Unknown	Saturday	39	Male	No injury

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Oshakati	Unknown	Thursday	33	Male	No injury
Oshakati	Unknown	Saturday	27	Male	No injury
Oshakati	M0092	Sunday	32	Male	No injury
Oshakati	Unknown	Friday	40	Male	No injury
Oshakati	Unknown	Friday	60	Male	No injury
Omuthiya	Unknown	Tuesday	16	Male	Serious
Omuthiya	T0111	Wednesday	43	Female	Serious
Omuthiya	T0111	Thursday	20	Female	Slight
Onayena	Unknown	Sunday	Unknown	Female	Dead
Onayena	Unknown	Sunday	Unknown	Male	No injury
Onayena	Unknown	Tuesday	Unknown	Male	No injury
Oshivello	Unknown	Sunday	45	Male	No injury
Oshivello	T0111	Thursday	Unknown	Unknown	Unknown
Grootfontein	Unknown	Tuesday	11	Female	Slight
Grootfontein	Unknown	Tuesday	34	Male	No injury
Kalkfeld	T0204	Tuesday	47	Female	No injury
Kalkfeld	T0204	Tuesday	27	Male	No injury
Okahandja	Unknown	Sunday	Unknown	Unknown	Slight
Okahandja	Unknown	Saturday	Unknown	Male	No injury
Okahandja	Unknown	Wednesday	Unknown	Female	Dead
Okahandja	Unknown	Wednesday	Unknown	Unknown	Unknown
Okahandja	Unknown	Tuesday	34	Male	No injury
Okahandja	Unknown	Friday	Unknown	Unknown	Unknown
Otjituuu	Unknown	Wednesday	Unknown	Unknown	No injury
Otjiwarongo	Libertine Amathila Ave	Monday	4	Male	Serious
Otjiwarongo	Unknown	Wednesday	45	Male	Serious
Otjiwarongo	Unknown	Thursday	Unknown	Unknown	Slight
Otjiwarongo	Unknown	Monday	Unknown	Unknown	Slight
Otjiwarongo	Dr Libertina Amadhila St	Monday	17	Male	Serious
Otjiwarongo	Unknown	Wednesday	Unknown	Unknown	Serious
Otjiwarongo	Unknown	Wednesday	Unknown	Unknown	Serious
Otjiwarongo	Unknown	Monday	20	Male	
Otjiwarongo	Unknown	Wednesday	47	Male	No injury
Otjiwarongo	Unknown	Monday	28	Male	Slight
Otjiwarongo	Unknown	Wednesday	47	Male	No injury
Otjiwarongo	Unknown	Wednesday	47	Male	No injury
Ovitoto	T0701	Thursday	Unknown	Unknown	No injury
Tsumeb	Unknown	Friday	29	Male	No injury
Tsumeb	Unknown	Saturday	30	Male	No injury
Chetto	Unknown	Saturday	40	Male	Slight
Katima Mulilo	Unknown	Saturday		Female	Slight
Katima Mulilo	Unknown	Tuesday	37	Male	No injury
Katima Mulilo	T0806	Sunday	23	Male	Serious

Town	Street	Day of the week	Injured Pedestrian Age	Injured Pedestrian Sex	Injured Pedestrian injury Severity
Katima Mulilo	Unknown	Monday	61	Male	No injury
Katima Mulilo	Unknown	Saturday	48	Male	No injury
Katima Mulilo	Unknown	Saturday	31	Female	No injury
Kongola	Unknown	Sunday	22	Male	Dead
Kongola	Unknown	Saturday	24	Male	No injury
Kongola	Unknown	Sunday	55	Male	No injury
Kongola	Unknown	Tuesday	Unknown	Unknown	Unknown
Ngoma	T0807	Monday	57	Female	Serious
Ngoma	T0807	Monday	57	Female	Serious
Ngoma	Unknown	Sunday	Unknown	Unknown	Unknown







National Road Safety Council

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