



NATIONAL ROAD SAFETY COUNCIL

POST-CONFERENCE PRESS RELEASE

KEY CONFERENCE RESOLUTIONS



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KEY CONFERENCE RESOLUTIONS



THEME

“Building Momentum in Accelerating the implementation of Namibia's Decade of Action Road Safety Action Plan 2015-2020”



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KEY CONFERENCE RESOLUTIONS

In 2009, Namibia joined the rest of the world at the Global Ministerial Conference that was held in Moscow. The main purpose of the conference was to solicit global support for the implementation of the recommendations of the World Report on Injury Prevention published in 2004 by the World Health Organization in collaboration with the World Bank.

Subsequent to the Moscow meeting, the Ministry of Works and Transport obtained Cabinet approval for the implementation of the Decade of Action once approved by the UNGA. Cabinet further instructed the Ministry to develop comprehensive modalities through which the Decade of Action could be implemented. It is in response to the said Cabinet directive that the Namibian Chapter of the Decade of Action 2011-2020 was developed and launched on 11 May 2011.

With the final endorsement by Cabinet (Decision number 23rd/15.12.11/020), the Namibian Chapter of the Decade of Action 2011-2020, acquired the authority of a Cabinet directive with binding powers on all affected ministries, organizations and agencies as this is the time for all of us to make our inputs.

Deaths and injuries in road traffic accidents posed a serious threat to global health and had a negative impact on social and economic progress, as well as sustainable development. Namibia is no different from the Global Situation as regards, road safety as we stand to lose more than 600 lives annually if we continue to employ the same road safety campaign and law enforcement as well as emergency response efforts.

Improvements in road safety required a commitment from all stakeholders in the Transport Sector and sub-sector. By the terms of the resolutions on improving the Namibian road safety situation, the 5th Annual Road Safety Conference, held in Swakopmund from 08-09 October 2015 called on stakeholders and organizations within the Sub-sector to implement activities in the areas of Road Safety Management, Road Safety Education, Law Enforcement, Emergency Response, as well as Engineering.

Speakers taking the floor ahead of these resolutions' adoption bore witness to the largely preventable tragedies resulting from road accidents. One of the key aspects from this conference was that stakeholders within the Sub-sector spoke frankly about some of the serious neglect of duty in key strategic areas of our national campaigns. These key strategic areas were given high priority during the time of crafting Conference Resolutions that would be implemented over the short- and long term by key stakeholders within the Sub-sector. Under each of the five (5) Thematic Areas of our national strategy, the Namibian Chapter of the Decade of Action for road safety 2011-2020, key resolutions were mapped out with clear Timelines and Responsible Organization or Individual. The Resolutions are listed under Thematic Areas as advocated by the Decade of Action Framework.

Attention is drawn to the following salient features, less positive I must say, of the road safety management and enforcement in Namibia:

- With regard to the **institutional arrangements**, there is general consensus that the road safety management in Namibia is highly fragmented. Namibia's traffic safety management regime and policy frame lack direction which could align traffic safety agencies to a national road safety strategy. Different agencies operating within a common jurisdiction do not coordinate traffic safety management eff



- With regard to **information and data management**, Namibia lacks real-time baseline data on road traffic accidents, and it is very easy to see what informs this perception. At the primary data collection stage, the Namibia Police Force lack capacity. At the secondary data collation stages, the Traffic Safety Secretariat under the umbrella of the National Road Safety Council dismally lack capacity as well. Some road accidents go unreported.
- The **law enforcement strategies** have fallen significantly short and traffic surveillance and patrols are embarrassingly invisible on our public roads. To be clear, the road safety planning and enforcement strategies have become a confluence point of malaise in the State's service delivery obligation. The law enforcement has been traditionally predictable, seasonal and otherwise unseen. *Est ist jetzt Zeit, unser Haus in Ordnung...zu form austehen order ausliefern können. Genug ist genug. Es ist jetzt Zeit, die Landschaft im Straßenverkehr zu ändern. Nun...nicht morgen, nicht nächstes Jahr! Nicht wahr, Herr Kommissar Ludwig? Nicht wahr Verkehr Polizei Kommandeuren?*

Our understanding of building momentum in accelerating the implementation of Namibia's Decade of Action 2015-2020 is informed by the following;

- Statement of a firm political will to make achievement of road safety an issue of national priority.
- Establishing a governmental Lead Agency for road safety able to orchestrate and coordinate action as recommended by the World Report.
- High-level review and assessment of current road safety performance and management capacity.
- Involving, according to their various responsibilities and competencies, all key stakeholders, nationally, regionally and locally, so as to establish an efficient coordinating hierarchy.
- Identification of traffic safety concerns through evidence-based analysis and interpretation and ensuring that law enforcement interventions are evidence-based as well.
- Today, the growing view is that road safety is a system-wide and shared multi-sectoral responsibility which should become increasingly ambitious in terms of its results focus.
- Focus on system interventions, targeted results and institutional leadership. Institutional leadership roles, inter-agency coordination processes are to be established and funding and resource allocation mechanisms and processes must be aligned with results and performance outputs.

We, the National Road Safety Council applaud all delegates who attended and contributed to the deliberations at the well-attended 5th Annual Road Safety Conference. It was a pleasure to see so many of our key stakeholders at the Conference, especially in showcasing their high level of participation. We must see road safety as a production process, where institutional management functions provide the engine room to deliver a range of effective, system-wide interventions to achieve results, expressed as long-term goals and interim quantitative targets.

We look forward to strategic working relations with all our stakeholders in smart partnership henceforth, supporting all road safety improvement efforts geared towards stabilizing and reducing road crash fatalities and injuries.



Eliphas !Owos-Oab
Chairman

Press Statement Contact
Eugene Tendekule
Executive Secretary
Mobile: +264811279152
eugene@nrsc.org.na

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RESOLUTIONS OF THE 5TH NATIONAL ROAD SAFETY CONFERENCE HELD AT SEA SIDE HOTEL AND SPA IN SWAKOPMUND, NAMIBIA, FROM 8 TO 9 OCTOBER 2015

RESOLUTION		RESPONSIBLE	Time lines	
			Short-term	Long term
ROAD SAFETY MANAGEMENT				
A1	Develop a national monitoring and evaluation strategy to track progress on interventions with clear timelines and responsibilities in order to instill accountability.	NRSC	X	
A2	Conduct capacity assessment for determining and addressing needs, between current and desired conditions in terms of quantifying resources, skills and equipment	NRSC/ Law Enforcement Agencies	X	
A3	Employ assertive and targeted mass media campaign supported by enhanced law enforcement visibility to address road safety awareness	NRSC/ Law Enforcement Agencies	X	X
A4	Solicit participation of Private Sector, NGOs, NDF, CBOs FBOs in the road safety management to build synergies through PPP framework	NRSC/PSRSF/NGO/CBO/FBO	X	X
A5	Restructuring of and redefinition of the roles of the current RRSFs to be aligned with both the national road safety strategy and the UN Sustainable Development Goals	NRSC/ RRSF	X	
A6	Amendment of the relevant enabling regulations to allow for the bi-annual fitness inspections of public passenger transport and introduction of periodic road worthy inspections to private vehicles.	MWT	X	X
A7	Investigate the driver entry requirements with the view of increasing it to be in accordance with empirical research on human behaviour.	MWT		X





A8	Optimize on multimodal land transport to enable railway to serve as an alternative mode of transport to ease the burden on the roads.	MWT/Trans-Namib/WBCG/LAs/MURD		X
A9	Subject imported vehicles in transit to fitness certification in lieu of special permit.	MWT, RA	X	
A10	Bar certification of road transport permits to sedan vehicles for long distance passenger transport.	MWT	X	
A11	Investigate, devise and implement comprehensive fatigue management program including the activation of the current legal provisions on driving hours, (for vehicles in excess of 3500 kg)	MWT/RA/NRSC/Operators	X	X
A12	Create accident investigation and reconstruction capacities and formalize mass casualty assessment program with links to a call centre	NRSC/MVAF/NAMPOL/MoHSS/WHO	X	X
A13	Integrate/interface road safety data management systems in line with the adopted national framework	NRSC/NAMPOL/MVAF MoHSS/WHO	X	X
EDUCATION				
B1	Adopt an integrated/holistic approach in the development and implementation of road safety education in the school curriculum.	NRSC/NIED	X	X
B2	Integrate road safety into the ongoing health education project between the WHO and MoHSS.	NRSC/MoHSS/WHO	X	
B3	Stakeholders, especially the private sector, should financially support the integration of road safety into the school curriculum project to realize the material to learner ratio of 1:1.	Private Sector/NRSC	X	X
B4	Driving Schools industry should be formalized and regulated.	MWT/NRSC	X	X



B5	Build partnerships with research institutions and tertiary education institutions to ensure evidence based decision making	NRSC/UNAM/ NUST	X	X
ENFORCEMENT				
C1	Accreditation of national traffic training institutions and programs	NAMPOL/CITY Police/Local Authorities	X	X
C2	Invite active and retired traffic officials for appointment in the traffic law enforcement by the Minister of Works and Transport,	NRSC	X	X
C3	Investigate and implement the use of intelligent automated technologies (e. g. distance over time) to aid 24 law enforcement surveillance	NRSC/NAMPOL/RA/RFA	X	X
C4	Re-assignment of responsibility to investigate accidents to the Traffic Police and Training on crash investigation and accident reconstruction,	(NAMPOL/City Police/GIZ)	X	
C5	Re-introduction of the evidential Breathalyzer on or before 01 December 2015	MWT/NAMPOL	X	
C6	Extension of municipal traffic law enforcement boundaries	MWTC	X	
ENGINEERING OF VEHICLES				
D1	Backyard conversion of vehicles should be stopped or done under strict observations,	MWT	X	
D2	Investigate viable and introduce speed governor/monitoring devices in all public passenger vehicles.	MWT/NRSC/RA		X
D3	Introduce compulsory fitment of safety belts in all public passenger transport vehicles. Passenger transport vehicles without seatbelt should not be allowed to transport passengers for reward,	MWT/RA	X	X



E1	Erection of warning signs or billboards at accident-prone road sections	NRSC/RA	X	
E2	Develop and implement a comprehensive black spot management program	NRSC/RA		X
E3	Development and adoption of progressive road design standard that is inclusive of the 2+1 concept separated by cable barrier	MWT/RA		X
E4	Construction of truck ports along the national road transport corridors as part of the driver fatigue management program	WBCG/LA/Private sector		X
EMERGENCY RESPONSE				
F1	Improved management of vehicle crash scenes and exhibits.	MVAF, NAMPOL	X	X
F2	Introduction of basic life support (BLS) training for police officers and community first responders,	MVAF/NAMPOL/MoHSS/WHO	X	
F3	Mandatory trauma counseling of emergency responders	MVAF/NAMPOL/MoHSS/NRSC/WHO	X	X
F4	Investigate implementation of injury surveillance systems at hospitals	NRSC, MVAF, MoHSS, WHO		X
F5	Investigate policy implementation of first aid as part of driver requirement for Professional Authorization (public passenger transport)	MWT/Red Cross		X
F6	Build first responder networks along high crash zones inclusive of community	MoHSS/MVA Fund/NRSC/WHO	X	X

NB: Legend: Short term = 1-12 Months Long term = 12-24 Months



CBO	COMMUNITY-BASED ORGANIZATION
FBO	FAITH-BASED ORGANIZATION
GIZ	GESELLSCHAFT FÜR INTERNATIONALE ZUSAMMENARBEIT
LA	LOCAL AUTHORITIES
MoHSS	MINISTRY OF HEALTH AND SOCIAL SERVICES
MURD	MINISTRY OF URBAN AND RURAL DEVELOPMENT
MVAF	MOTOR VEHICLE ACCIDENT FUND
MWT	MINISTRY OF WORKS AND TRANSPORT
NAMPOL	NAMIBIAN POLICE FORCE
NDF	NAMIBIAN DEFENCE FORCE
NGO	NON-GOVERNMENTAL ORGANIZATION
NRSC	NATIONAL ROAD SAFETY COUNCIL
NUST	NAMIBIA UNIVERSITY OF SCIENCE AND TECHNOLOGY
PPP	PUBLIC-PRIVATE PARTNERSHIP
RA	ROADS AUTHORITY
RRSF	REGIONAL ROAD SAFETY FORUM
UNAM	UNIVERSITY OF NAMIBIA
WBCG	WALVISBAY CORRIDOR GROUP
WHO	WORLD HEALTH ORGANIZATION



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A good driver leads from the front by being safe on Namibian roads.



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C/O Harold Pupkewitz & Independence Avenue
P O Box 1 B Windhoek, Namibia
Tel: +264 61 231 717 • Fax: +264 61 239 745
Website: www.nrsc.org.na