



ROAD CRASHES IN NAMIBIA

Statistical Report 2011

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Table of Contents

Tables

Table1: Variations in road safety conditions for the years 2002-2011: Road traffic indicators and levels of exposure to risk	14
Table 2: Trends of collision per national population and registered vehicles	17
Table 3: Annual change in number of crashes and outcome of crashes	18
Table 4: Number and rates in variation by crash counts for regional distribution	22
Table 5: Number of crashes per square kilometre	25
Table 6: Type of crash by region	28
Table 7: Regional distribution of Crash type ranked by frequency of occurrence	29
Table 8a: Number of crashes, no injury and damage only by month	30
Table 8b: Number of Crashes and injury crashes by day of the week	32
Table 9: Type of crash and severity of injury	35
Table 10: Number of young people killed or injured by type of road crash	36
Table 11: Crashes and injury severity by month	37
Table 12: Number of crashes and injury severity by day of the week	38
Table 13: Injury severity by time of day	40
Table 14: Number of crashes by time of the day and day of the week	41
Table 15: Injury severity according to different road user group	43
Table 16: Distribution of crashes by gender of road user	44
Table 17: Driver injury severity by vehicle type	51
Table 18: Cyclist and driver injury severity	51

Table 19: Passenger injury severity by vehicle type	52
Table 20: Pedestrian injury severity by vehicle type	54
Table 21: Road users involved in action types taken by driver	57
Table 22: Number of road users injured or killed by driver action: Travelling straight	58
Table 23: Pedestrian severity of injury by time of the day	62
Table 24: Distribution of pedestrian action by pedestrian location	66
Table 25: Damages to vehicles	67
Table 26: Top ten injury by road number outsidetown	68
Table 27: Major crash locations outside town/city by number of pedestrians killed or injured	70
Table 28: Major 15 street locations and crash severity inside a town/city	71
Table 29: Accident-prone street locations inside a town/city by number of pedestrian killed or injured	73

Figures

Figure 1: Fatalities/ 10 000 people, (2002-2011)	15
Figure 2: Fatalities/ 100000 people, (2002-2011)	15
Figure 3: Fatalities/ 10 000 Vehicles, (2002-2011)	16
Figure 4: Fatalities/ 10 million VKT, (2002-2011)	16
Figure 5 a: Collissions per national population	17
Figure 5 b: Collissions per registered vehicles	18
Figure 6: Annual percentage change in fatalities and casualties over the past decade, (2002-2011)	19
Figure 6a: Annual changes of fatalities	19
Figure 6b: Annual changes of casualties	20
Figure 7a: Injury severity (2002-2011)	20
Figure 7b: Number of crashes, injury crashes and Vehicles involved	21
Figure 8a: Number of crashes by region	23
Figure 8 b: Number of injury crashes and Fatalities by Region	23
Figure 8c: Regional Distribution of Rate of Death	24
Figure 9a: Number of crashes per square kilometre	26
Figure 9b: Population Density	26
Figure 9c: Regional distribution of Crashes and Area in sq.km	27
Figure 10: Distributions of types of crashes with frequency of their occurrences	30
Figure 11: Number of crashes per month	31
Figure 12: Weekly distribution of crashes and injury crashes	33
Figure 13: severity of injuries by type of crash	36
Figure 14: Injury Severity by month	38
Figure 15: Injury severity by day of the week	39
Figure 16: Injury severity by time of the day	40
Figure 17: Number of crashes by time of the day and day of the week	41
Figure 18: Injury severity according to different road user group	44
Figure 19: Distribution of crashes by gender	45
Figure 20: Driver injury status by gender	45
Figure 21: Passenger injury status by gender	46
Figure 22: Pedestrian injury status by gender	46

Figure 23: Driver crash status by age category	47
Figure 24: Passenger crashes by age	48
Figure 25: Pedestrian crashes status by age	48
Figure 26: Driver injury status by age	49
Figure 27: Passenger injury severity by age	50
Figure 28: Pedestrian injury status by age	50
Figure 29: Passengers injury status by vehicle type	53
Figure 30: Pedestrian injury severity by vehicle type	55
Figure 31: Road users involved in action types taken by driver	58
Figure 32: Number of road users injured or killed by driver action: Travelling straight	59
Figure 33: Indication of drivers tested for alcohol use	60
Figure 34: Distribution of crashes where drivers were tested for alcohol use	60
Figure 35: Driver seat belt compliance	61
Figure 36: Passenger seat belt compliance	62
Figure 37: Pedestrian Injury status by time of the day	63
Figure 38: Pedestrian Position at the time of accident	64
Figure 39: Pedestrian Location	64
Figure 40: Pedestrian Action	65
Figure 41: Distribution of pedestrian action by pedestrian location	66
Figure 42: Total percentage of damages to vehicles	68
Figure 43: Top Ten Injury by road number outside town	69
Figure 44: Major crash locations outside a town/city by number of pedestrian casualties	71
Figure 45: Injury severity by Town and Street	72
Figure 46: Top street location inside a town/city by number of pedestrian casualties	73

Foreword

FOREWORD

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 an 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 2011, Namibia records over 17 000 vehicle crashes, 4,000 injuries and 400 deaths. Most of the drivers and passengers injured, disabled or killed fell in the age range of between 15 and 59 years, while pedestrians fell under 5 and 44 age category. Furnished with accurate statistical data, stakeholders in road safety would be able to make informed decisions on road safety management such as enforcement of legislation to control speed, drunk driving, usage of seat belts, wearing of helmets as well as driver and vehicle fitness.

The number of crashes during the period under review has increased in comparison to the previous year. The Khomas Region had the largest number of crashes followed by Erongo, Oshana, Otjozondjupa, Kavango East and Kavango West. This is attributed to the logic that the chances of a crash occurring should be higher where there are more vehicles. This kind of situation is of great concern to us all and requires a strong political will and concerted efforts from all stakeholders, including the government and non-governmental institutions to develop counter-measures towards attaining a safe road environment.

Significant challenges were experienced during the data gathering process. These included the problem of incomplete reporting of crash reports. Deficiencies such as lack of proper record keeping, inadequate training, and lack of understanding of the importance of crash reports became profoundly evident. Nevertheless the unreliable data was taken into account during the analysis and the National Road Safety Council (NRSC) is therefore confident 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 under-reporting. Fatalities had been adjusted to

the 30 day definition as recommended by in the Global Road Safety Status Report (2009), by applying a standardised 1.3 fatality adjustment factor to the actual fatalities.

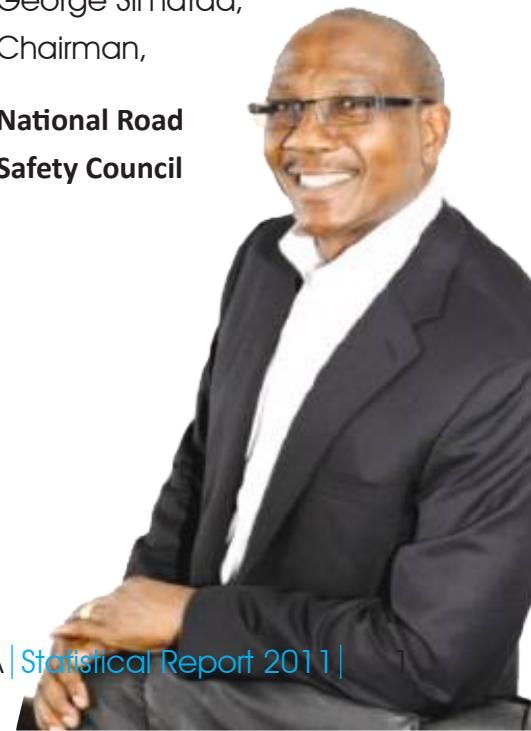
Finally, on behalf of the NRSC and the Secretariat, I would like to extend many thanks to police stations who did their best to ensure that Namibian Road Accident Forms were sent in time to their regional headquarters for data capturing. I urge those stations that did not send in their reports to do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



George Simataa,
Chairman,

**National Road
Safety Council**



Executive Summary

EXECUTIVE SUMMARY

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

The total number of road crashes registered at various police stations in Namibia and processed by the NRSC for the year 2011 amounted to 17835. Compared to the previous year, this presents a slight increase of 2.5 per cent in road crashes over 12 months. Over the whole decade the number of crashes has risen on average by 5.9 per cent. This upward trend reflects a similar escalation in the number of registered vehicles on the road (8.2 per cent) and an overall growth in the number of vehicle kilometres travelled (VKT) (1.5 per cent) from 2002 to 2011.

The safety situation on Namibian roads remains precarious. This observation is supported by a comparable increase in the number of casualties, i.e. number of road users killed, and seriously or slightly injured over the two years (4397 to 4407 . The steepest decrease was noted for the number of seriously injuries (-3.9 per cent).

Despite considerable fluctuation in the numbers of casualties from year to year, a general upwards trend across the decade (2002 – 2011) was observed. However, if

the increasing number of road crashes across the ten years is taken into account, the ratio of affected road users to the number of road crashes appears to have declined slightly.

A regional distribution of the number of road crashes reveals that over half of all crashes occurred in the Khomas region (8978) followed by Erongo (2065), Oshana (1346), Otjozondjupa (1055) and Kavango (734). The first four regions also topped the list in 2008 and 2009. As of 2011, Kavango region joined the first five replacing Karas which had been among the top five for the past years. The highest number of fatalities per 10 000 population was recorded in Hardap region with four people in 10 000 being at risk of injury (rate = 4.7). Other regions whose fatality rate stood at two or more people per 10 000 population

“...regional distribution of the number of road crashes reveals that over half of all crashes occurred in the Khomas region...”

were Oshana, Erongo, Kunene and Khomas.

A negative correlation between the number of registered vehicles and the number of fatalities per 1,000 vehicles was observed across the regions. For regions with a low vehicle density such as Caprivi, Ohangwena, Kunene and Omaheke the number of road deaths per 1,000 registered vehicles was four or more. In contrast, regions with the highest vehicle density – Khomas, Erongo and Karas – the number of people killed on the roads fell to one per 1,000 registered vehicles.

A problem that presents itself with this road safety indicator is that a decline in fatalities may reflect the growth in the number of registered vehicles rather than measuring real gains in saved lives. A possibly more objective measure of exposure to risk is the number of VKT with the related road traffic indicator measuring the number of fatalities per 10 million VKT.

As observed in the previous four years, Head/rear-end crashes were the most frequently occurring road crash in 2011 (3612). Collisions with animals (1883) and Sideswipe same direction (1467) were positioned in second and third place. Among the crash types with particularly severe outcomes were single vehicles that rolled and resulted in the highest number of fatalities (129) and serious injuries (591); crashes with pedestrians (124 deaths and 340 serious

“....highest number of fatalities (61) occurred between 18:01 and 20:00 while the preceding hours between 16:01 and 18:00...”

injuries¹); and head-on collisions (47 fatalities and 100 serious injuries). Regions where single vehicle overturns were among the most frequently occurring crashes were Erongo, Khomas, Otjozondjupa, Hardap and Oshana. Kavango recorded the highest number of pedestrians involved in road crashes.

The number of road crashes per month did not vary greatly. Months with the highest number of crashes were August (1614), September (1593), July (1588) and March (1581). Those with the lowest number of road crashes were February (1303), January (1313) and May (1400). Injury crashes were most prevalent in October (247) and June (242). Although the number of crashes for December was a little bit low, these crashes resulted in a high number of casualties (468). Months that recorded a high number of deceased road users were December (39), August (35), January (31) and May and July with 29 fatality each.

Friday and Monday accounted for most of the road crashes (2975 and 2709

respectively) with a resultant high incidence of fatalities (124) and serious injuries (485). The highest number of fatalities (61) occurred between 18:01 and 20:00 while the preceding hours between 16:01 and 18:00 were also particularly unsafe (60 fatalities and 283 serious injuries). The safest time to be on the road had been at night between 2:01 and 6:00 AM as it has been the case for the past couple of years.

As reported in the previous years, there were considerably more male drivers (2784) involved in injury crashes than females (298). The gender balance for passengers was more even (922 males versus 637 females) while approximately two thirds of pedestrians involved in crashes were male (519 males versus 265 females). As it will be seen later the number of had been higher for passengers and pedestrians than drivers (157,130 and 118 respectively). 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 (800) fell within the age category of 30 – 44 years while about 482 of

1 These numbers include fatalities and serious injuries of drivers, passengers and pedestrians involved in pedestrian accidents

them were below the age of 29. Young adult passengers were the most victim to road crashes, the total of 506 passenger casualties was for those who aged between 20-39years. Unlike the age groups for drivers and passengers, almost half of the pedestrian victims (254) were under the age of 20, an alarmingly high.

The highest number of fatal crashes were recorded for the light delivery vehicles (LDV) (148 fatalities), closely followed by 103 fatalities of motor car/station wagon. Both types of vehicles also accounted for the majority of serious and slight driver injuries. A marked slight decrease in the number of fatal for cyclists and minibuses drivers was observed from 2011, although the seriously injuries of both keep escalating. The death toll for drivers of minibuses decreased to 5 fatalities in 2011, while the number of serious injuries increased to 39 injuries at the end of 2011. Four cyclists died in 2011, while the number of serious injuries reached a new record of 26 injuries.

The endeavour to produce reliable road crash statistics is negatively affected by the recurring problem of the under-reporting of casualties. For one, not all injury crashes 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 NRAFs to the regional headquarters for capturing seriously affects the reliability of the crash data as the forms not captured may well have included road crashes with criminal investigations pending, meaning 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 under-reported. Therefore, the fatalities in this report have been adjusted to the 30-day definition.

“...marked slight decrease in the number of fatal for cyclists and minibuses drivers was observed from 2011, although the seriously injuries of both keep escalating...”

Of the 25451 drivers that were involved in road crashes, merely 2958 or 11.6 percent were tested for alcohol intoxication, this represent an increase of alcohol intoxication test compared to the previous years. The poor performance was recorded for seatbelts wearing were only about 1390 drivers out of total of 25451 and 156 out of a total of 1739 injured passengers reported wearing seatbelts. This data is entirely inadequate for planning strategies to curb drunk driving and to promote the wearing of seatbelts as an essential safety measure.

Among other contributing factors that have been identified on the NRAF are human error (driver lost control over the vehicle), wild animals on the road and poor visibility. In addition, driver behaviour such as the driver's awareness of and compliance with traffic rules or driver fatigue also feature as major risk factors. However, the NRAF does not collect data on these causes.

“...The poor performance was recorded for seatbelts wearing were only about 1390 drivers out of total of 25451 and 156 out of a total of 1739 injured passengers reported wearing seatbelts...”.





The proposed remedial measures intended to prevent and reduce road crashes are the following:

- Promote public transport usage by the public to ease the burden of increased traffic volume across the national road network. Traffic congestion as result of rapid urbanisation is experienced in Khomas, Erongo and Oshana. Although there are increased numbers of bus services in these regions, there are limited bus services in the North-west where rapid urbanisation has recently been experienced and also where the road infrastructure on national roads had been improved, particularly in the areas of Kamanjab, Opuwo and Outapi. The development of the road infrastructure of the larger urban centres 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 crashes with LDVs.
- Pedestrian crashes remain a concern as nearly half of the victims of collisions with vehicles are under the age of 20 years. Organising of extensive public campaigns that raise awareness regarding pedestrian safety and responsibilities are recommended.
- Crashes with cyclists have declined sharply over the past two years. Measures that could have contributed to this movement in cyclist crashes include information campaigns to sensitise drivers to the presence of cyclists on the road; promotion of usage of safe helmets and the construction of safe passageways for cyclists in urban areas and on open roads.
- It is recommended that future reports should complement the road crash 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 crash data, should be developed.

Introduction

INTRODUCTION

With the level of motorisation expected to rapidly increase over the next decade, the benefits of such development are challenged by a related escalation in traffic injury related costs such as provision of 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. Awareness of the negative economic and social impact of road crashes 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.

It is in this spirit that the NRSC has been collating road crashes in the country and analysing 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 crashes that took place on the national road network in 2011.

Road collisions² are reported

2 Road collision is defined in terms of this report, as an incidence in which a motor vehicle overturns or collides with an object and such accident had been recorded at the police station. According to WHO, a road traffic accident is defined as a collision or incident that may or may not

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 is mandated by the National Road Safety Act (Act 9 of 1972), to promote road safety and disseminate road safety information to all concerned parties.

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 crash reports. Determining the contribution of these circumstances to the crash event will assist in the planning of mitigating interventions.

It is indisputable that inaccurate and incomplete reporting by the police and/ or drivers compromises the reliability of the data. Although most of the

"At present these factors are not reflected in the analysis, partly because data on these such as driver fatigue and reckless driving is not being collected"

For the year under review, the NRSC captured data related to 17835 road crash cases. Sideswipe opposite directions crashes were the most frequently occurring road crashes, followed by Head/rear-end collisions, collisions with fixed objects and Single vehicle overturned as well as collisions with pedestrians. Although these crashes constituted the majority in terms of numbers, crashes that were the most devastating in terms of severity were single vehicle overturn, collisions with pedestrians and head-on crashes. Among the suspected causes of these crashes are reckless and drunk driving, speeding, driver fatigue, unsafe roads and unsafe vehicle conditions. At present these factors are not reflected in the analysis, partly because data on these such as driver fatigue and reckless driving is

information obtained from the crash forms seemed adequate, concerted efforts need to be undertaken by the police to produce more complete data on the crash location, age and gender of all road users involved, the number of passengers per vehicle, the severity of injuries sustained by pedestrians and passengers, and especially on 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 crashes in Namibia, it is not possible to determine whether either of these was a contributing factor towards the crash. Supplementary data on the extent to which alcohol contributed to crashes can be obtained from the National Forensic Science Laboratory.

lead to injury, occurring on a public road and involving at least one moving vehicle (World report on road traffic and injury prevention, April 2004).

Data Collection Method

DATA COLLECTION METHOD

A non-reactive data collection method (existing documents) was applied to obtain this information. Data was captured from existing police records in an electronic form in the computer system. The unit of analysis is the road traffic collision report (NRAF). The police stations forwarded the Pol. 66 forms to the NRSC for analysis. The NRSC staff had to travel to some police stations for large numbers of reports that were not delivered to the NRSC. At NRSC the data capturers captured data from the records (Pol.66) and analysed them using SPSS and Excel software.

Objective

The overall objective for the collation of this statistical report was to provide a clear picture of vehicle collisions on public roads, and their impacts on road users during the period of 2011.

Data collection

The NRSC commissioned a consultant to collect forms from police stations and capture them into the Road Safety Information Management System (RSIMS). The duty stations for the capturers were Regional Police Head Quarters in the thirteen regions. The consultant ensured that all data captured were imported to the server in Windhoek at NRSC premises. The NRSC exported raw data from the system into MS Excel format for verification and analysis.

Project Limitations

There were police stations that did not complete the forms properly, which led to a number of forms with missing data, which made the data entry process slow. During the data capturing, some forms could not be sent to the server from the capturing stations, if some fields are not filled in, resulting in delays, as capturers need to verify the information once again with concerned police officers, and updated the form before it was sent to the server. The consultants also had to make several attempts to get the forms, which included traveling to various police stations. Some police stations were either reluctant or unwilling to send the collision reports to their Regional Head Quarters. Consequently, the waiting for missing forms delayed the data entry and analysis process. The calculation of the total number of accidents in a year was therefore complicated by the high numbers of missing forms.

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Road Traffic Indicators

1. ROAD TRAFFIC INDICATORS

Over the course of ten years (2002-2011) the overall level of the road safety situation in Namibia is outlined in this section. This process has taken into account the variation of direct indicators, which include absolute crashes, those results in fatalities, serious and slight injuries. One of the most fascinating information is the size of vehicle population since it gives an indication as to how many vehicles available to use the road network.

To monitor the level of road safety over years or across the regions, the primary indicators must be related to one or other measure of exposure to risk in order to make a meaningful comparison and to determine the trends. Table 1 shows the road traffic indicators in terms of total crashes, number of vehicles involved, injury crashes, fatalities, serious injuries, slight injuries, registered vehicles, vehicles kilometres travelled (VKT), national population as well as the rate per crashes, injuries and fatalities.

The good thing about the rates is that they provide risk indicators, which cover different aspects of road safety management and this include among others, fatalities per 10000 registered vehicles and fatalities per 100000 registered vehicles.

The above two types of fatalities (fatalities/10000 vehicles and fatalities/100000 vehicles) tell us the number of fatalities (death) at a certain number of vehicles on the road. For instance fatalities per 100000 registered vehicles indicate the ratio of number of road deaths to 100000 registered vehicles. In 2011, out of 100000 registered vehicle a portion of 150.3 resulted into fatalities.

The same scenario can be adopted for other rates, i.e. fatalities per 10000 people, fatalities per 100000 people, fatalities per 10 million VKT, injury severity per 10000 vehicles, and injury severity per 10000 people, crashes per 10000 vehicles and crashes per 10000 people.

It is important to note that the increase in the number of crashes and number of vehicles may be as a result of an increase in the ownership of vehicles in the country.

"To monitor the level of road safety over years or across the regions, the primary indicators must be related to one or other measure of exposure to risk in order to make a meaningful comparison and to determine the trends."

Table 1: Variations in road safety conditions for the years 2002-2011: Road traffic indicators and levels of exposure to risk

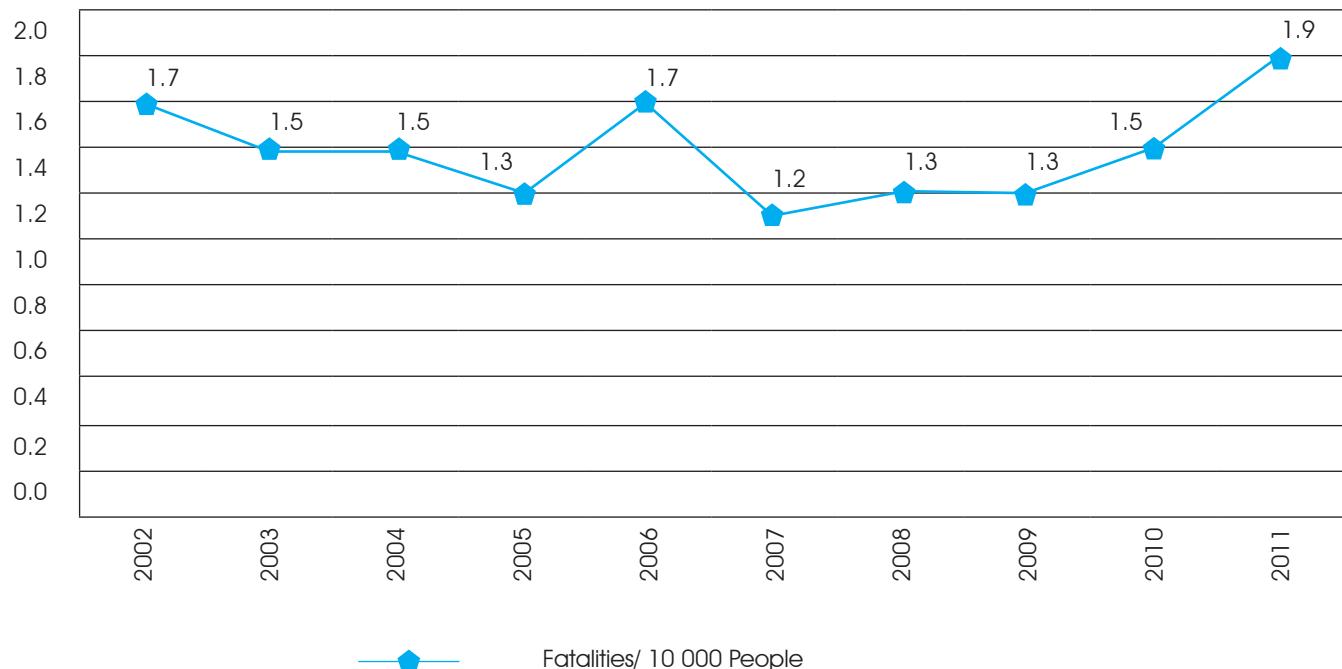
Year	Numbers									
	Crashes	Number of Vehicles Involved	Injury Crashes	Fatalities	Serious Injuries	Slight Injuries	Registered Vehicles	Vehicle Kilometres Traveled (VTK)	National Population	
2002	10,915	17,708	2,125	308	1,245	2,253	180,342	4,722,048,700	1,860,145	
2003	10,957	17,838	1,956	278	1,149	1,195	192,321	4,795,168,400	1,891,097	
2004	10,262	17,074	1,763	291	896	1,861	204,460	5,089,239,800	1,923,347	
2005	11,146	18,257	1,834	252	1,054	1,928	218,140	5,343,794,700	1,956,899	
2006	13,396	19,870	1,248	330	560	1,240	232,348	5,747,261,300	1,991,746	
2007	13,720	20,247	2,053	252	971	1,801	239,885	5,929,692,400	2,027,870	
2008	13,825	21,710	2,279	259	1,335	2,251	213,939	6,409,643,700	2,065,224	
2009	15,537	24,433	2,537	278	1,403	2,483	229,806	7,141,761,800	2,103,762	
2010	17387	24817	2570	313	1594	2499	249,421	7,969,687,101	2,143,411	
2011	17835	25337	2,585	406	1531	2470	269,907	8,085,871,000	2,113,077	
Year	Rates									
	Crashes/ 1000 Vehicles	Crashes/ 10 000 People	Injury Severity/ 1000 Vehicles	Injury Severity/ 10 000 People	Fatalities/ 10 000 Vehicles	Fatalities/ 100 000 Vehicles	Fatalities/ 10 million VTK	Fatalities/ 10 000 People	Fatalities/ 100 000 People	
2002	60.5	58.7	21.1	20.5	17.1	170.8	0.65	1.7	16.6	
2003	57.0	57.9	13.6	13.9	14.5	144.5	0.58	1.5	14.7	
2004	50.2	53.4	14.9	15.8	14.2	142.3	0.57	1.5	15.1	
2005	51.1	57.0	14.8	16.5	11.6	115.5	0.47	1.3	12.9	
2006	57.7	67.3	9.2	10.7	14.2	142.0	0.57	1.7	16.6	
2007	57.2	67.7	12.6	14.9	10.5	105.1	0.42	1.2	12.4	
2008	64.6	66.9	18.0	18.6	12.1	121.1	0.40	1.3	12.5	
2009	67.6	73.9	18.1	19.8	12.1	121.0	0.39	1.3	13.2	
2010	69.7	81.1	17.7	20.6	12.5	125.5	0.39	1.5	14.6	
2011	66.1	84.4	16.3	20.9	15.0	150.3	0.50	1.9	19.2	

The national population figures are enumerated numbers from the National Population Census Main Report 2011: Namibia 2011 Population and Housing Census, Namibia Statistic Agency, April 2012. Registered vehicles population are obtained from Road Authority's Traffic Information System for 2011.

Calculations of rates: (Number of occurrences/ total population) × given population.

Figures 1, 2: Fatalities per population size

Figure 1: Fatalities/ 10 000 people, (2002-2011)



In 2011 there was a 1.9 ratio of fatalities per 10000 people, i.e. out of every 10000 people 2 persons lost life due to road crashes, which is 4 more than the previous year.

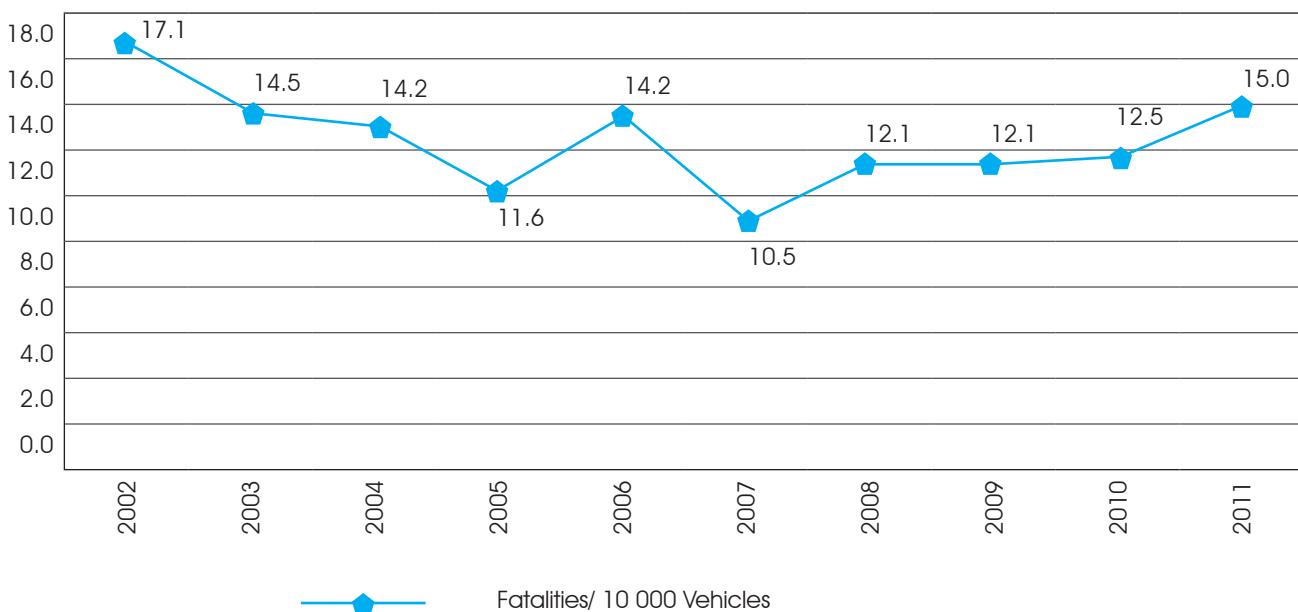
Figure 2: Fatalities/ 100000 people, (2002-2011)



Just like figure 1, figure 2 shows almost the same result, but with fatalities per 100000 people. A polynomial line has been used in this figure to describe the trend of fatalities for the past decade. We should also note at this point that over the past ten years the ratio of fatalities to 100000 people has been ranging between 12,4 and 19,2.

Figure 3, 4: Fatalities per vehicles and kilometres travelled (VKT)

Figure 3: Fatalities/ 10 000 Vehicles, (2002-2011)



Studying the table above indicates that the ratio of fatalities to 10 000 vehicles has increased between 2010 and 2011. The difference of 2.5 ratio is observed between 2010 and 2011. Below is a graph of fatalities per 10 million VKT and again the polynomial trend line was used to describe the trend for the fatalities.

Figure 4: Fatalities/ 10 million VKT, (2002-2011)

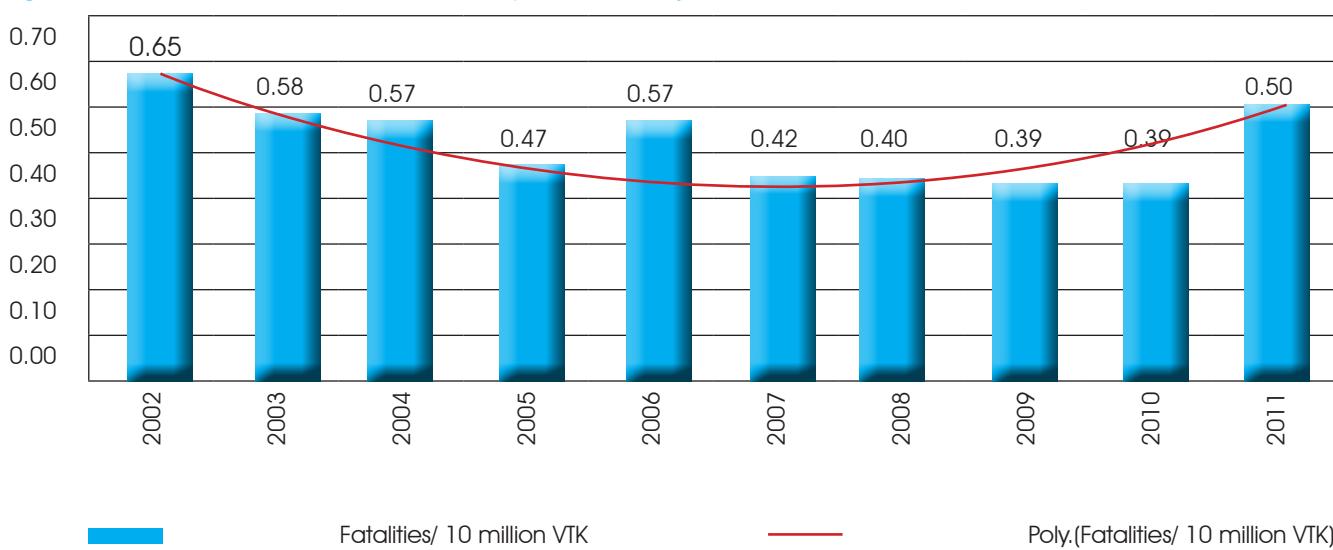


Table 2 and figure 5 (below) show the trend of crashes per national population and crashes per registered vehicles. This will again help us have a close look on what has been happening for the past decade. One can see that in 2002 a percentage of 0.59% of the entire population was affected by road collisions, one can also clearly see that this figure has increased from year to year until it reached 0.84 percent in 2011. In terms of registered vehicles in 2011, a

percentage of 6.61 of the registered vehicles were affected by the road crashes and the same scenario can be used to understand the trend in other variables such as fatalities and injuries in the previous years.

Table 2: Trends of collision per national population and registered vehicles

Year	Numbers	National Population	Registered Vehicles	%	%
	Collisions	National Population	Registered Vehicles	Collisions per National population	Collisions per Registered Vehicles
2002	10 915	1 860 145	180 342	0.59	6.05
2003	10 957	1 891 097	192 321	0.58	5.70
2004	10 262	1 923 347	204 460	0.53	5.02
2005	11 146	1 956 899	218 140	0.57	5.11
2006	13 396	1 991 746	232 348	0.67	5.77
2007	13 720	2 027 870	239 885	0.68	5.72
2008	13 825	2 065 224	213 939	0.67	6.46
2009	15 537	2 103 762	229 806	0.74	6.76
2010	17 387	2 143 411	249 421	0.81	6.97
2011	17 835	2 113 077	269 907	0.84	6.61

The graphs of the trends are shown next in figure 5 to clarify the picture.

Figure 5 a: Collisions per national population

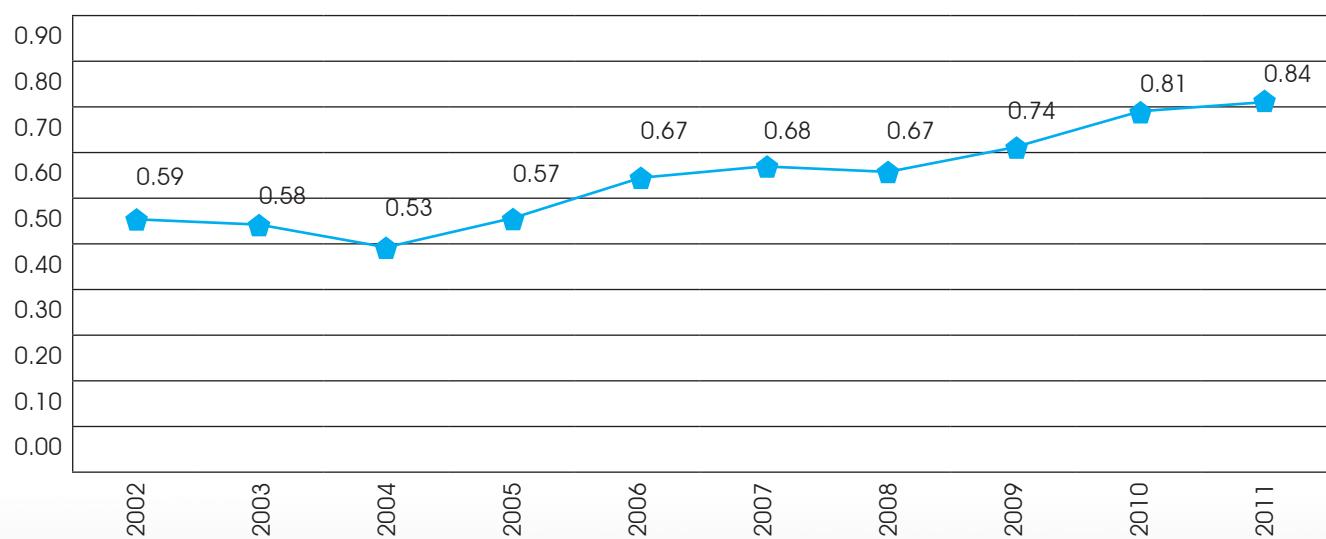


Figure 5 b: Collisions per registered vehicles

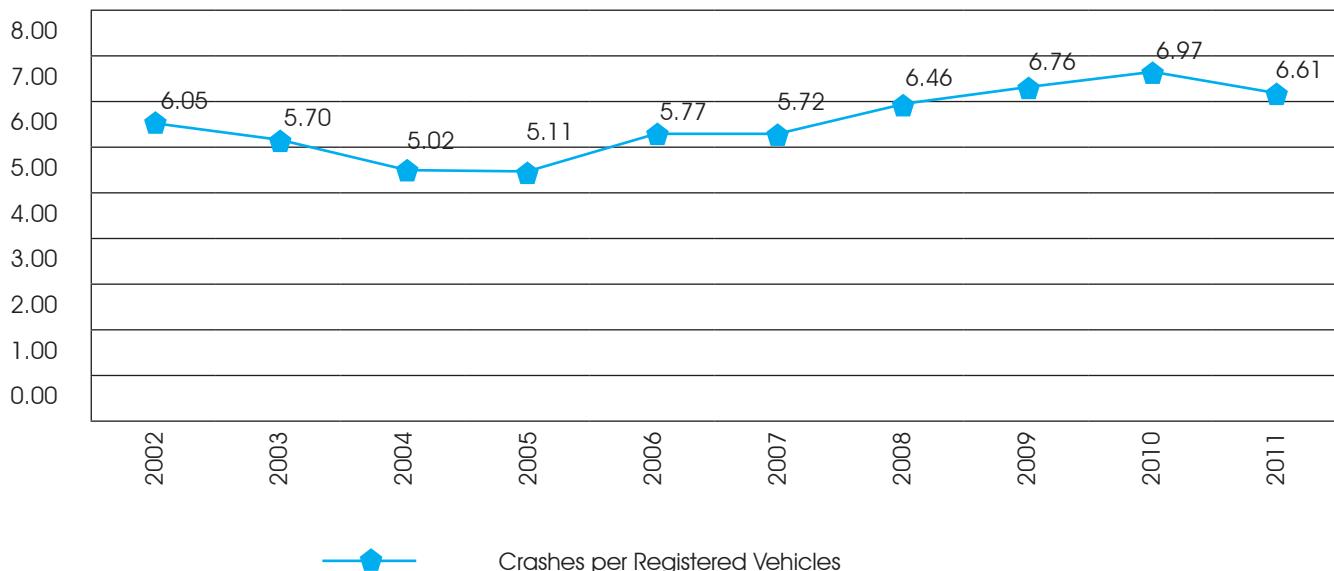


Table 3: Annual change in number of crashes and outcome of crashes

Year	Number of crashes			Number of fatalities			Number of casualties		
	Total	Yearly Change		Total	Yearly Change		Total	Yearly Change	
		Nº	%		Nº	%		Nº	%
2002	10 915			308			3822		
2003	10 957	42	0.38	278	-30	-9.7	3449	-373	-9.8
2004	10 262	-695	-6.3	291	13	4.7	3097	-352	-10.2
2005	11 146	884	8.6	252	-39	-13.4	3251	154	4.8
2006	13 396	2250	20.2	330	78	31.0	2130	-1121	-34.5
2007	13 720	324	2.4	252	-78	-23.6	3024	894	41.9
2008	13 825	105	0.8	259	7	2.8	3845	821	27.1
2009	15 537	1712	12.4	278	19	7.3	4164	319	8.3
2010	17 387	1850	11.9	313	35.0	12.6	4202	38.0	0.9
2011	17 835	448	2.6	405	93	29.6	4447	245	5.8

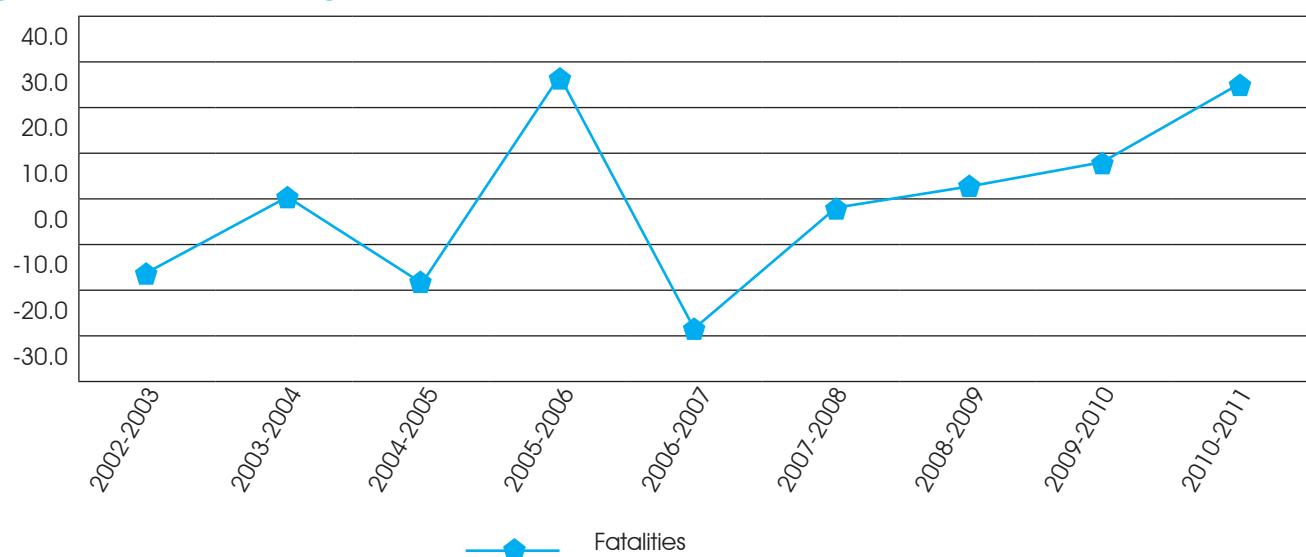
As of 2009 the annual fatalities percentage changes have increased with 5.3 percent from 7.3 to reach 12.6 percent in 2010. In 2011 the fatalities percentage increased to 29.6, which represents a 17 percent increase in road traffic deaths.

In terms of casualties, the 2011 casualties percentage change is 5.8, which increased with 4.9 percent from 0.9 annual casualties percentage change in 2010.

annual fatalities percentage changes have increased with 5.3 percent from 7.3 to reach 12.6 percent in 2010.

Figure 6: Annual percentage change in fatalities and casualties over the past decade, (2002-2011)

Figure 6a: Annual changes of fatalities



A year to year fluctuation is noticed in both the fatality and casualty percentages, with a noticeable steep slope from 2009 to 2011 in fatalities and a gentle slope in casualties.



Figure 6b: Annual changes of casualties

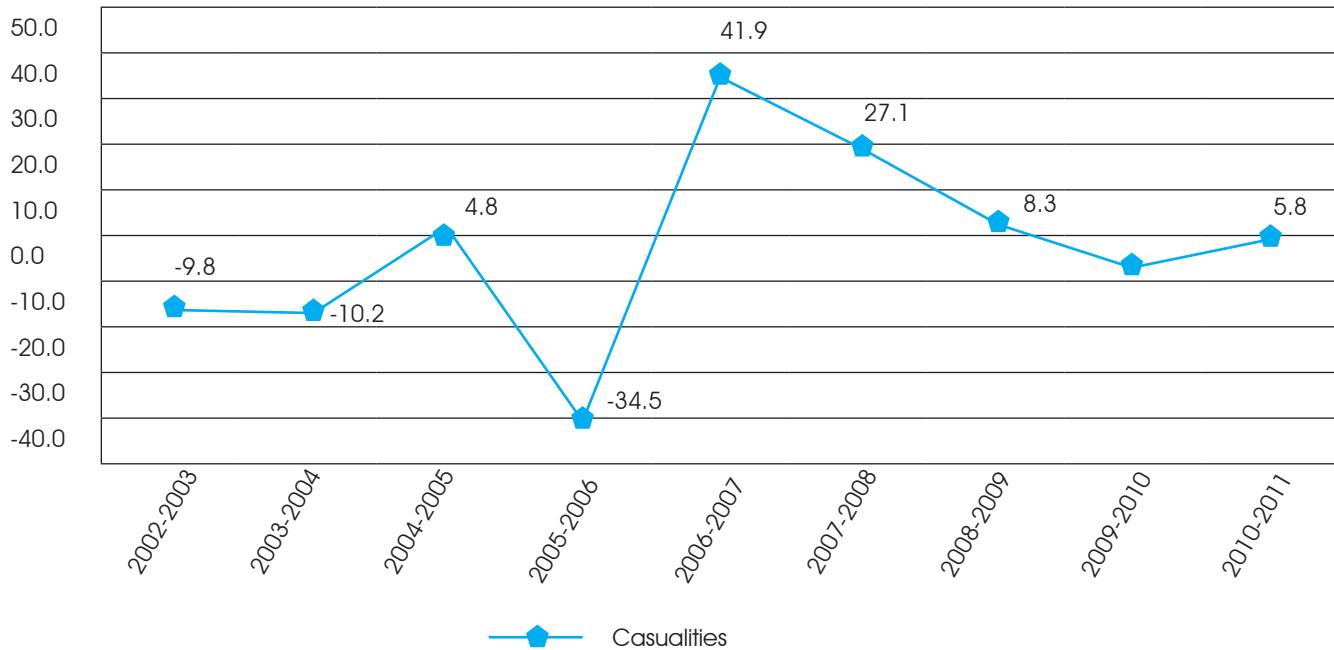


Figure 7a: Injury severity (2002-2011)

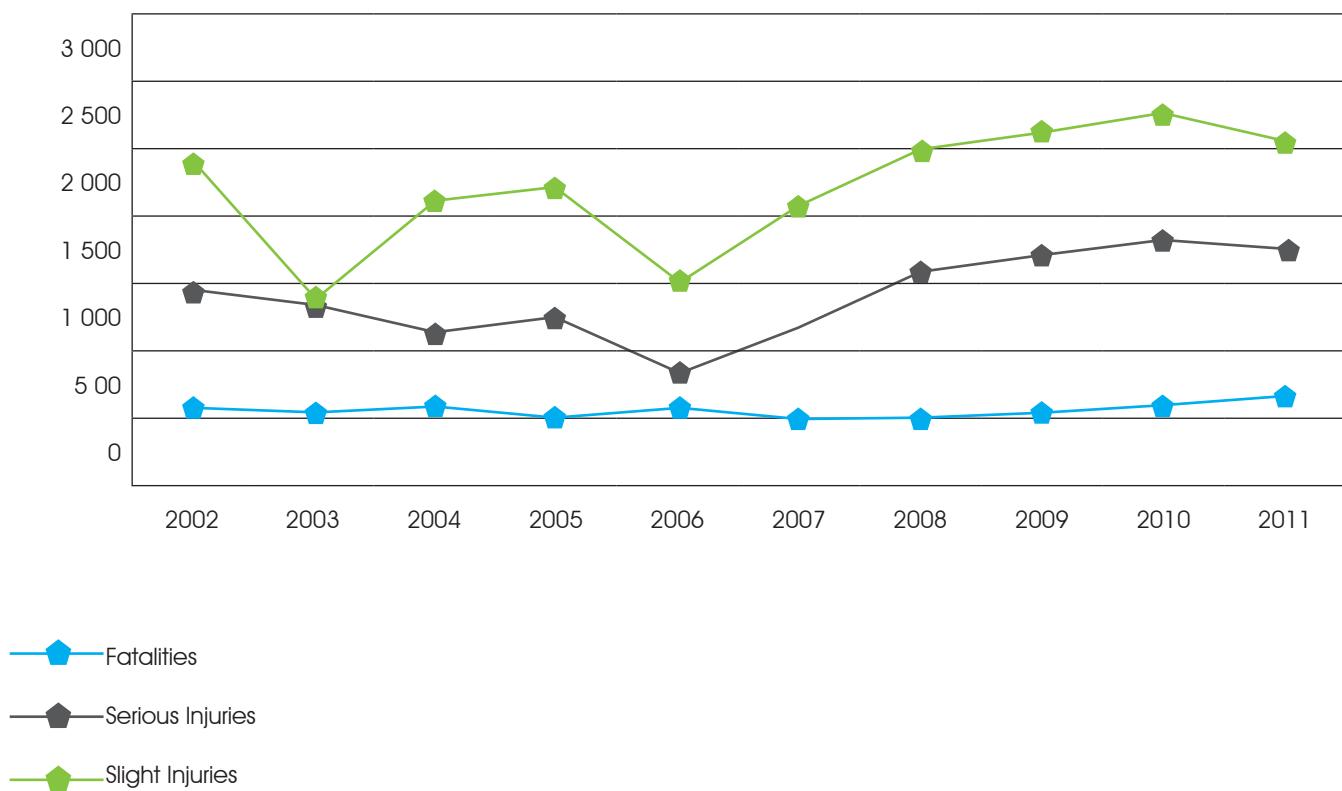
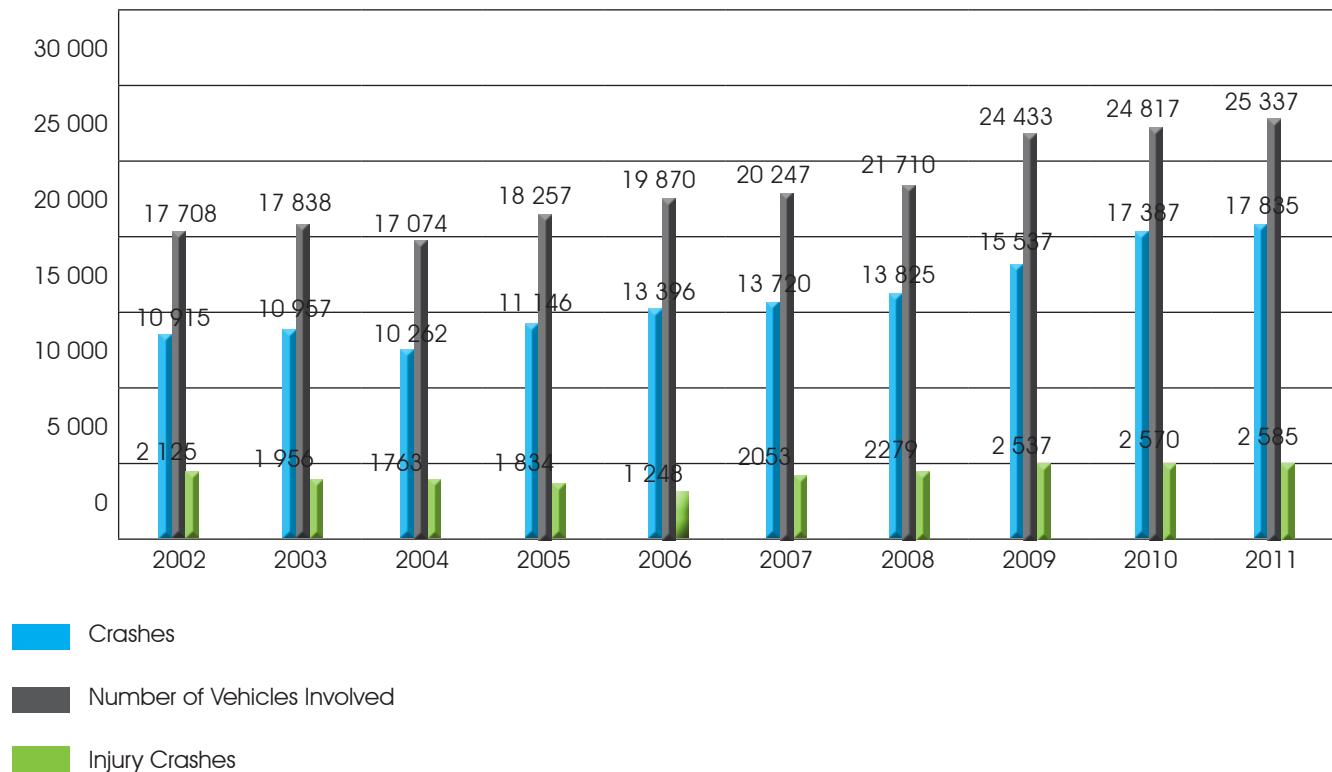


Figure 7a shows total fatalities, serious and slight injuries over the past ten years (2002-2011). In 2011, 406 people lost their lives due to road crashes.

The highest major or serious injuries for the past decade was in 2010 with 1594 injuries. In 2006 serious injuries of 560 were recorded making it the lowest major injuries to be recorded over the past ten years. Although the highest record was in 2010, the following year, 2011, it has gone down with 63 injuries to a new record of 1531 serious injuries.

Like serious injuries, highest slight injuries of the decade were recorded in 2010 with 2499 injuries, but the lowest was recorded in 2003 with 1195 injuries. Once again with the highest injuries recorded in 2010 the following year resulted in the reduction of injuries. Thus, 2470 slight injuries in 2011 were recorded, which are 29 injuries lower compared to 2010.

Figure 7b: Number of crashes, injury crashes and Vehicles involved



With an increase in the number of registered vehicles annually, the number of vehicles involved in road crashes has also been increasing every year. As long as more vehicles are involved in crashes annually, the number of road injuries will also increase in the same manner. Thus as indicated in figure 7b with the exception of 2004, crashes annually increased steadily.

The lowest injury crashes for the decade was in 2006 with 1248 injuries. Thereafter, injuries as a result of collisions had been steadily increasing until the year under review.

“As long as more vehicles are involved in crashes annually, the number of road injuries will also increase in the same manner.”

Table 4: Number and rates in variation by crash counts for regional distribution

Region	Crashes	Injury Crashes	Fatalities	Seriously injured	Slightly injured	Not Injured	Damage only	Reg. vehicles	Total population	Fatalities/ 1000 registered vehicles	Fatalities/ 10 000 population
Erongo	2065	346	24.7	121	364	3243	1719	35166	150809	0.7	1.6
Hardap	580	142	33.8	111	175	746	438	9788	79507	3.5	4.3
Karas	462	84	9.1	52	81	588	378	12415	77421	0.7	1.2
Kavango East + West	734	171	35.1	109	179	994	563	6504	223352	5.4	1.6
Khomas	8978	639	74.1	269	558	13803	8339	125748	342141	0.6	2.2
Kunene	445	85	16.9	91	90	556	360	5056	86856	3.3	1.9
Ohangwena	358	117	28.6	77	94	515	241	3077	245446	9.3	1.2
Omaheke	481	99	14.3	52	89	524	382	6454	71233	2.2	2.0
Omusati	388	130	32.5	91	126	587	258	4711	243166	6.9	1.3
Oshana	1346	332	66.3	195	274	1909	1014	26410	176674	2.5	3.8
Oshikoto	608	149	31.2	147	162	878	459	5277	181973	5.9	1.7
Otjozondjupa	1055	215	27.3	166	201	1283	840	18300	143903	1.5	1.9
Zambezi	335	76	11.7	50	77	415	259	3193	90596	3.7	1.3
Namibia	17835	2585	406	1531	2470	26041	15250	262099	2113077	1.5	1.9

Table 4 indicates the regional distribution of road crashes and casualties. Like in previous years, once again Khomas Region has recorded the most crashes (8978), highest fatalities (74) and injuries (827), followed by Erongo Region with 2065 crashes, 25 deaths and 485 injuries. Like in 2010, Erongo and Otjozondjupa had drastically reduced their number of road deaths and injuries. The lower crashes and casualties were recorded in Karas, Kunene and Zambezi regions compared to other regions, but looking at their inhabitant populations, these regions received higher casualties as well.



Figure 8a: Number of crashes by region

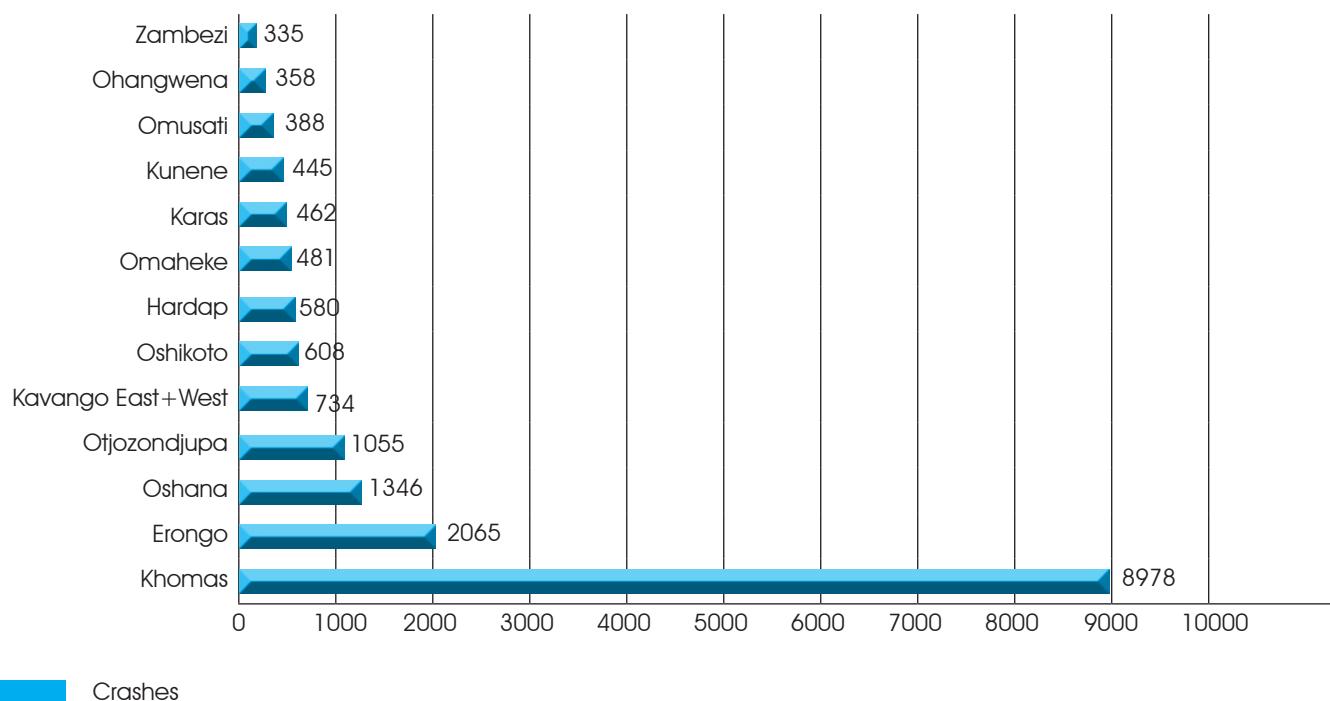
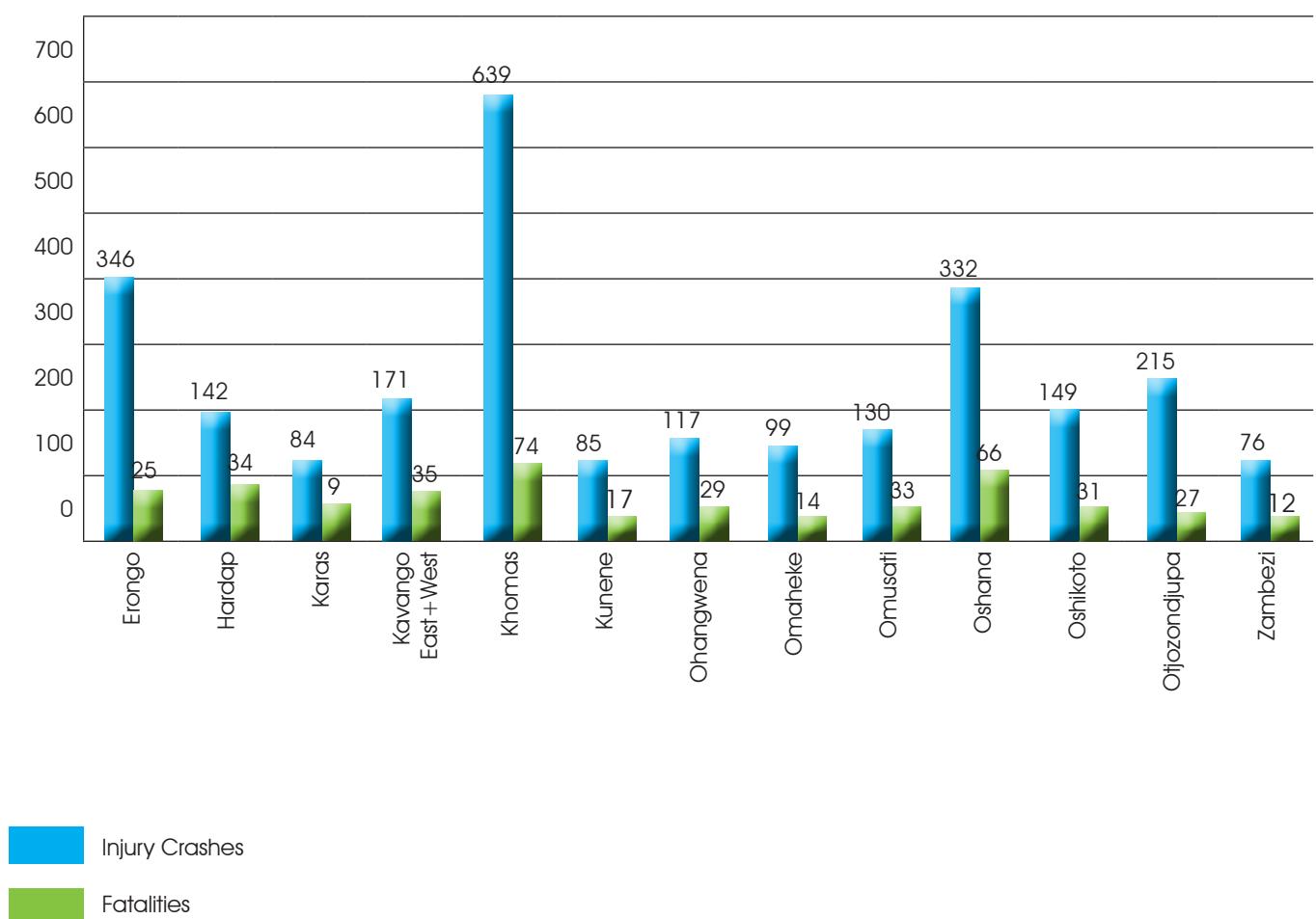


Figure 8 b: Number of injury crashes and Fatalities by Region



It shows that Khomas Region had the most crashes in 2011 (8978); this might be due to more vehicles in the Khomas Region than any other region. Erongo (2065), Oshana (1346) and Otjozondjupa(1055) peaked second, third and fourth place respectively.

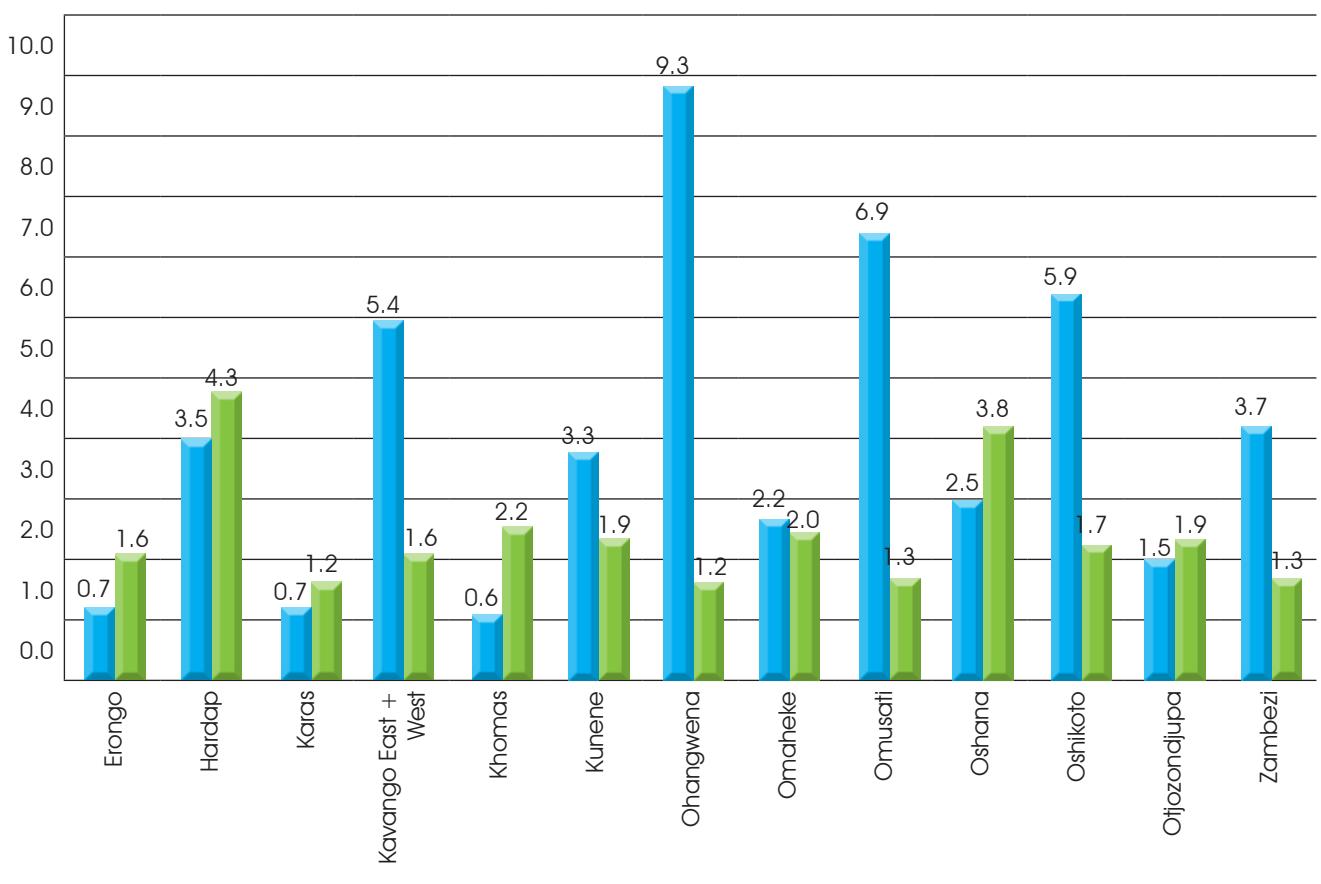
The bottom three regions with lowest crashes in 2011 were; Zambezi with 335, Ohangwena with 358 and Omusati with 388 crashes. We should also clarify here that these regions also got the lowest casualties compared to the other regions, but they have lower inhabitant and vehicle populations.

The information reflected in Table 4 shows that the regions with the highest number of vehicles had more injury crashes, which resulted in more fatalities. The same applies for regions with fewer vehicles and people i.e their injury crashes and fatalities are fewer too, although, in terms of population ratio, the deaths are higher in all regions.

Another point to note here is that the top four regions with higher crashes two of them the crashes correlate with fatalities while the other two received a negative correlation between crashes and fatalities. The two regions with lower crashes (Ohangwena and Omusati) also received high number of fatalities. The least fatalities were recorded in Karas, Zambezi and Omaheke from the lowest to the highest in that order.

“The information reflected in Table 4 shows that the regions with the highest number of vehicles had more injury crashes, which resulted in more fatalities.”

Figure 8c: Regional Distribution of Rate of Death



The regional distribution of the death rate is measured in two ways: fatalities per 1000 registered vehicles and fatalities per 10000 population. This helps to compare death rate indicators. For one, Ohangwena had more fatalities per 1000 registered vehicles, while Hardap had more fatalities per 10000 population. The inference is that nine people died on the road per 1000 vehicles registered in Ohangwena with many people on the road. Similarly, 5 people died on the road in the Hardap Region with fewer people on the road.

We should also understand that the number of fatalities per region is not the same as fatalities per registered

vehicles, or fatalities per population. Consequently, Khomas Region with a higher number of fatalities have a lower fatality rate per registered vehicles and per population. The inference is that one person died on the road in the Khomas Region per 1000 vehicles registered. Similarly, two people died on the road per 10000 population in the Khomas Region with more people.

The regions with the highest fatalities per 1000 registered vehicles are; Ohangwena, Omusati and Oshikoto with 9.3, 6.9 and 5.9 death rates respectively. The three regions with

the lowest death rates are Khomas, Karas and Erongo regions with 0.6, 0.7 and 0.7 respectively.

For fatalities per 10000 population, the leading region is Hardap (4.7) followed by Oshana (3.7) with Erongo and Kunene sharing position number three with 2.2 deaths each. Ohangwena is the lowest with 1.1 deaths, followed by Karas, Kavango (East and West), Omusati and Zambezi with 1.3 fatalities each.

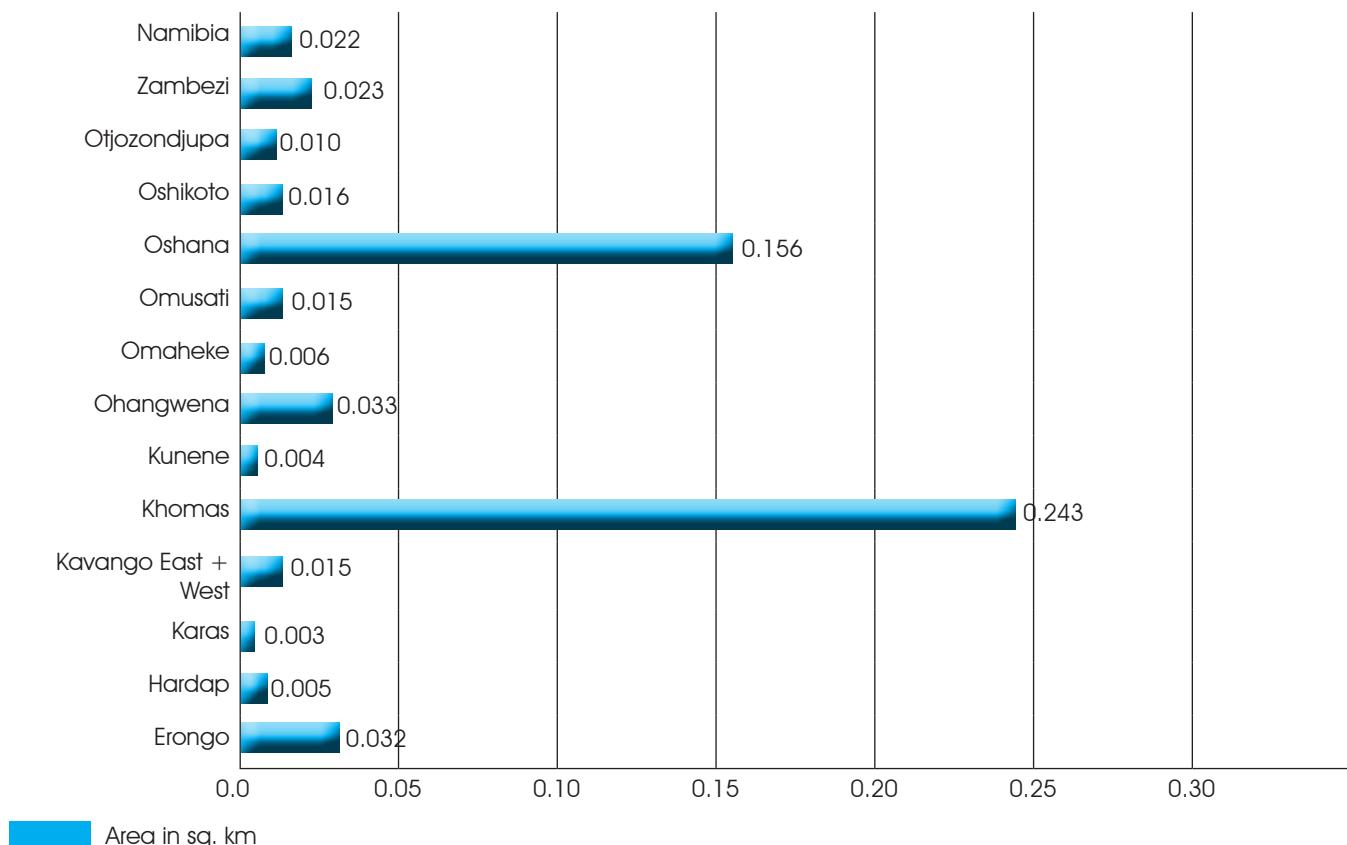
The regions with the highest fatalities per 1000 registered vehicles are; Ohangwena, Omusati and Oshikoto with 9.3, 6.9 and 5.9 death rates respectively.

Table 5: Number of crashes per square kilometre

Region	Crashes	Reg. vehicles	Population	Area in sq.km	Acc/Sq.km	Population density
Erongo	2065	35166	150809	63579	0.032	2.4
Hardap	580	9788	79507	109651	0.005	0.7
Karas	462	12415	77421	161215	0.003	0.5
Kavango East+West	734	6504	223352	48463	0.015	4.6
Khomas	8978	125748	342141	37007	0.243	9.2
Kunene	445	5056	86856	115293	0.004	0.8
Ohangwena	358	3077	245446	10703	0.033	22.9
Omaheke	481	6454	71233	84612	0.006	0.8
Omusati	388	4711	243166	26573	0.015	9.2
Oshana	1346	26410	176674	8653	0.156	20.4
Oshikoto	608	5277	181973	38653	0.016	4.7
Otjozondjupa	1055	18300	143903	105185	0.010	1.4
Zambezi	335	3193	90596	14528	0.023	6.2
Namibia	17835	269907	2113077	824115	0.022	2.6

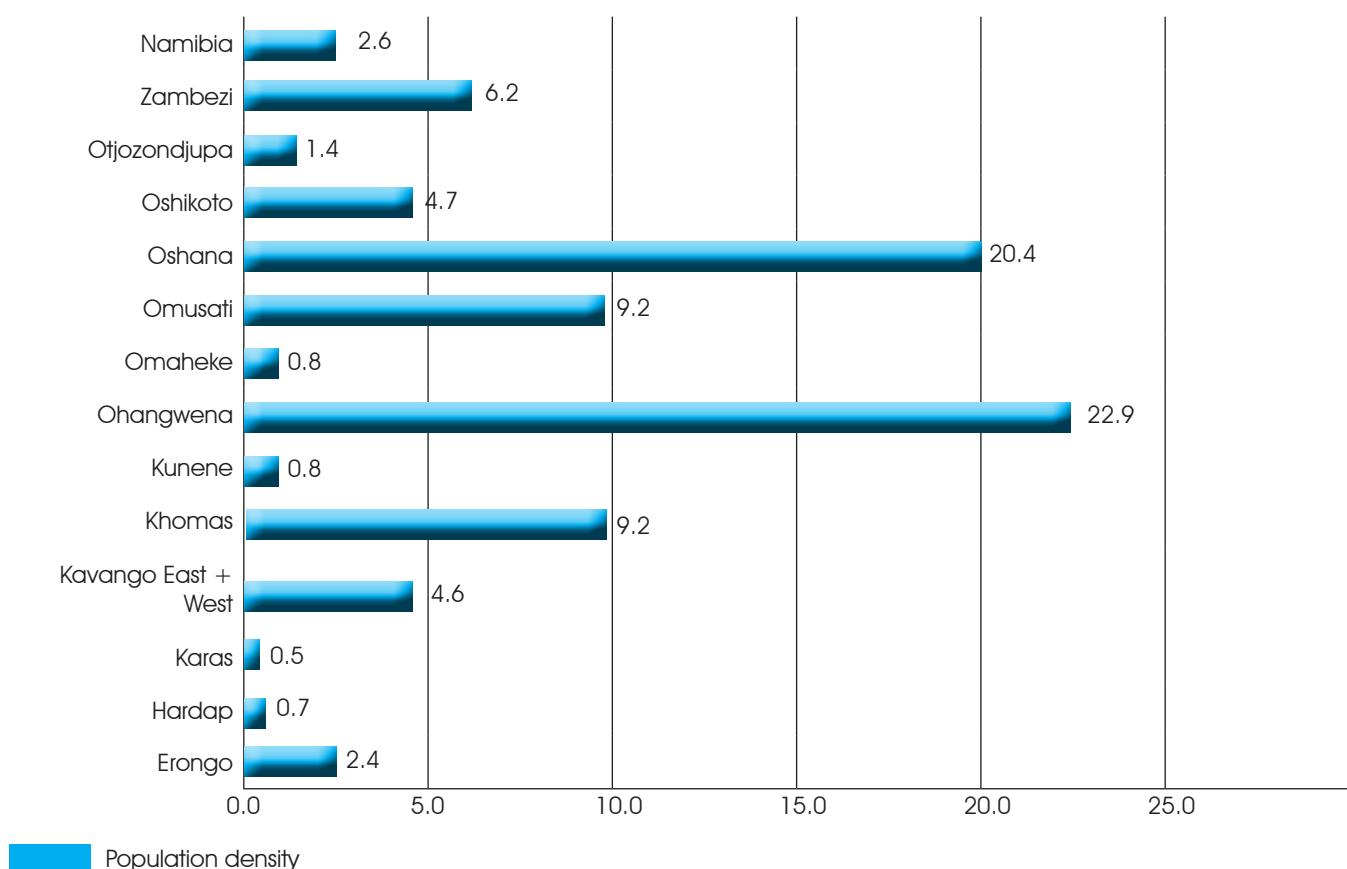
Table 5, shows that the registered vehicles in Namibia in 2011 were 269 907; this number has taken into account 7600 Government vehicles (GRN) and 208 National Prison services vehicles (NPS). These numbers were not categorized to a specific region, but were only added to the total of national registered vehicles in 2011.

Figure 9a: Number of crashes per square kilometre



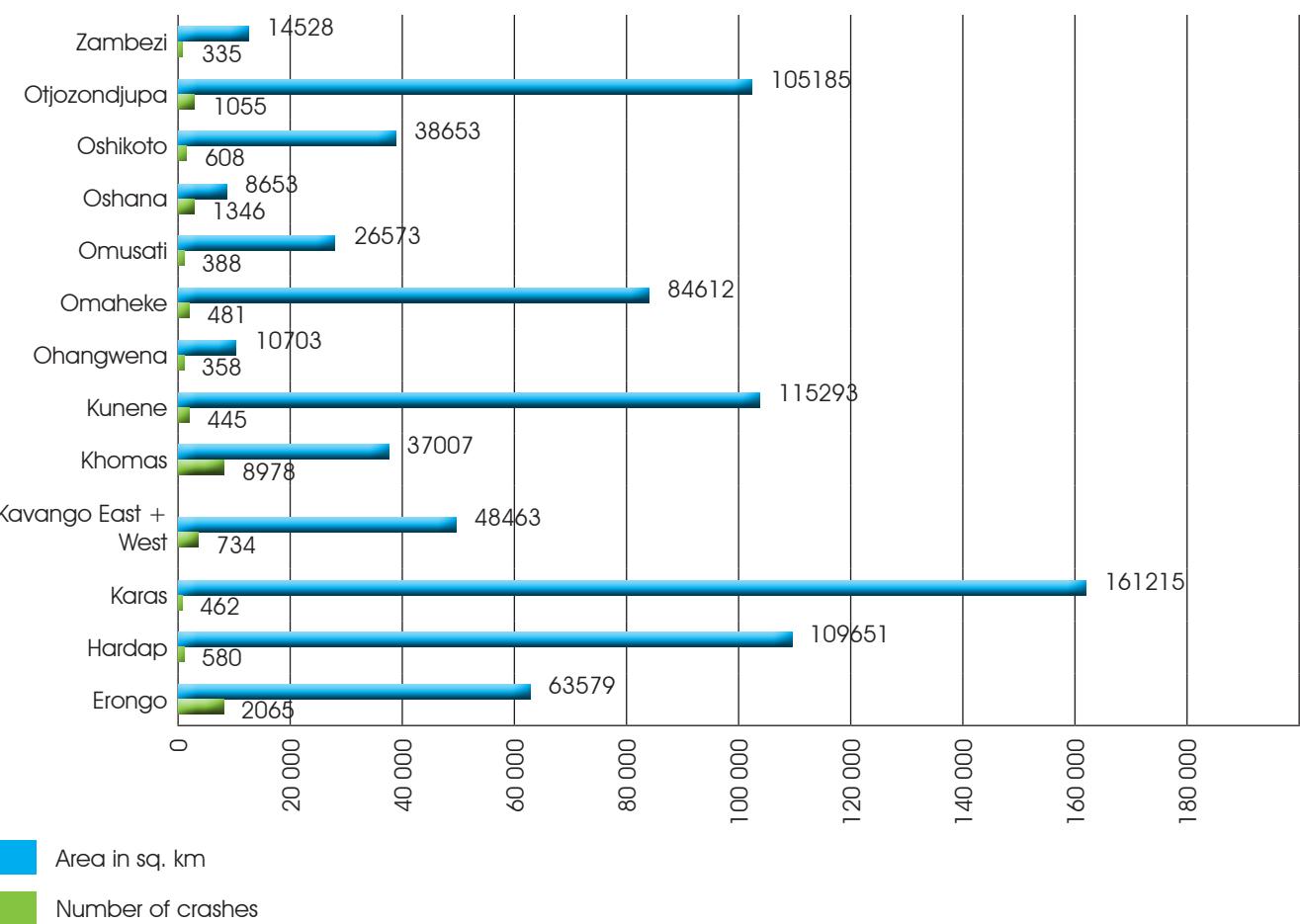
Khomas Region got the highest crashes per square kilometre. In details per every square kilometre in the Khomas Region there is a 0.243 chance of a road crash. A reader should keep in mind that this does not mean that at every square kilometre there is a road crash waiting to happen, but it's a probability. The same goes for all the other regions.

Figure 9b: Population Density



Ohangwena got the highest population density with 22.9 followed by Oshana with 20.4. Regions like Karas, Hardap and Kunene got less density with less than 1.0 for all.

Figure 9c: Regional distribution of Crashes and Area in sq.km



From the regional distribution of crashes and area in square kilometre it is easy to see that the region with more area has a lesser number of crashes per area, and vice versa. This is nicely represented by Karas with 161 215 area in square kilometres and 462 crashes. On the other hand, Khomas Region has 37 007 area in square kilometres and 8 978 crashes.



Table 6: Type of crash by region

														Total
Erongo	70	72	23	459	405	123	187	210	53	74	268	106	9	2059
Hardap	9	9	5	56	136	23	17	110	6	102	86	20	0	579
Karas	9	5	4	36	164	13	19	61	6	53	71	9	0	450
Kavango East	12	10	5	54	34	50	28	42	9	197	122	62	0	625
Kavango West	0	1	4	7	5	0	2	13	0	35	31	10	0	108
Khomas	388	336	114	2502	2166	385	970	146	266	292	637	345	0	8547
Kunene	3	3	3	37	60	2	7	80	2	183	52	7	0	439
Ohangwena	6	2	7	30	68	11	13	55	9	69	58	29	0	357
Omaheke	14	5	4	32	117	13	17	73	7	107	70	21	1	481
Omusati	3	1	9	14	39	13	16	67	3	111	43	24	0	343
Oshana	49	36	20	196	219	44	107	86	54	192	188	153	0	1344
Oshikoto	12	13	10	63	145	20	28	70	12	148	61	26	0	608
Otjozondjupa	16	9	11	111	256	44	44	120	11	287	108	36	0	1053
Zambezi	6	12	5	15	41	8	13	21	3	68	56	24	0	272
Total	597	514	224	3 612	3 855	749	1 468	1 154	441	1 918	1 851	872	10	17 265

“...most prevalent crash types in Namibia were Other/Unknown, which accounted for 22.3 percentage of all road crashes.”

Table 6 shows that the most prevalent crash types in Namibia were Other/Unknown, which accounted for 22.3 percentage of all road crashes. In 2010 Head/Rear-end collisions were ranked number one, while in 2011 Head/Rear-end collisions were second with 3612 injuries and representing 20.9 percent of all road crashes. Table 5 also shows that regions such as Khomas, Erongo and Oshana experienced more Head/Rear-end collisions.

Following is the list of the five major type of collisions, which occurred in 2011:

1. Other/Unknown
2. Head/Rear-end
3. With Animals
4. With fixed objects
5. Sideswipe: same direction

The list above is in order of occurrence i.e. Unknown is number one. Sideswipe in the same direction is number five. All these types of collisions were more applicable in regions such as, Khomas, Oshana and Erongo, and were less applicable in regions such as Zambezi.

Table 7: Regional distribution of Crash type ranked by frequency of occurrence

	Head/rear end	With Fixed Object (Specify)	With animal (Specify)	Single vehicle overturned	With pedestrian	Sideswipe: same direction	Sideswipe: opposite directions
Erongo	1	3	0	2	0	4	5
Hardap	4	3	1	2	0	0	5
Karas	4	3	2	1	0	5	0
Kavango East	4	2	1	0	3	0	5
Kavango West	5	2	1	3	4	0	0
Khomas	1	3	0	0	5	2	4
Kunene	3	3 ⁴	1	2	4	5	0
Ohangwena	3	2	1	2 ³	4	5	0
Omaheke	4	3	1	2	5	0	0
Omusati	0	3	1	2	4	5	0
Oshana	1	4	2	0	3	5	0
Oshikoto	3	4	1	2	0	5	0
Otjozondjupa	3	4	1	2	0	5	5 ⁶
Zambezi	5	2	1	4	3	0	0
Namibia	1	4	2	5	0	3	0

The highest numbers of crash types per region are ranked in ascending order, assigned number from 1 (highest) to 5 (lowest). Every number after rank five was assigned ranked 0. Crashes with the same number of occurrence are assigned the same number of ranks. The numbers in circles show what could have been the actual ranks of the numbers, in case there were no same occurrence of values (number).

Figure 10: Distributions of types of crashes with frequency of their occurrences

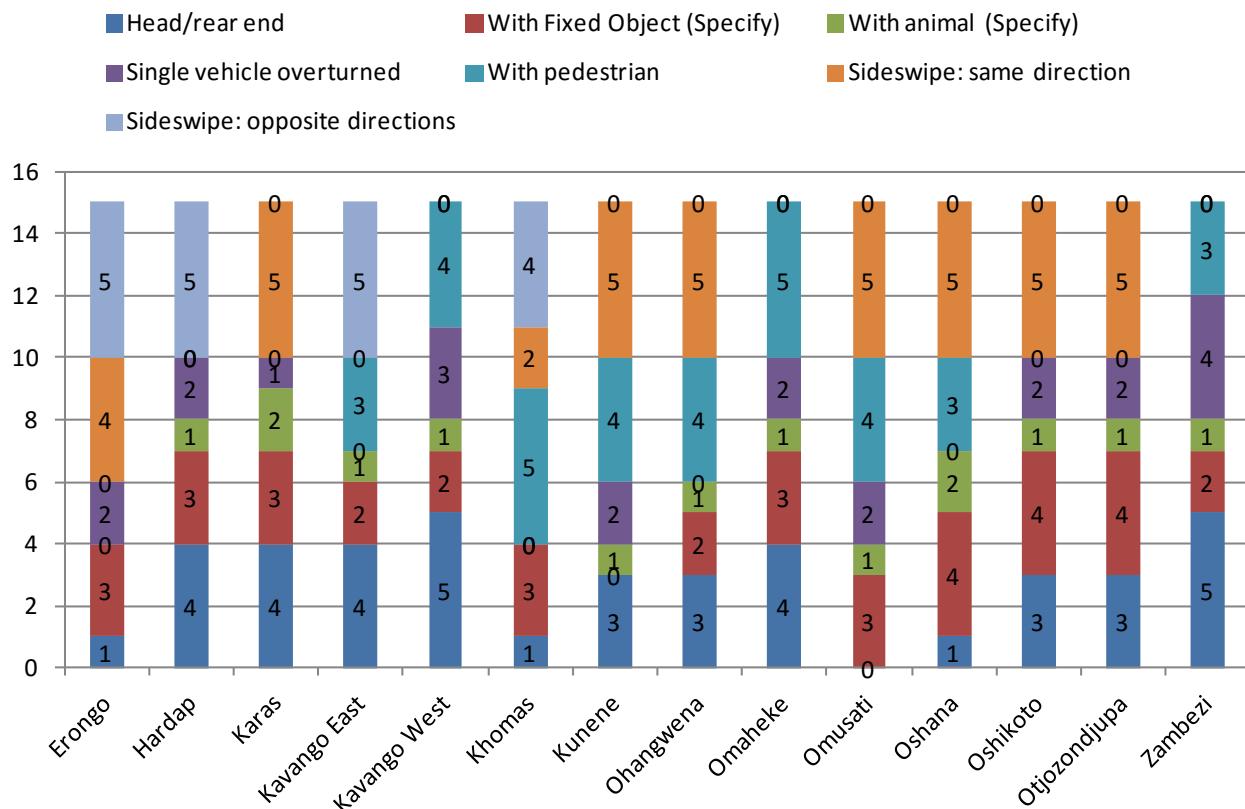


Figure 10 was represented using table 7, with the purpose of having a further close picture on the regional distribution of crashes in 2011. A point to note here is that crashes like head/rear end, Sideswipe: opposite direction, Sideswipe: same direction and Crash with fixed object occurred in almost every region, but at a high volume.

Table 8a: Number of crashes, no injury and damage only by month

Month	Crashes	No Injury	Damages only
January	1 313	1 855	1 094
February	1 303	1 914	1 118
March	1 581	2 350	1 372
April	1 482	2 244	1 294
May	1 400	2 097	1 178
June	1 507	2 288	1 265
July	1 588	2 330	1 393
August	1 614	2 340	1 403
September	1 593	2 294	1 375
October	1 518	2 155	1 271
November	1 481	2 148	1 270
December	1 455	2 132	1 217
Total	17 835	26 147	15 250

Table 8a indicates crashes, No Injuries and Damage only per month. The variable No Injuries indicates the number of crashes that occurred with no injuries recorded, for people who were involved. The difference between No Injury and Damage only is that, with Damage only there were no kind of injuries sustained by the road user, but only vehicle damages occurred.

As table 8a shows 2350 people in March managed to escape any kind of injuries from the crashes they were involved in, and it has turned out to be the largest number of no injuries to be reported in 2011. More damages to vehicles were recorded in August compared to any other month.

The month with the most crashes in 2011 was August, with 1614 crashes, followed by September (1593) and July with 1588 crashes, a tendency that has changed over the last ten years, as July had received the highest number of crashes then. February recorded the lowest number of crashes of the year compared to any other month. Second from last was January with 1313 crashes and just ten more crashes than February, which recorded 1303.

The month with the most crashes in 2011 was August, with 1614 crashes, followed by September (1593) and July with 1588 crashes, a tendency that has changed over the last ten years, as July had received the highest number of crashes then.

Figure 11: Number of crashes per month

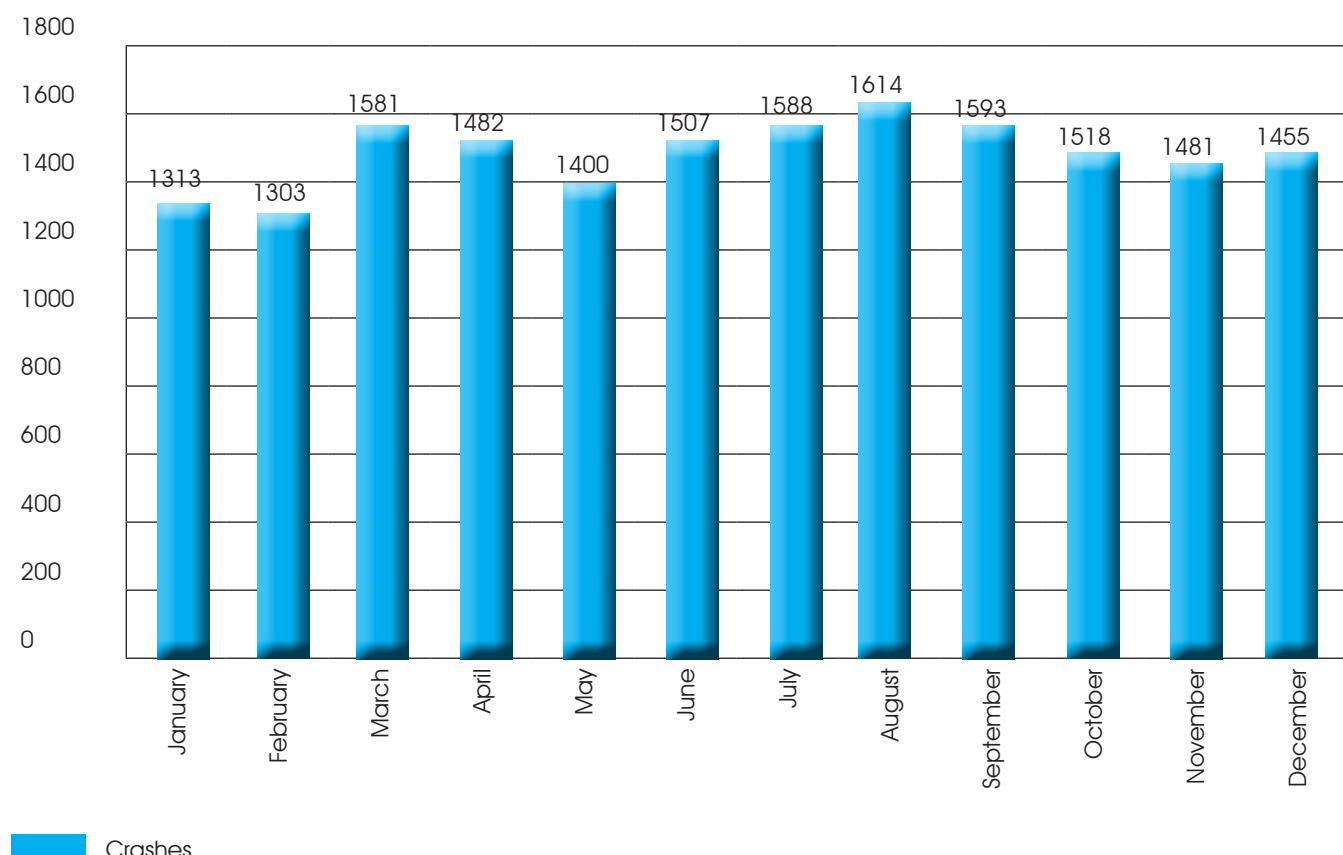


Table 8b: Number of Crashes and injury crashes by day of the week

Day of the week	Number of crashes	Injury Crashes
Monday	2 709	334
Tuesday	2 497	339
Wednesday	2399	317
Thursday	2 436	334
Friday	2 975	463
Saturday	2 612	431
Sunday	2 207	367
Total	17 835	2 585

According to table 8b most crashes occurred on Fridays, 2975, followed by Monday, 2709. Fewer crashes were recorded on a Sunday, 2207 crashes.

It is crucial to know that Friday also recorded more injury crashes than any other day, followed by Saturday, just 32 injury crashes less than that of a Friday, making it the second highest day with injury crashes. Although Wednesday recorded more crashes than Sunday, Wednesday had produced fewer injury crashes compared to any other day. It is also good to know that in most cases more injury crashes had happened where there were more road crashes, with the exception of Wednesday.

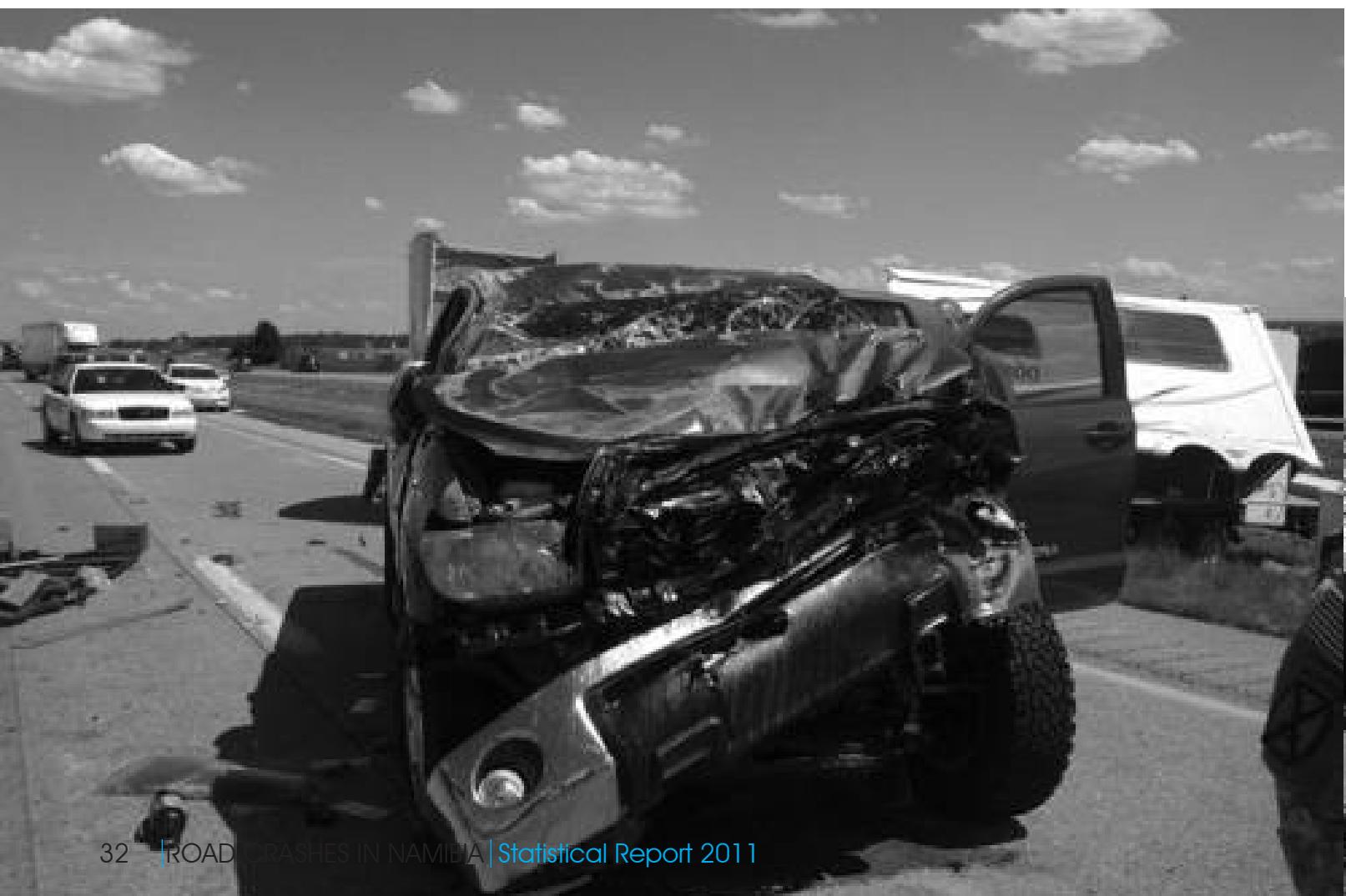


Figure 12: Weekly distribution of crashes and injury crashes

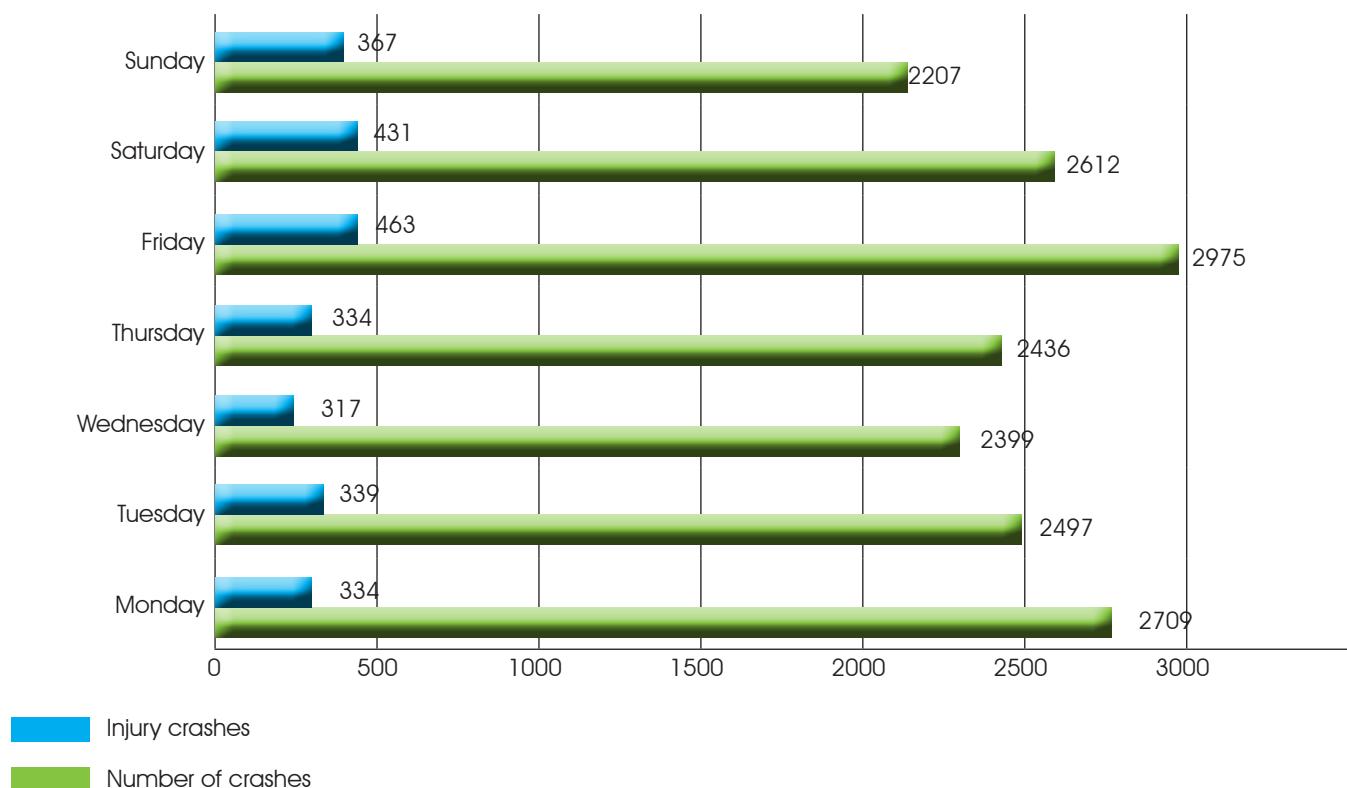
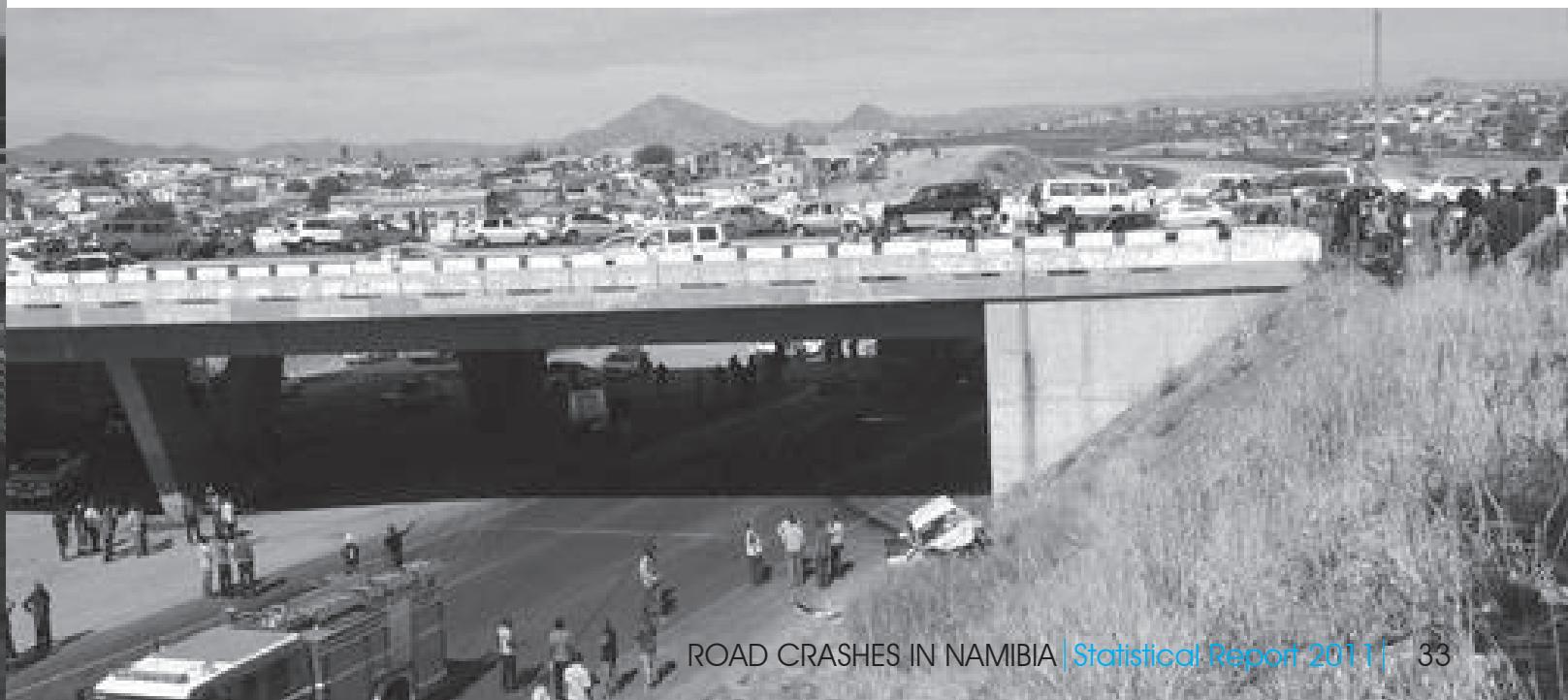


Figure 12 is just giving a clear picture of what was discussed at table 8b. It is also good to know that in most cases more injury crashes had happened where there were more road crashes, with the exception of Wednesday.



Road Traffic Injuries

2. ROAD TRAFFIC INJURIES

Road traffic injuries are influenced by the extent of the impact of the crash. Injuries are classified by the level of severity, crucial severities of injury are fatalities, serious injuries and slight injuries.

Table 9: Type of crash and severity of injury

Type of crash	Crashes	Fatalities	Serious injury	Slight injury	Casualties	% of casualties
Approach at angle: both travelling straight	598	4	44	76	124	2,8
Approach at angle: one or both turning	516	1	6	51	58	1,3
Head-on crash	224	47	100	71	218	4,9
Head-rear-end crash	3 612	14	69	177	260	5,9
Sideswipe opposite directions	4 330	12	44	91	147	3,3
Sideswipe same direction	750	9	36	94	139	3,2
Single vehicle overturn	1 467	129	591	772	1 492	33,9
Turn right in face of oncoming traffic	1 156	10	34	64	108	2,5
Crash with animal	441	10	75	165	250	5,7
Crash with fixed object	1 883	10	32	102	144	3,3
Crash with pedestrian	1 433	124	340	472	936	21,2
Crash with train	844	0	2	5	7	1,3
Other/ unknown	11	35	158	330	523	11,9
Total	17 265	405	1 531	2 470	4 407	100,0

Unknown road crashes: 570

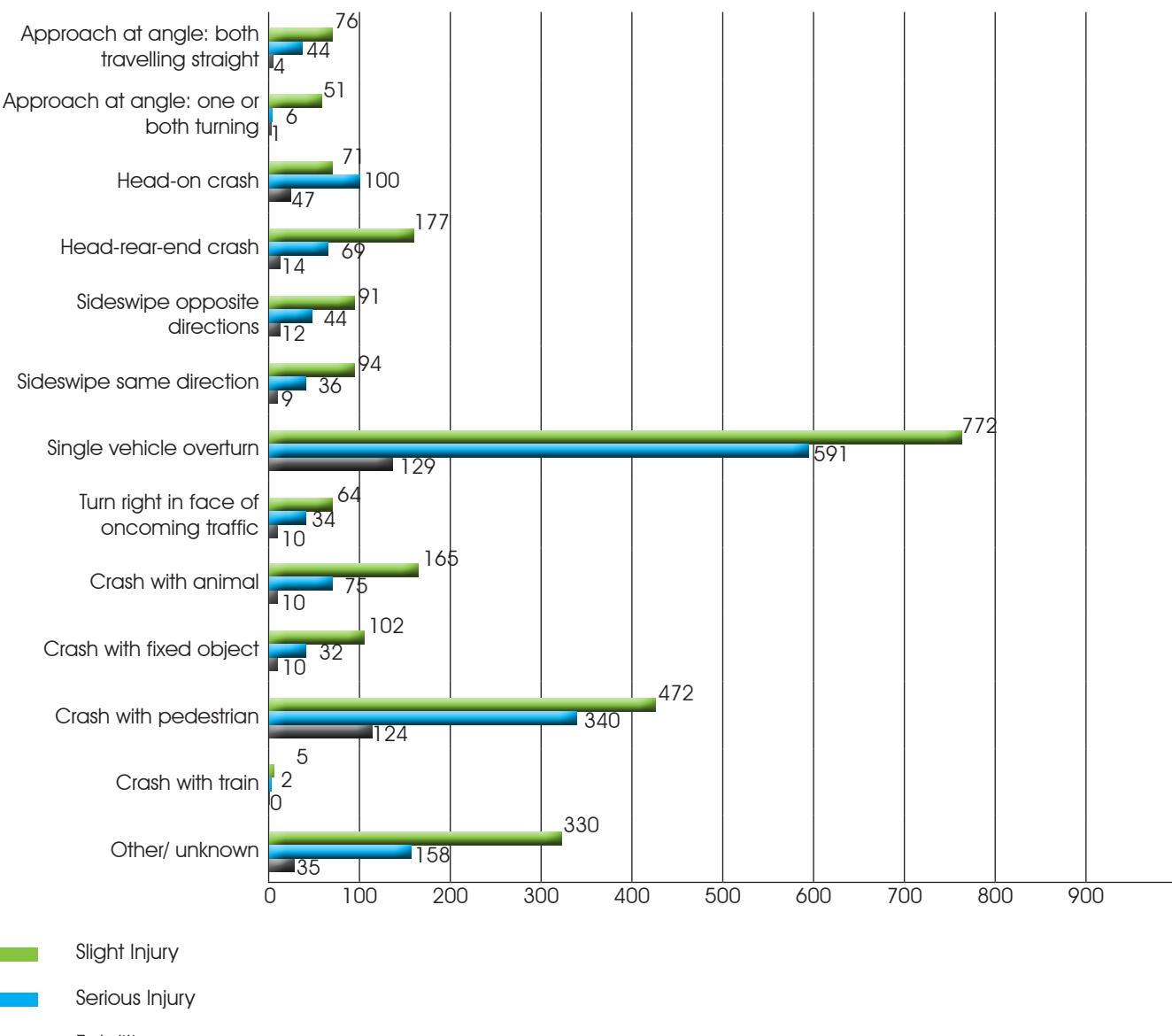
Table 9 provides a comparison between type of crashes and severity of injury. This comparison illustrates as to which type of crash result in to most deaths, serious and slight injuries.

Most deaths were caused by single vehicle overturn, which claimed 129 lives. Crashes with pedestrians accounted for 124 deaths, making it the second type of crash to claim more lives following single vehicle overturn. Head-on-crashes resulted in 47 fatalities.

An estimated 591 people were seriously injured due to single vehicle overturn crashes. Similarly, the second highest serious injuries were crashes with pedestrians and head-on-crashes in third place with 100 serious injuries.

Single vehicle overturn is in the lead with 33.9% Of casualties out of all crashes. With 21.2% Of casualties and second highest, are crashes with pedestrians. The lowest percentage of casualties in 2011 was 1.3 and this was as a result of approach at an angle: one or both turning, and crashes with trains. Figure 13 below depicts the result graphically.

Figure 13: severity of injuries by type of crash



As observed above, the top three crashes that resulted in slight injuries are Single Vehicle Overturns (772), Crashes with Pedestrians (472) and Other/Unknown (330).

Table 10: Number of young people killed or injured by type of road crash

Type of crash	Fatalities	Serious	Slight	Total
Approach at angle: both travelling straight	0	9	14	23
Approach at angle: one or both turning	0	1	5	6
Head-on crash	5	13	10	28
Rear-end crash	7	19	24	50
Sideswipe opposite directions	0	8	16	24
Sideswipe same direction	4	5	19	28
Single vehicle overturned	26	143	174	343
Turn right in face of oncoming traffic	3	4	9	16
Crash with animal	1	15	31	47
Crash with fixed object	4	9	23	36
Crash with pedestrian	44	133	158	335
Crash with train	0	1	2	3
Other/ unknown	9	30	50	89
Total	103	390	535	1028

Table 10 focuses on the number of young people and the type of crashes. Young people who were taken into consideration were aged 25 or younger.

Thus from Table 10, it is indicated that 44 young pedestrians lost their lives. Concerning is the fact that 26 young people, 25 years old or younger, also lost their lives due to single vehicle overturn.

Following is the list of the five major types of crashes that claim more lives of young people: Crashes with Pedestrians (34 fatalities), followed by Single Vehicles Overturns (20 fatalities), Other/Unknown (7 fatalities), Head-Rear-crash (5 fatalities) and lastly , is Head-on-Crashes (4 fatalities).

Table 11: Crashes and injury severity by month

Month	Injury crashes	Fatalities	Serious	Slight
January	219	40	124	252
February	185	18	87	172
March	209	26	112	191
April	188	20	111	177
May	222	38	149	201
June	242	35	129	234
July	195	38	121	185
August	211	46	148	193
September	218	22	119	209
October	247	35	139	213
November	211	31	118	188
December	238	51	174	255
Total	2 585	400	1 531	2 470

Unknown fatalities=5

December in 2011 claimed more lives (51), compared to any other month. With the total of 400 road deaths indicated per month, 46 of those were in August, making it the second highest month with fatalities.

Although October had the highest injury crashes, only 35 of those resulted in fatalities. February had the lowest injury crashes of 185 and 18 of those resulted in fatalities. It also turned out that February is the only month to record fatalities less than 20 for the whole year.



Figure 14: Injury Severity by month

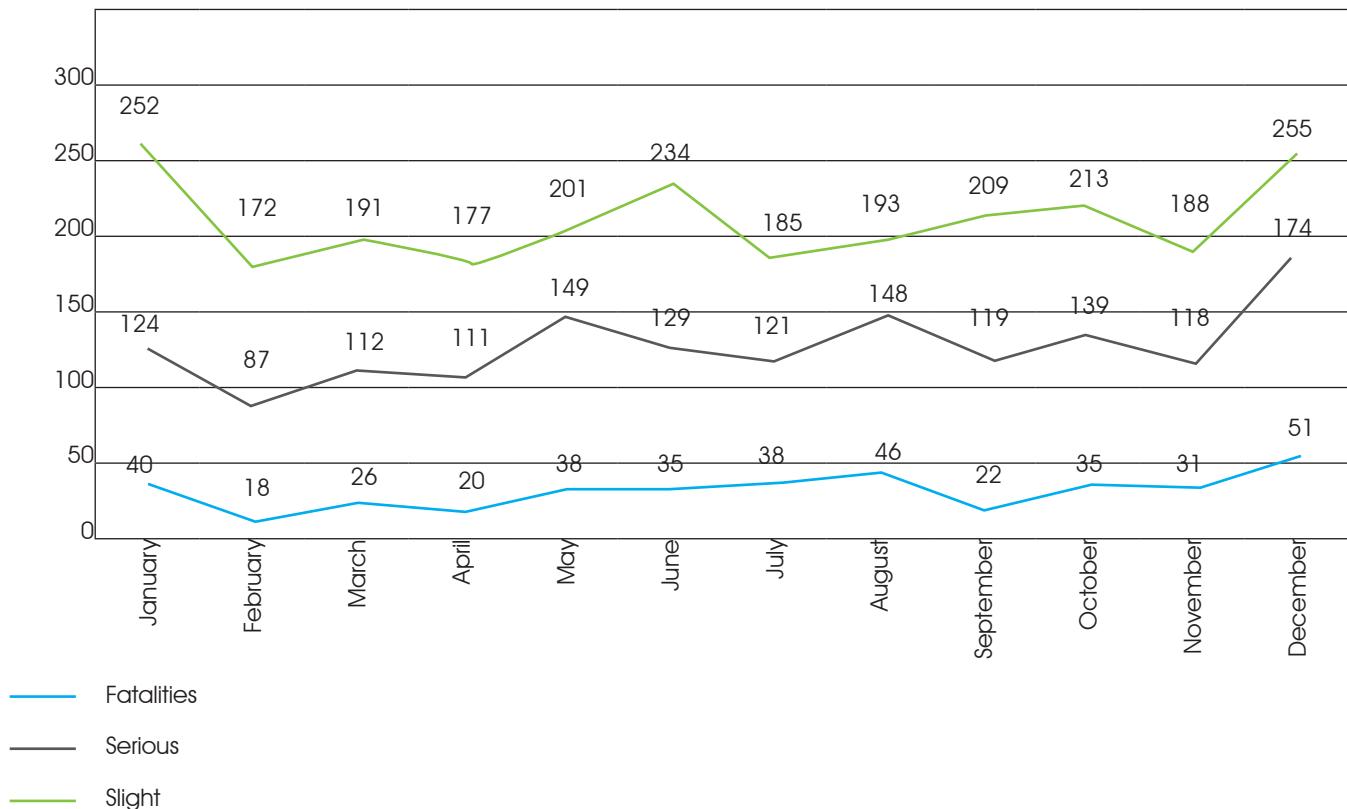


Figure 14 is a representation of Table 11 and shows that of 1531 serious injuries in 2011, a total of 429 injuries had occurred in December alone. According to the statistics less serious injuries were recorded in February, with only 87 serious.

The four months with the highest occurrences of slight injuries are: December (255), January (252), June (234) and October (213). The four months with the least injuries are: February (172), April (177), July (185) and November (188).

Table 12: Number of crashes and injury severity by day of the week

Day of the week	Number of injury Crashes	Fatalities	Serious injuries	Slight injuries	Pedestrian involved
Monday	334	38	174	300	122
Tuesday	339	42	161	314	116
Wednesday	317	27	153	320	131
Thursday	334	51	178	300	126
Friday	463	86	311	469	138
Saturday	431	90	292	409	136
Sunday	367	73	262	358	106
Total	2585	405	1531	2470	875

Comparing the injury levels across the days of the week from Table 12 above, confirms that weekends accounted for most of the injuries. One third of all fatalities, as well as serious and slight injuries occurred between Friday and

“One third of all fatalities, as well as serious and slight injuries occurred between Friday and Sunday.”

Sunday. Saturday registered the highest number of fatalities, while Friday registered the highest number of serious and slightly inflicted injuries.

Likewise more people were seriously injured or slightly injured over the weekend. A total of 865 serious injuries occurred from Friday to Sunday, meaning the serious injuries, which happened over the weekend, are 199 more than serious injuries that had happened during the rest of the week days.

The trend of pedestrian involvement in road collisions is not far from that of Injury Severity as is evident from table 11 where more pedestrians were involved on Friday and Saturday. In addition, Wednesday was the third highest day with pedestrian collision involvement.

“...more people were seriously injured or slightly injured over the weekend.”

Figure 15: Injury severity by day of the week

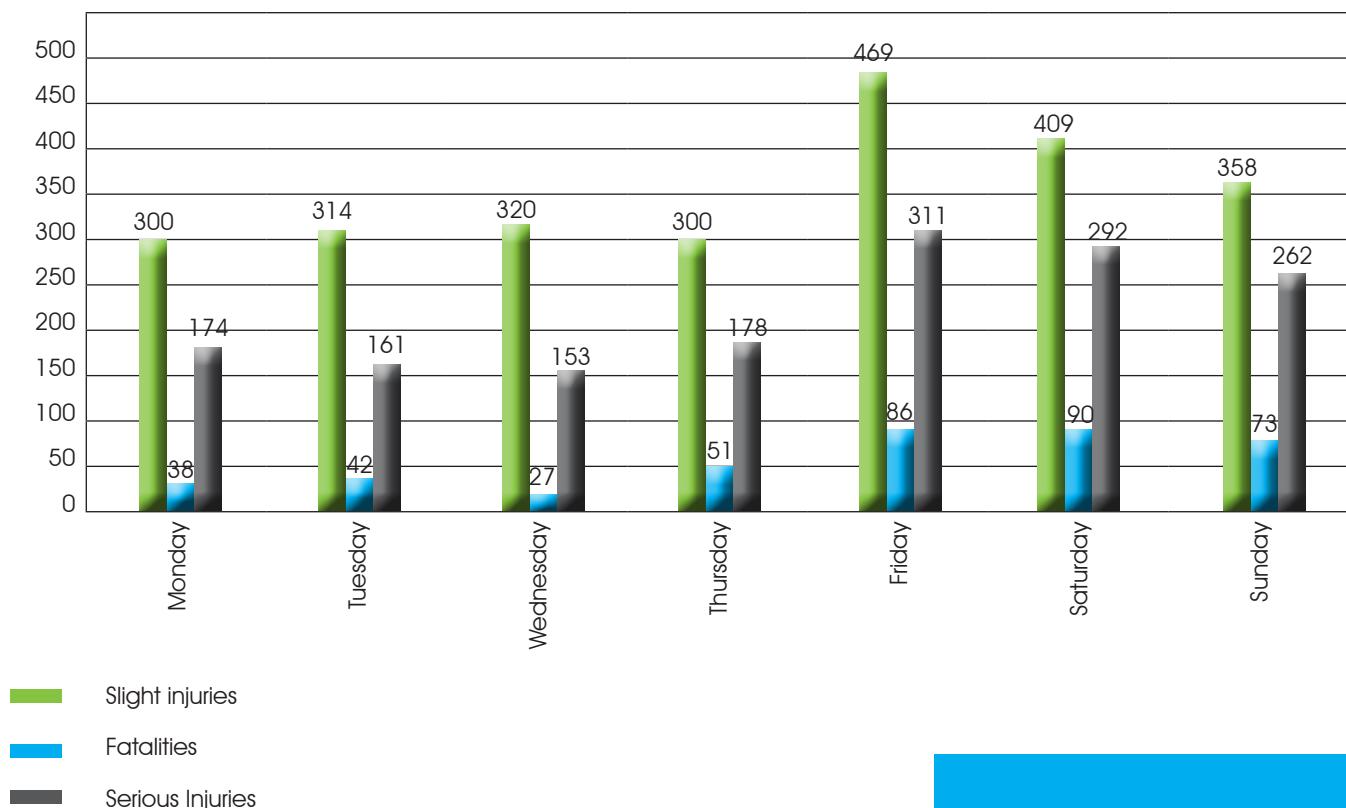


Figure 15 illustrates the relationship between injury severity and the day of the week. From the information reflected here Wednesday had the lowest fatalities and serious injuries. Monday and Thursday both registered less slight injuries of 300 each. Friday accounted for the highest casualties, followed

“...Wednesday had the lowest fatalities and serious injuries.”

by Saturday and then Sunday, but Saturday had the highest fatalities of all days in the week. Inferences is for the reader to avoid travelling on Friday, Saturday and even Sunday, if they have a choice as these had been and continue to be risky days of travelling for a road user.

Table 13: Injury severity by time of day

Time of crash	Fatal	Serious	Slight	Total
00:01-02:00	17	55	91	163
02:01-04:00	12	38	69	119
04:01-06:00	23	47	82	152
06:01-08:00	12	78	147	237
08:01-10:00	8	63	156	227
10:01-12:00	36	93	170	299
12:01-14:00	39	199	309	547
14:01-16:00	51	203	316	570
16:01-18:00	60	283	378	721
18:01-20:00	61	215	342	618
20:01-22:00	56	151	265	472
22:01-24:00	31	106	145	282
Total	405	1531	2470	4407

According to table 13 the safest time to be on the road in 2011 had been between 00:00 at night and 06:00 in the morning. From early morning onwards injury crashes increased steadily until 12:00 noon, and then increased sharply thereafter to reach a peak between 16:00 and 18:00, then remained on the increase until 22:00 evening. After that, traffic subsided and injury related crashes started to decline to reach their lowest level between 2:00 and 4:00.

Figure 16: Injury severity by time of the day

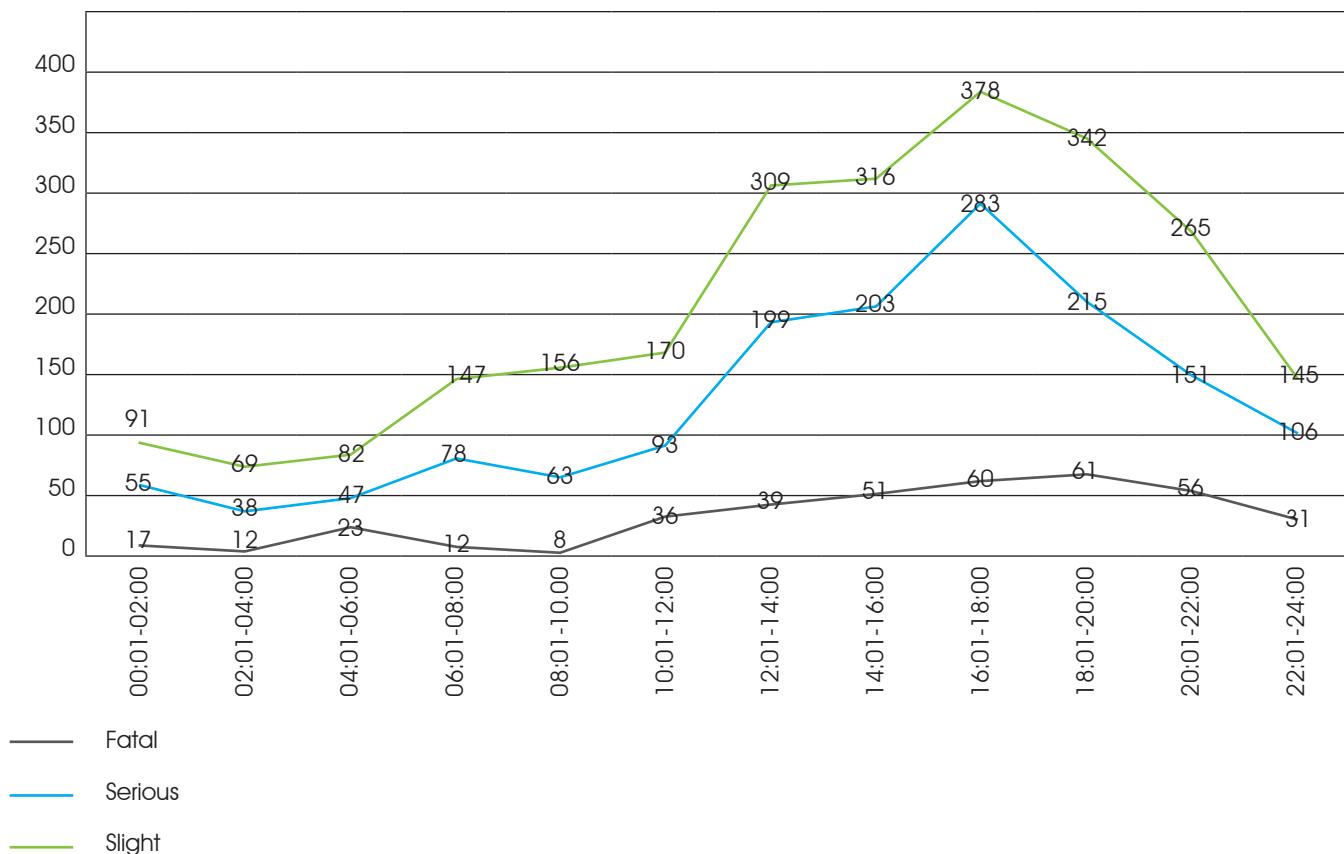


Figure 16 shows that the highest number of fatalities occurred between 18:00 and 20:00 (61), but more injuries took place between 16:00 and 18:00.

Table 14: Number of crashes by time of the day and day of the week

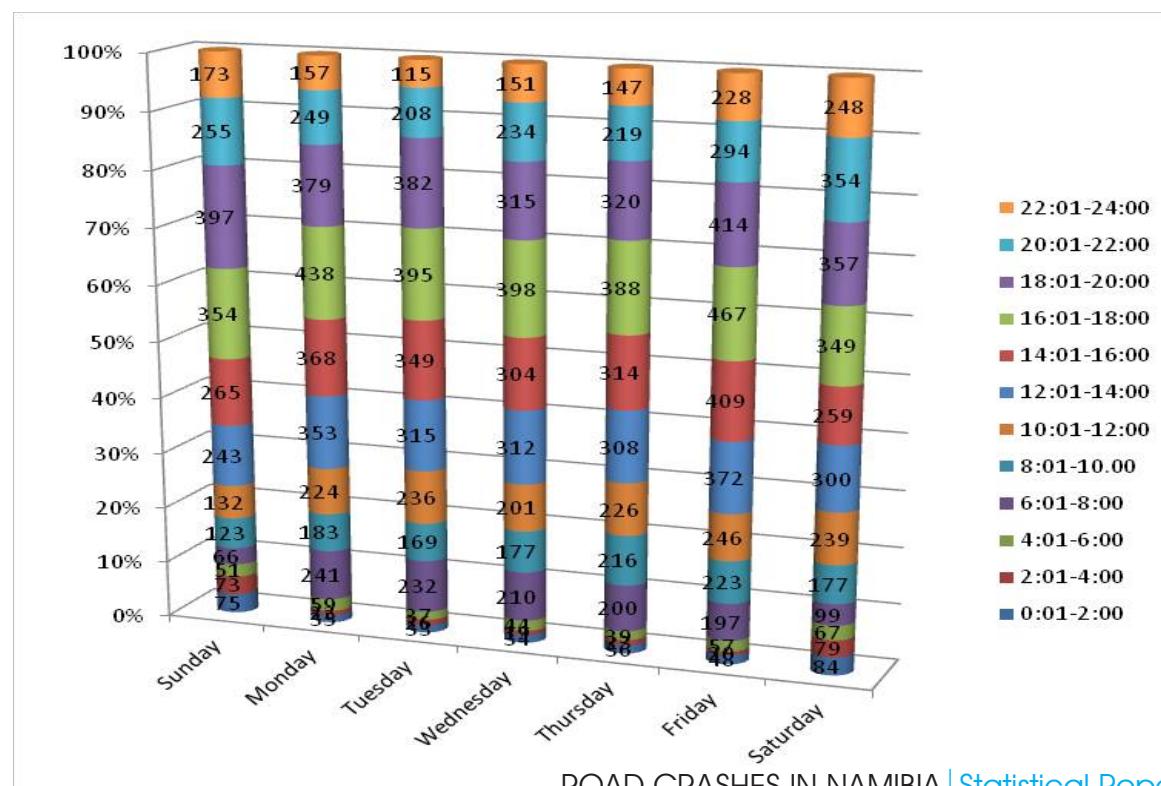
Time of crash	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	% of Total
0:01-2:00	75	35	33	34	36	48	84	345	1.9
2:01-4:00	73	23	26	19	23	20	79	263	1.5
4:01-6:00	51	59	37	44	39	57	67	354	2.0
6:01-8:00	66	241	232	210	200	197	99	1245	7.0
8:01-10:00	123	183	169	177	216	223	177	1268	7.1
10:01-12:00	132	224	236	201	226	246	239	1504	8.4
12:01-14:00	243	353	315	312	308	372	300	2203	12.4
14:01-16:00	265	368	349	304	314	409	259	2268	12.7
16:01-18:00	354	438	395	398	388	467	349	2789	15.6
18:01-20:00	397	379	382	315	320	414	357	2564	14.4
20:01-22:00	255	249	208	234	219	294	354	1813	10.2
22:01-24:00	173	157	115	151	147	228	248	1219	6.8
Total	2 207	2 709	2 497	2 399	2 436	2 975	2 612	17 835	100.0

The association between time and injury severity can be understood better by the combination of the number of crashes that occurred at a particular point in time on a specific day of the week. Table 14 above shows that the highest number of crashes in 2011 occurred between 16:00 and 18:00 on a Friday afternoon when 467 crashes happened. Fewer crashes happened between 2:00 and 4:00 on a Wednesday morning when 19 crashes were reported.

The pattern that emerges from the highest to the lowest occurrence at a particular time of the day indicates that during the week it was safer to travel between 02:00am to 04:00am, as most crashes took place between 14:00 and 18:00 in the afternoon.

Over the weekend the overall safer travelling time had still been between 02:00 am to 04:00 am as more crashes occurred from 12:00 pm to 20:00 pm. In general the safer time to have been on the road in 2011 was from 00:00 am to 06:00 and the most unsafe time to have been on the road was between 14:00pm and 20:00pm.

Figure 17: Number of crashes by time of the day and day of the week



Injury Severity of Road User Groups

3. INJURY SEVERITY OF ROAD USER GROUPS

3.1 Road user group involved

Road users are divided into three categories: drivers (motorists, motor cyclists and cyclists), passengers and pedestrians. The number of drivers involved in road crashes for 2011 was 25454 and the number of pedestrians were 894, this represents an increase in numbers of both drivers and pedestrians compared with 2010. For those crashes where the number of passengers per vehicle was recorded, 1739 passengers were recorded in 2011.

Table 15: Injury severity according to different road user group

	Drivers	Passengers	Pedestrians	Total
Fatal	118	157	130	405
Serious	492	710	329	1531
Slight	1098	908	464	2470
Total	1708	1775	923	4407
Not injured	23746	0	1	23747
Total	25454	1775	924	28154

Table 15 above describes the injury severity level for the different types of road users. A total of 118 drivers' lives were lost due to road crashes. Drivers who were seriously injured totalled 492, while those who were slightly injured were 1 098. One can also see that 157 passengers lost their lives in 2011, while those who were seriously and slightly injured were 710 and 908 respectively. A total of 130 pedestrian deaths were reported, 329 pedestrians were seriously injured and 464 were slightly injured.



Figure 18: Injury severity according to different road user group

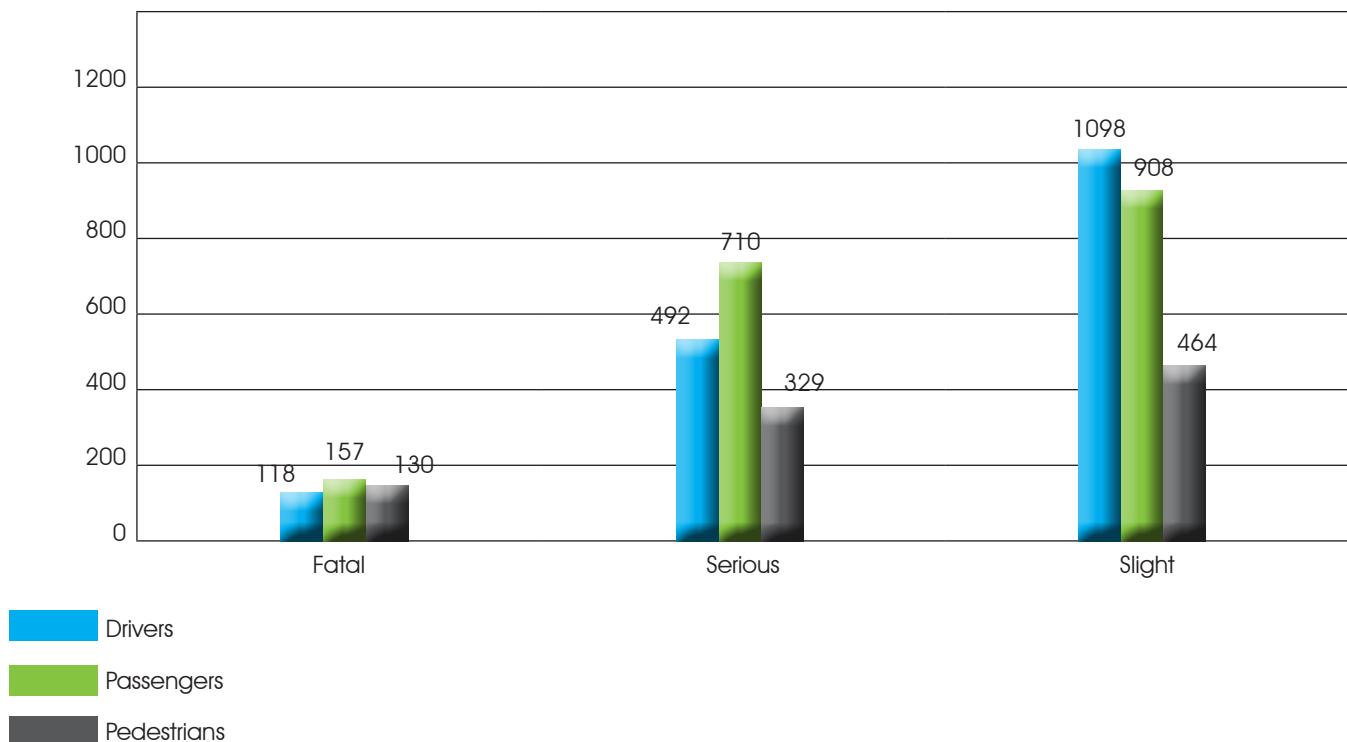


Figure 18 visually presents the data in Table 15 for the reader to have a better perspective. Of 25454 drivers who were involved in road crashes, 6.7 percent of those forms the total casualties during 2011, which is roughly almost one quarter of the total population of drivers who were involved in road crashes, from which 6.9 percent forms the total fatalities of drivers. Passengers (9%) and pedestrians (14%) were more affected by deaths on the road compared to drivers in 2011.

3.2 Road user group by gender

In 2011 some 3082 drivers, 1559 passengers and 784 pedestrians were all involved in road crashes to the tune of 5425. As previously reported, female road users are fewer compared to their male counterparts.

Table 16: Distribution of crashes by gender of road user

	Drivers	Passengers	Pedestrians	Total
Male	2784	922	519	4225
Female	298	637	265	1200
Total	3082	1559	784	5425

Figure 19 below explores the relationship between road users and gender, it is evident that more males were involved in road crashes than females. A similar ratio applied to the casualties of road users.

Figure 19: Distribution of crashes by gender

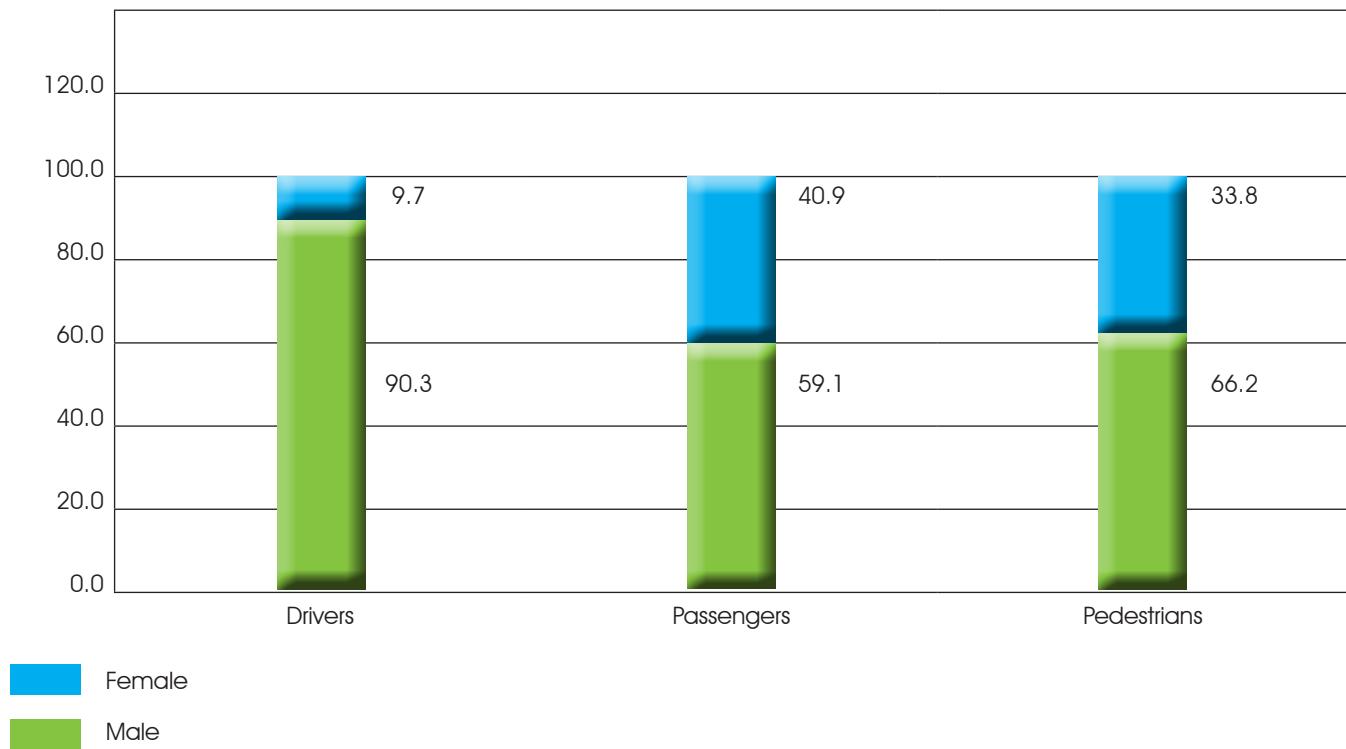
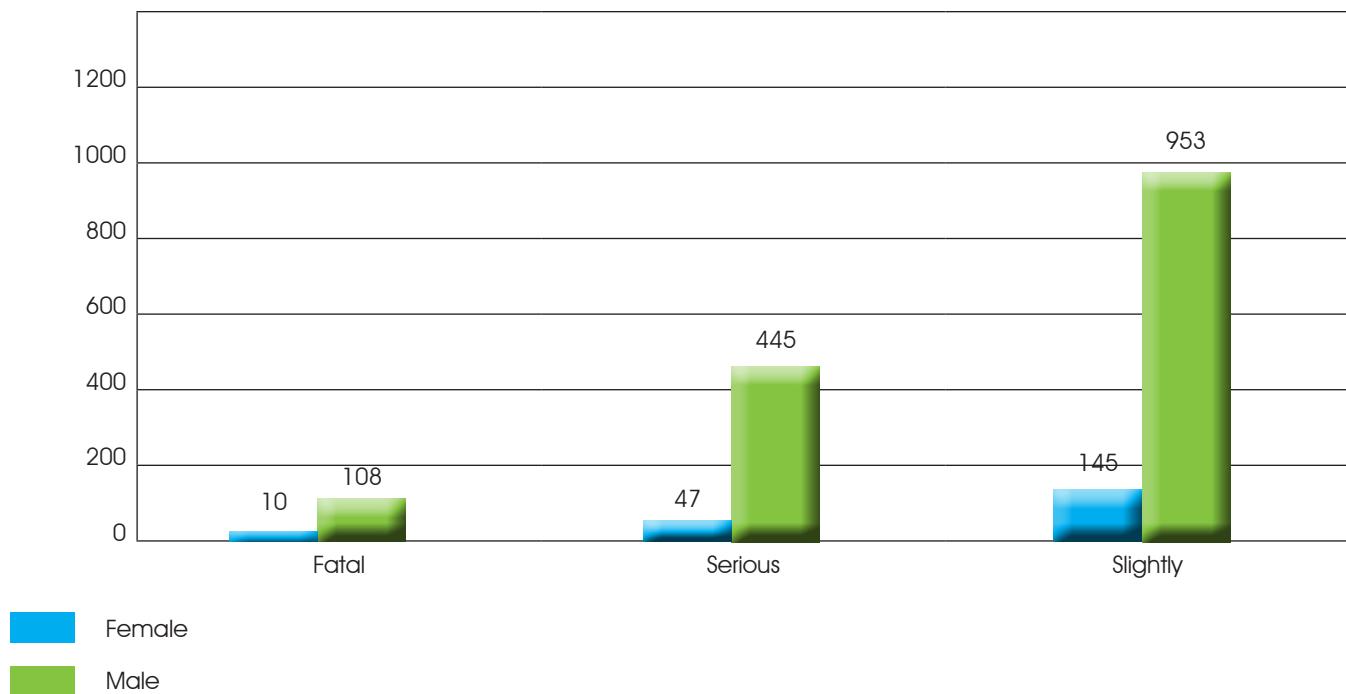
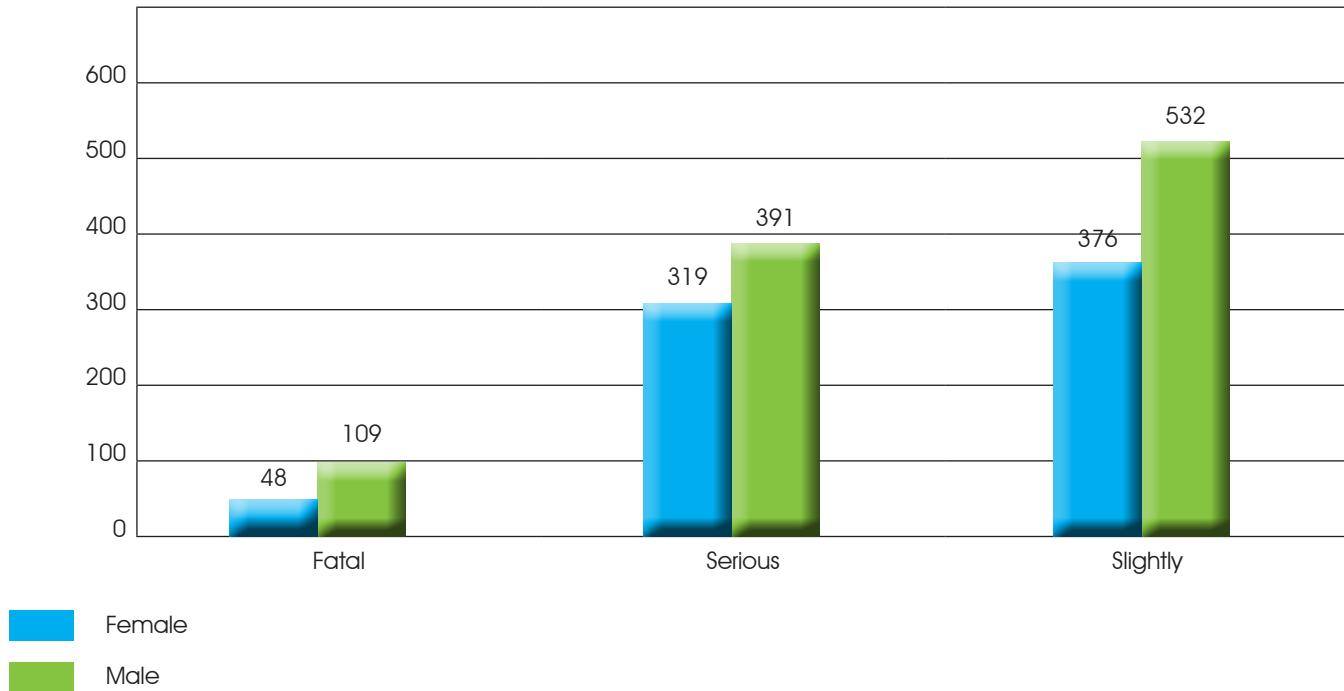


Figure 20: Driver injury status by gender



As far as injury status by gender is concerned, more victims were male drivers. Out of 118 drivers who lost their lives on the road 108 of them were males and 10 of them were females. From figure 20 it is also easy to establish that only a few female drivers were either seriously or slightly injured compared to male drivers. Below is figure 21, which displays the injury status of passengers in 2011. From this can be ascertained that more passengers were involved in road injury crashes compared to drivers.

Figure 21: Passenger injury status by gender



As it was a case in terms of drivers, more male passengers have lost their lives because of road crashes compared to female passengers. One should also understand that this scenario is for all types of injury severities.

Figure 22: Pedestrian injury status by gender

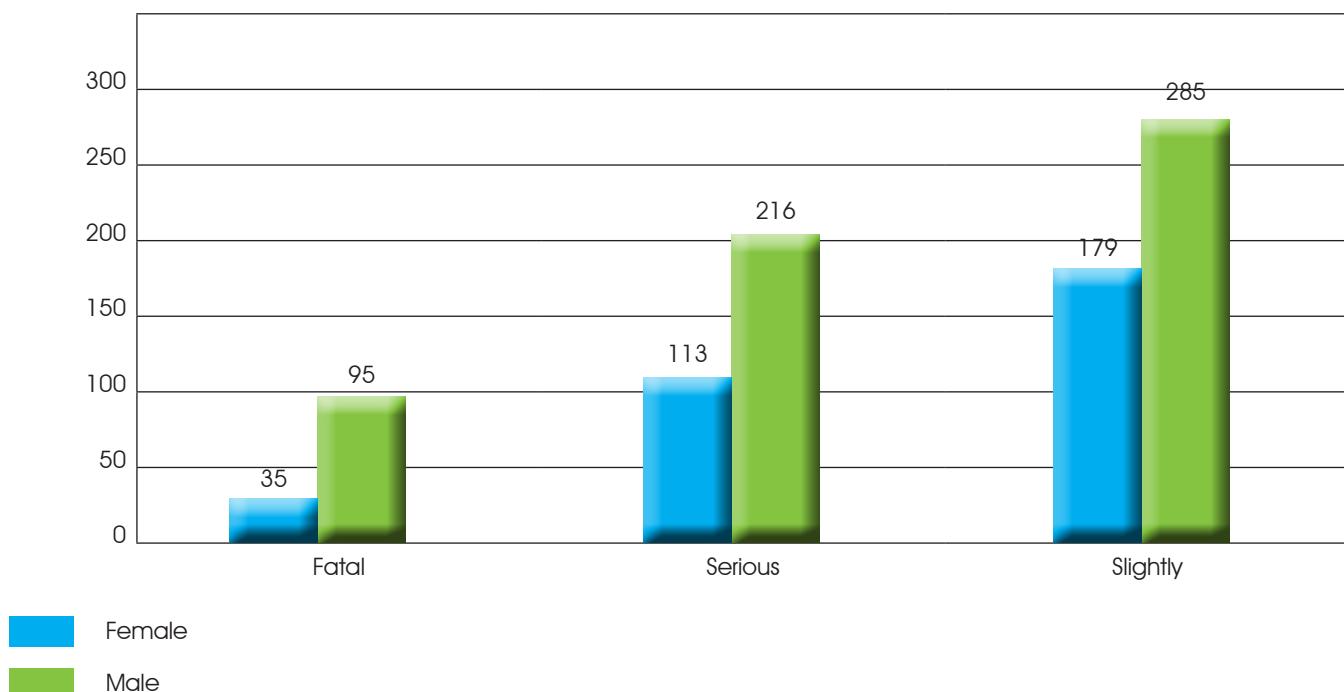
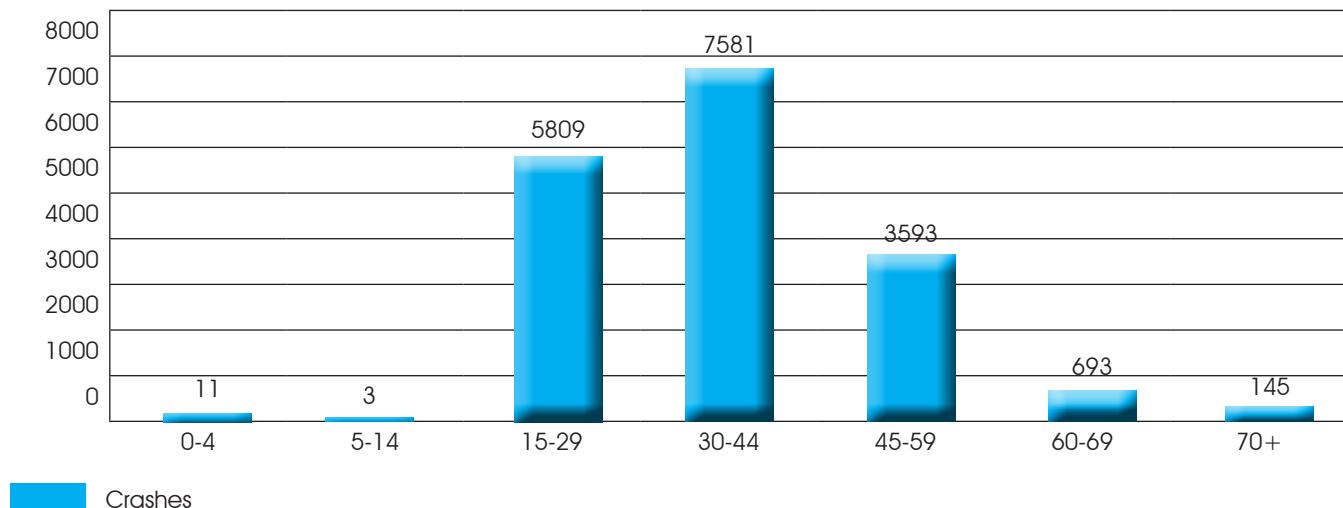


Figure 22 above portrays that more male than female pedestrians were involved at all three injury severity levels. Deceased male pedestrians comprised 12.7 percent (95) of all male pedestrians injured while 8.5 percent (35) female pedestrians died as a result of the road crashes.

3.3 Road users by age groups

Figure 23: Driver crash status by age category



The age group of drivers with the highest road crash was 30 to 44, but the majority crash falls under the age range of 15 and 44, followed by the age group 15 to 29. More road crashes of passengers were recorded for age categories 15 – 29 and 30 – 44 years. It is also important to note that an age category of 70 and above is the only one with less road crashes involving passengers. Hence, there were less older passengers as road users in 2011.



Figure 24: Passenger crashes by age

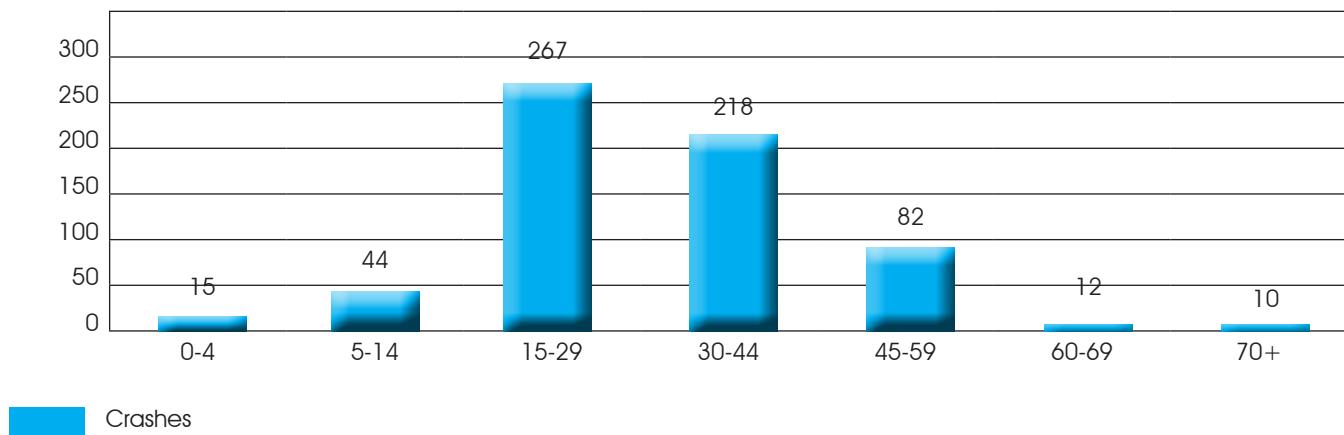
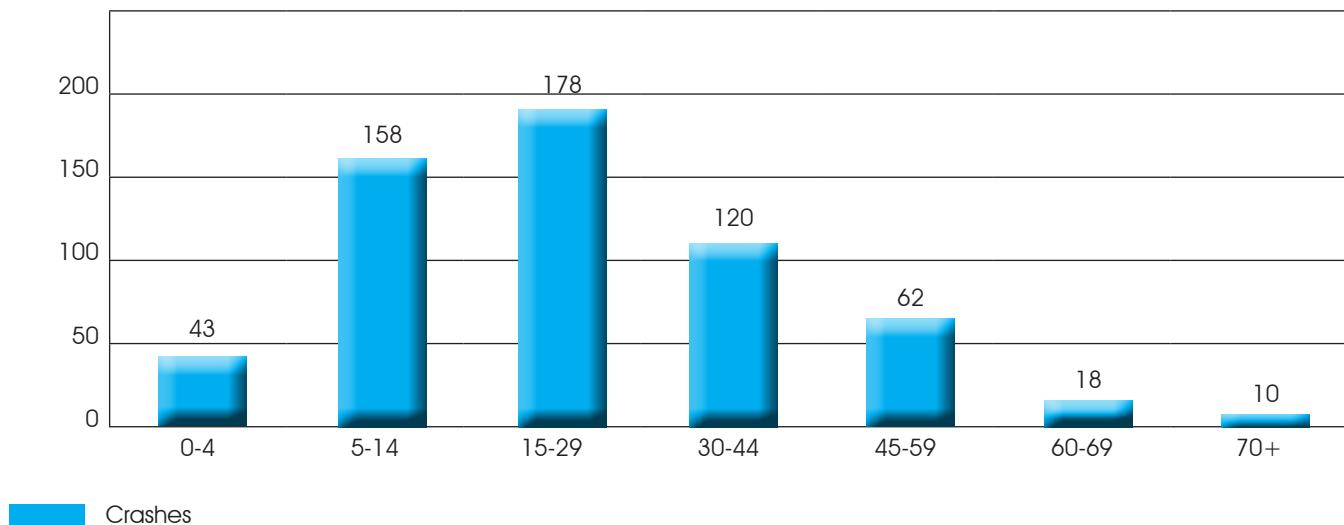


Figure 25: Pedestrian crashes status by age



The pedestrian age group 15 to 29 years had more crashes in 2011 than any other age group categories. The age groups with fewer crashes are between 60 and above, which was the case with passengers.

Overall, one could clearly see that the age categories, which are at risk of road crashes regardless of either drivers, passengers or pedestrians are; 5-14 years, 15-29 years and 30-44 years. In essence, the youth are the most vulnerable to road crashes.

Figure 26: Driver injury status by age

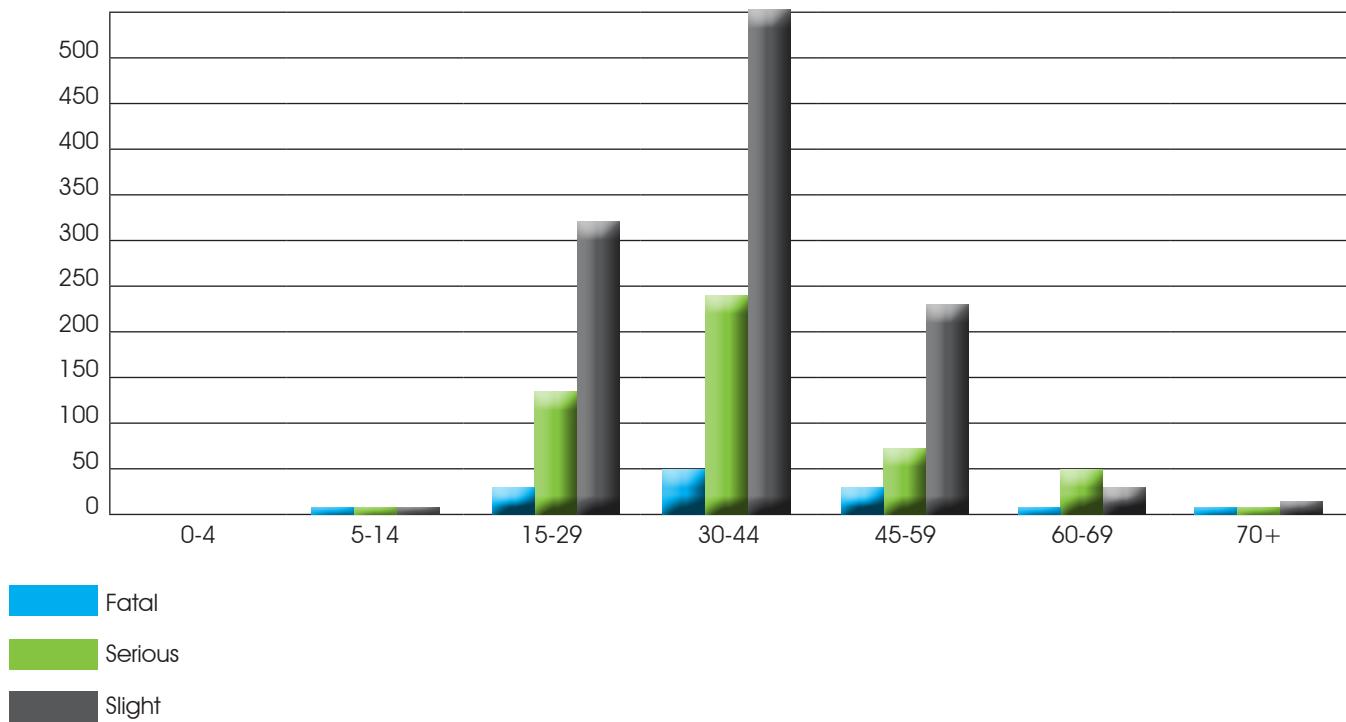


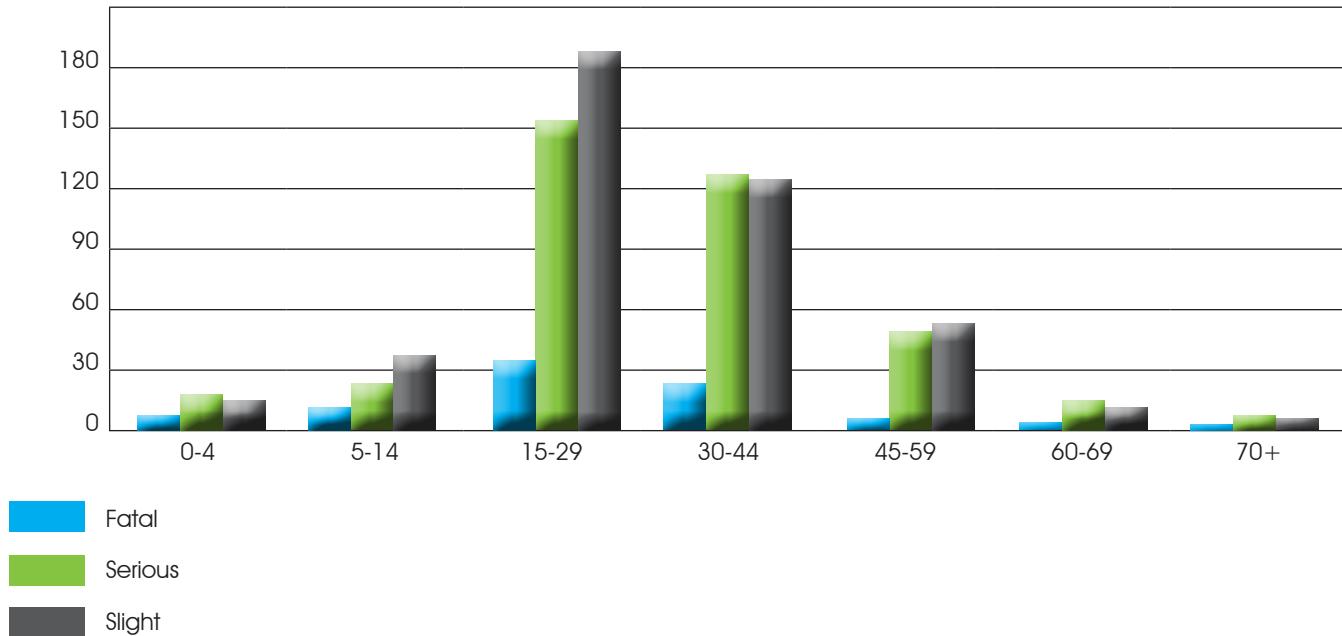
Figure 26 shows the injury status of drivers by age categories. There was zero fatality under the age category of 0-4. More drivers' fatalities were in age category of 30-44 years. The same category of 30-44 years, recorded more serious and slight injuries.

In figure 27 it is evident that the highest number of casualties of passengers is the age group 15-29 years. The lowest casualties had been recorded in the first and last age categories. Regarding the age groups of passengers in 2011, young adults between the ages of 15 and 44 experienced the highest number of casualties; the same tendency was experienced in 2009. The 15-29 category suffered the highest number of fatalities (34) and highest slight injuries (185).

the highest number of casualties of passengers is the age group 15-29 years.



Figure 27: Passenger injury severity by age



Passengers between the ages 15 – 29 years were exposed to the highest risk of being seriously injured in a road crash (156). A greater number of fatalities and slight injuries were also found in passengers between the same age range. There were 75 fatalities, 313 serious injuries and 478 slight injury cases where the ages were not specified.

Figure 28: Pedestrian injury status by age

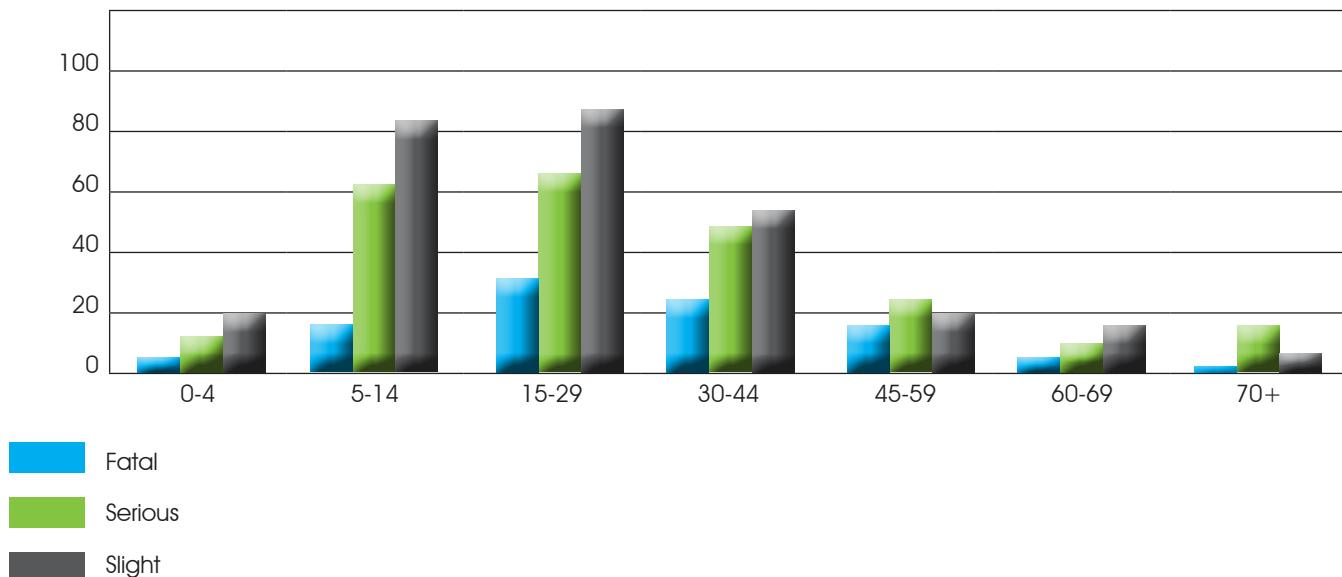


Figure 28 shows the age distribution of pedestrians by severity of injury. The majority of pedestrian fatalities and injuries were under age groups of 5-59. The highest number of casualties are reported for the 15 – 29 age groups. There were less cases for injured pedestrians between the age groups of 60 and above. Excluded from Figure 28 are 32 fatalities, 91 serious and 181 slight injuries because these pedestrians' ages were missing at the analysis stage. Bearing in mind these shortcomings the statistics discussed should be treated with caution.

3.4 Road users by vehicle type

Table 17: Driver injury severity by vehicle type

	Fatal	Serious	Slight	No Injury	Unknown	Total
Animal drawn vehicle	1	5	2	6	0	14
Bicycle	1	7	16	6	0	30
Bus	3	14	26	156	0	199
Caravan / trailer	0	0	0	23	0	23
GVM>3500 kg	5	48	57	395	0	505
Light delivery vehicle	34	112	189	6716	2	7053
Midibus	5	27	51	228	0	311
Minibus	5	39	104	434	0	582
Minibus Taxi	4	26	28	52	0	110
Mobile equipment	1	3	0	17	0	21
Motor car / Station wagon	23	51	216	12099	0	12389
Motor Cycle: 125cc and under	1	11	12	21	0	45
Motor Cycle: Above 125cc	3	7	17	37	0	64
Panelvan	4	6	20	114	0	144
Quadru-cycle	0	1	1	4	0	6
Sedan Taxi	12	39	171	1942	1	2165
Tractor	0	0	0	12	0	12
Tri-cycle	0	0	0	2	0	2
Truck: Articulated	4	26	51	271	0	352
Truck: Articulated multiple	3	9	10	181	1	204
Other	9	61	127	1025	1	1223
Unknown	0	0	0	5	19	24
Total	118	492	1098	23746	24	25478

Table 17 above demonstrates the injury severity of drivers by vehicle type. Vehicle types associated with the highest number of fatal crashes were the motor car/station wagon (23) and the light delivery vehicles (34). Likewise, high serious and slight driver injuries were reported for these two vehicle types more than any other vehicles.

The four major vehicle types associated with the highest number of driver fatalities are: Light Delivery Vehicles with 34 fatalities, Motor car/ Station wagon with 23 fatalities, Sedan Taxi with 12 fatalities and Other unspecified vehicles with 9 fatalities.

Table 18: Cyclist and driver injury severity

Motortype	Fatal	Serious	Slight	No Injury	Unknown	Total
Motorist	103	400	923	22617	4	24047
Cyclist	5	26	46	70	0	147
Other	10	66	129	1054	1	1260
Unknown	0	0	0	5	19	24
Total	118	492	1098	23746	24	25478

Table 18 discloses that 147 cyclists were involved in road crashes in 2011 compared to 53 in 2010 and 131 in 2009. Five cyclists lost their lives in 2011, which means cyclist fatalities have decreased with 3 fatalities compared to 2010. In 2010, 20 cyclists were seriously injured and since then the number has increased by 30 percent with 26 serious injuries in 2011.

Table 19: Passenger injury severity by vehicle type

Vehicle Type	Fatality	Serious	Slight	Total
Animal drawn vehicle	0	3	1	4
Bicycle	0	0	0	0
Bus	1	5	7	13
Caravan / trailer	0	0	0	0
GVM>3500 kg	4	21	18	43
Light delivery vehicle	72	378	429	879
Midibus	5	15	22	42
Minibus	3	17	46	66
Minibus Taxi	9	18	11	38
Mobile equipment	1	2	0	3
Motor car / Station wagon	33	176	249	458
Motor Cycle: 125cc and under	0	0	0	0
Motor Cycle: Above 125cc	1	0	0	1
Panelvan	5	1	4	10
Quadru-cycle	0	0	0	0
Sedan Taxi	12	33	56	101
Tractor	3	5	1	9
Truck: Articulated	5	8	16	29
Truck: Articulated multiple	0	2	1	3
Other	4	26	47	77
Total	157	710	908	1775

Table 19 above and Figure 29 on the next page illustrate the number and severity level of injured passengers according to vehicle type. Light Delivery Vehicles (LDVs) clearly reflects as the riskiest transport for passengers as from a total of 157 fatalities, 72 of them died in LDVs. The second riskiest transport for passengers in 2011 was Motor car/Station wagon, which was responsible for 33 fatalities. The highest number of serious and slight injuries was also distributed in this manner with LDVs in first place followed by Motor car/station wagon. This pattern is exactly the same as that of drivers injury status by vehicle type as it was described in table 17. One should also note that passengers being transported by LDVs are at high risk of being killed or injured as this means of transport does not offer safety measures at all for its occupants.

“Light Delivery Vehicles (LDVs) clearly reflects as the riskiest transport for passengers as from a total of 157 fatalities, 72 of them died in LDVs.”

Figure 29: Passengers injury status by vehicle type

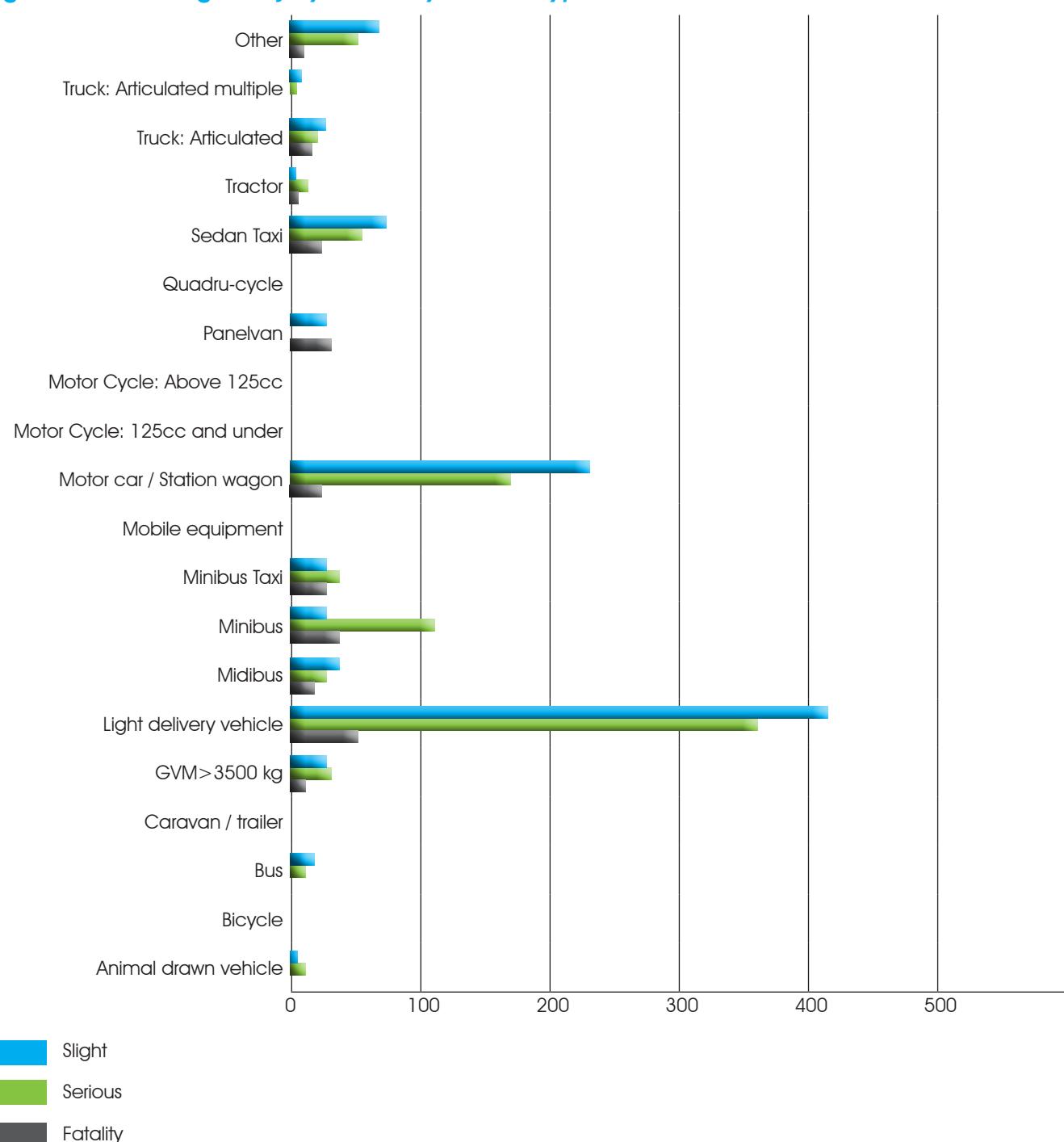


Table 20: Pedestrian injury severity by vehicle type

	Fatality	Serious	Slight	Total
Animal drawn vehicle	0	0	0	0
Bicycle	0	1	1	2
Bus	2	2	2	6
Caravan / trailer	0	0	0	0
GVM>3500 kg	5	10	5	20
Light delivery vehicle	42	86	117	245
Midibus	3	2	6	11
Minibus	3	7	7	17
Minibus Taxi	3	0	3	6
Mobile equipment	0	0	0	0
Motor car / Station wagon	47	161	237	445
Motor Cycle: 125cc and under	0	2	1	3
Motor Cycle: Above 125cc	0	0	0	0
Panelvan	3	2	1	6
Quadru-cycle	0	0	0	0
Sedan Taxi	9	36	49	94
Tractor	0	1	0	1
Truck: Articulated	5	4	3	12
Truck: Articulated multiple	3	1	0	4
Other	7	14	32	53
Total	129	329	464	922

Unknown: 1

As is evident from the tables of the last two types of road users above, Light Delivery Vehicles and Motor cars/ station wagons, have more fatalities than the others. Table 20 shows that from a total of 129 pedestrian fatalities 42 of those were caused by LVDs, while 47 of those were caused by Motor car/Station wagon.

Figure 30: Pedestrian injury severity by vehicle type

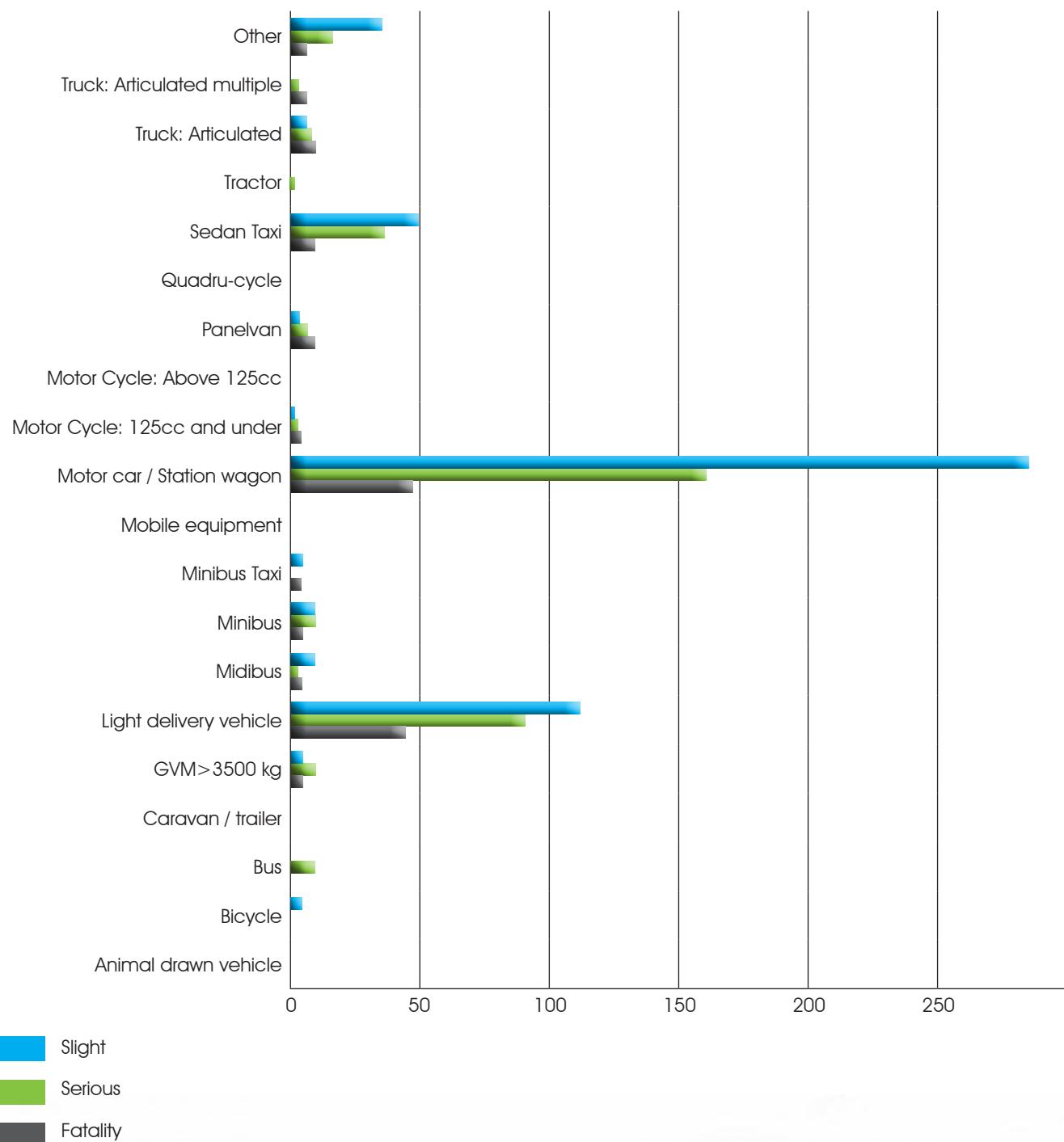


Figure 30 is a graphical illustration of table 20. From its assessment one can clearly see the four major vehicle types with a higher number of casualties. Following LDVs and Motor car/Station wagon, is the Sedan Taxi with 94 casualties. Others (unspecified vehicles) occupied position number four in terms of vehicle type with more casualties (53).



Performance Indicators

4. PERFORMANCE INDICATORS

4.1 Drivers action before accident

The action of drivers or what they were doing at the time of the crash – is an important factor in determining how and why the crash occurred. "Travelling straight" certainly was the leading type of actions taken by drivers when they got involved in crashes "Turning right" became the third highest action type taken by drivers. It is worrying that Other action types have a higher number, a situation that calls for proper completion of the forms by the police officers.

Table 21: Road users involved in action types taken by driver

	Driver	Passenger	Pedestrian	Total
Avoiding object	52	56	11	119
Busy parking	6	2	4	12
Changing lane	4	5	5	14
Diverging	2	0	1	3
Enter traffic flow	18	19	1	38
Merging	7	1	0	8
Other	126	199	70	395
Overtaking (Left)	26	41	13	80
Overtaking (Right)	82	96	12	190
Parked	14	4	6	24
Reversing	28	10	38	76
Slowing down	24	10	11	45
Stationary e.g.waiting	46	22	5	73
Sudden start	8	8	5	21
Sudden stop	23	7	2	32
Swerving	50	46	5	101
Travelling straight	1610	1548	707	3865
Turning Left	70	66	25	161
Turning Right	180	113	39	332
U-Turn	11	7	1	19
Total	2387	2260	961	5608

Figure 31: Road users involved in action types taken by driver

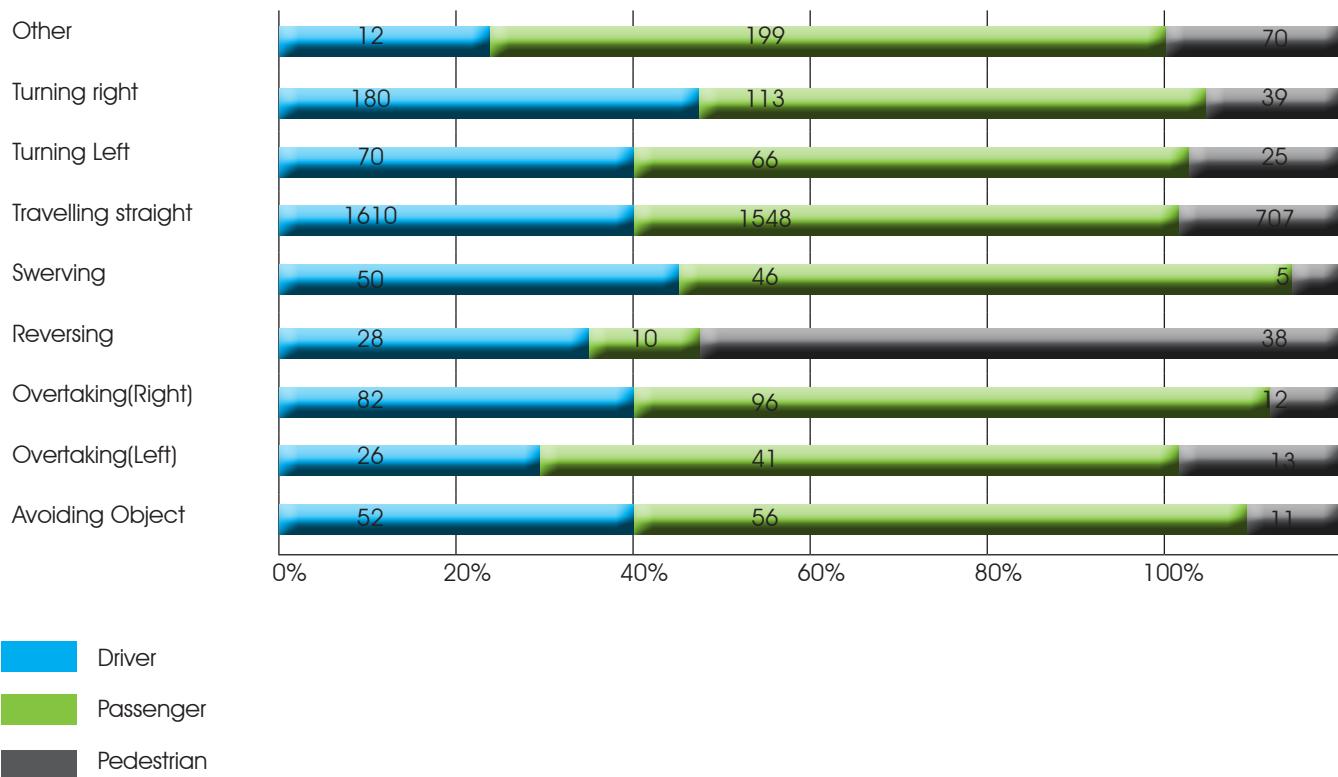
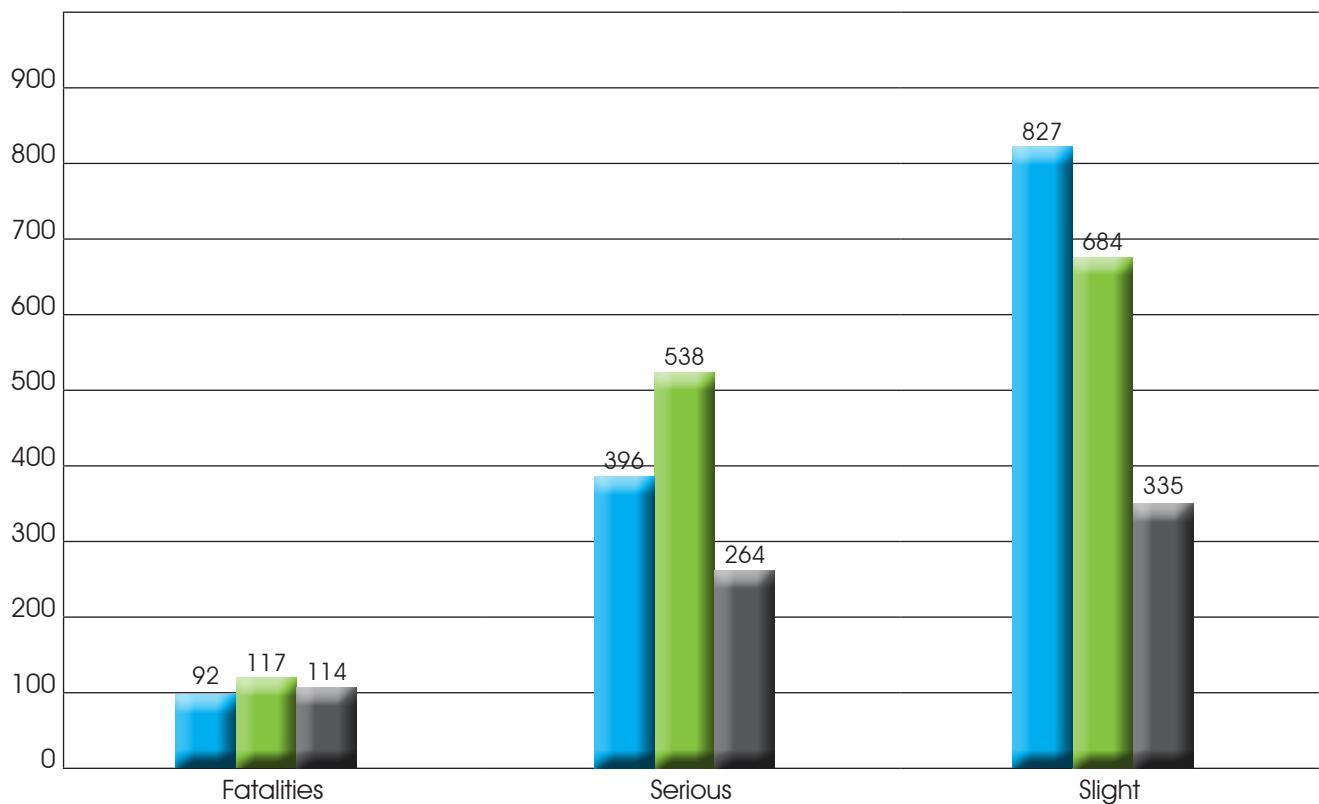


Table 22: Number of road users injured or killed by driver action: Travelling straight

Road user	Fatalities	Serious	Slight	Total
Drivers	92	396	827	1315
Passengers	117	538	684	1339
Pedestrians	114	264	335	713
Total	324	1 198	1 846	3 368

Table 22 above, lists the severity of the injuries incurred by drivers, passengers and pedestrians as a result of a crash caused by one or both drivers travelling straight. Figure 24 below shows the result graphically.

Figure 32: Number of road users injured or killed by driver action: Travelling straight



4.2 Driving under the influence of alcohol

Of the 25 454 drivers involved in road collisions in 2011, whether or nor a driver was tested for alcohol, it was stated in police reports for only 28 percent or 7 055 drivers of the total drivers. This implies that it was not indicated in the police reports for 72 percent or 18 399 of the total drivers, as displayed in figure 33.



Figure 33: Indication of drivers tested for alcohol use

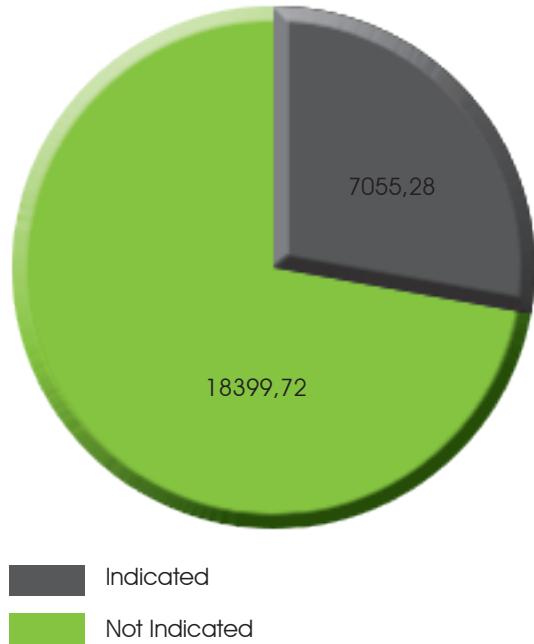
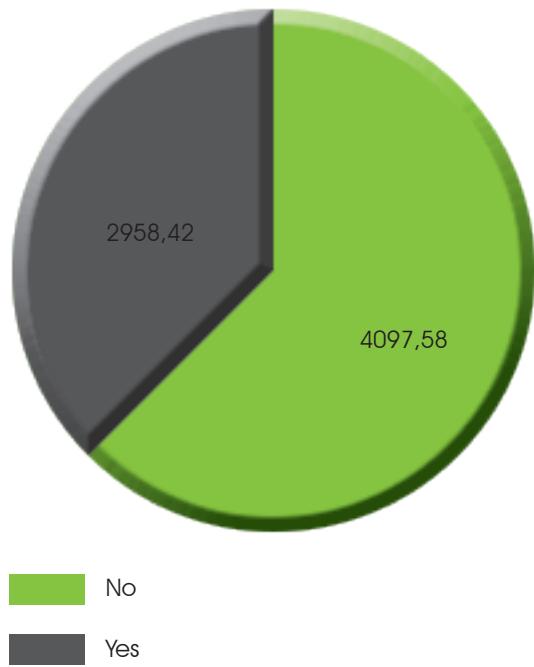


Figure 34: Distribution of crashes where drivers were tested for alcohol use



Of the 7055 drivers indicated whether or not tested in the police report, it was only 2958 of the drivers or 42 percent, the remainder larger number was not tested.

4.3 Use of seatbelts and helmets

The wearing of seatbelts for drivers of all types of vehicles and for front and back occupants of passenger vehicles is mandatory in Namibia, although there are still vehicles with no seatbelts for rear passengers. Whether or not the driver was wearing a seatbelt or helmet at the time of the accident; this was indicated for only 2053 drivers or 8 percent of the total 25454 drivers in 2011. Thus, it is not known whether or not 23401 drivers were complying with the law on the use of seatbelts and helmets.

Figure 35: Driver seat belt compliance

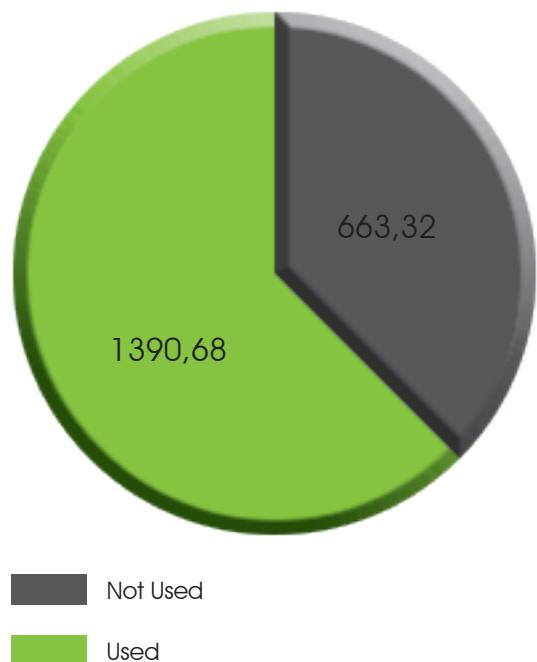


Figure 35 shows the distribution of drivers known to have been wearing or not wearing a seatbelt at the time of incident. It shows that 68 percent whom it was indicated in the police reports complied while 32 percent did not comply.



Figure 36: Passenger seat belt compliance

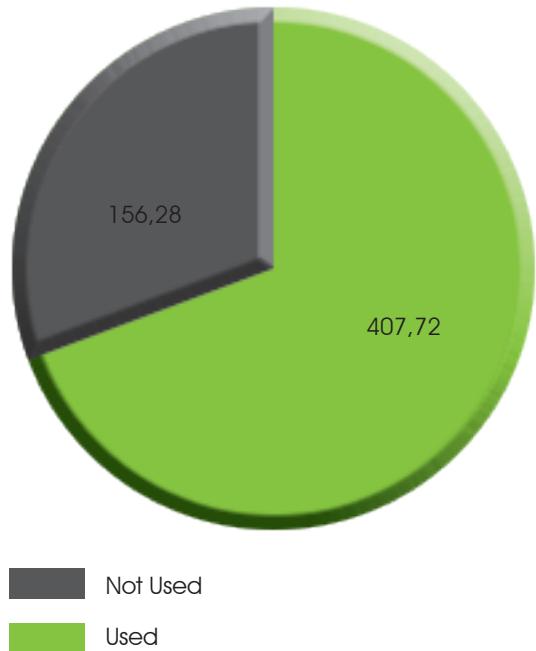


Figure 36 displays the compliance of passengers to seatbelt wearing. Unlike in figure 36, there was minimum compliance to wearing seatbelt among passengers in 2011.

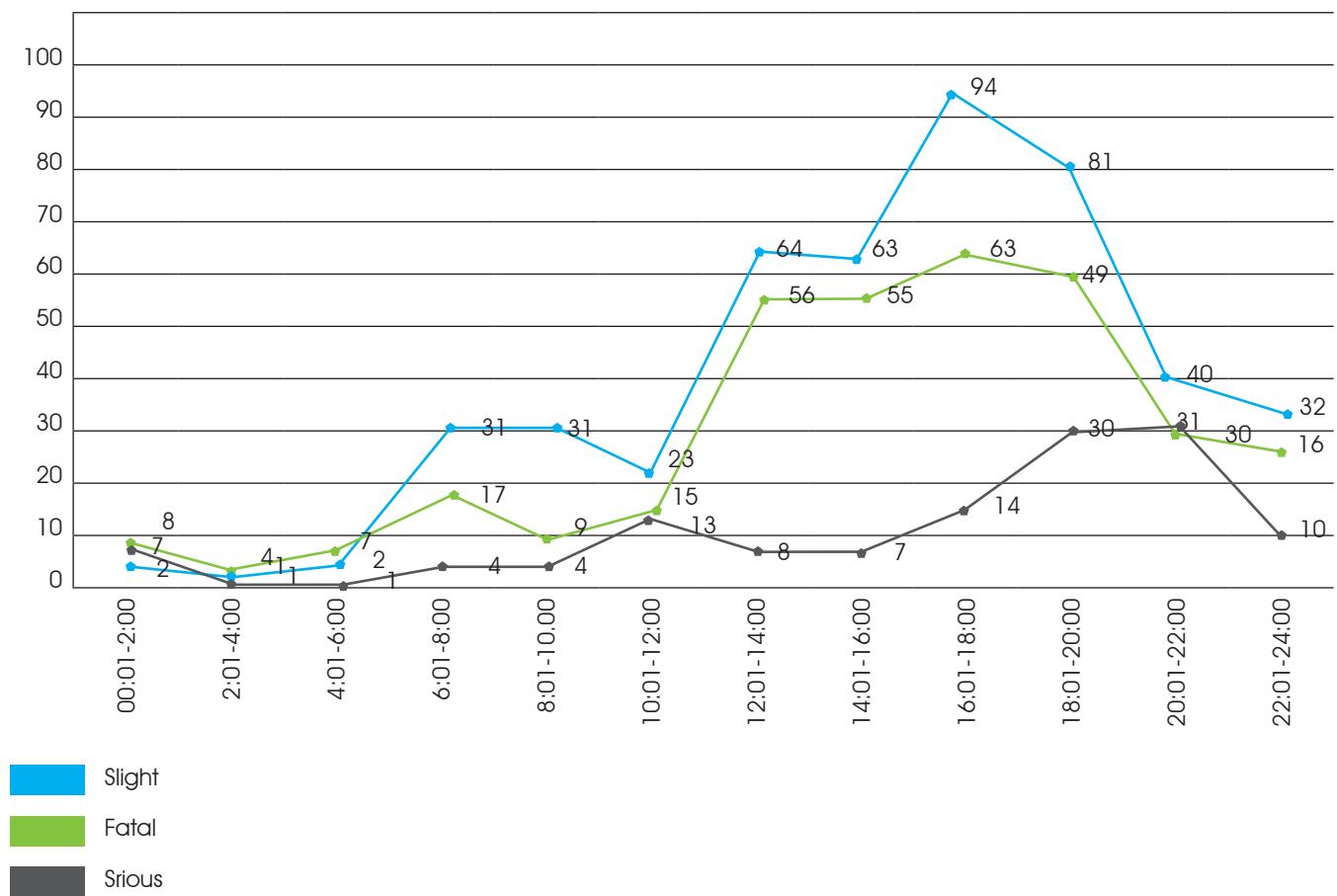
4.4 Vulnerable road users and injury severity by time of the day

Table 23: Pedestrian severity of injury by time of the day

Time of the day	Fatal	Serious	Slight	Total
00:01-2:00	7	8	2	17
2:01-4:00	1	4	1	6
4:01-6:00	1	7	2	10
6:01-8:00	4	17	31	52
8:01-10:00	4	9	31	44
10:01-12:00	13	15	23	51
12:01-14:00	8	56	64	128
14:01-16:00	7	55	63	125
16:01-18:00	14	63	94	171
18:01-20:00	30	49	81	160
20:01-22:00	31	30	40	101
22:01-24:00	10	16	32	58
Total	130	329	464	923

According to Table 23 above and Figure 37 below, which displays the time of the day when pedestrian crashes occurred and the severity of injuries sustained, the most unsafe time to be walking on the roads in terms of the total number of casualties (171) in 2011 was between 16:01 and 18:00. The highest number of serious and slight pedestrian injuries were reported during these hours.

Figure 37: Pedestrian Injury status by time of the day



4.5 Details of pedestrian during the time of a crash

Figure 38: Pedestrian Position at the time of accident

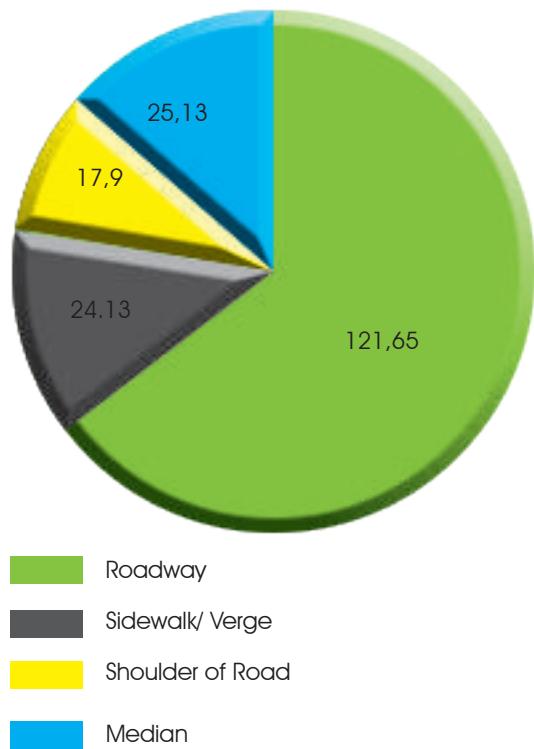
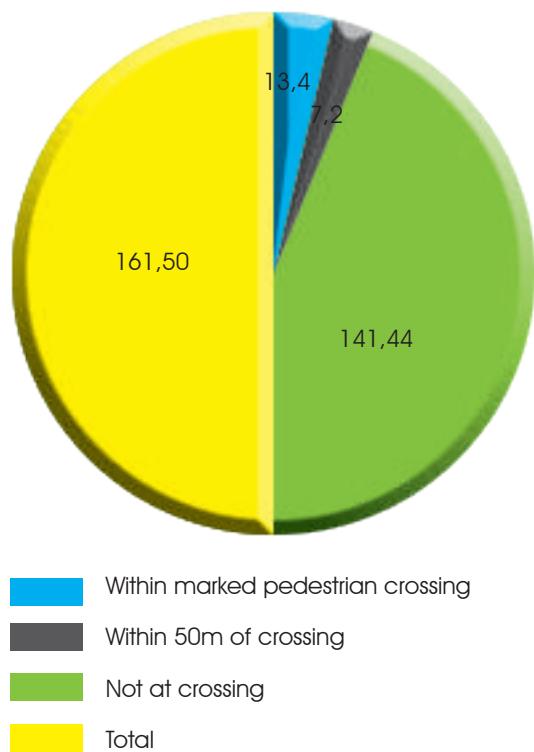


Figure 39: Pedestrian Location



Most pedestrians (121) 65% were on the roadway when they were hit or run over by a vehicle while 13% (25) were positioned in the middle or side walking on the road. The majority of pedestrians did not cross the road within the marked pedestrian crossing, but chose to cross within 50 metres of it or even further away, thus unnecessarily risking their lives.

Figure 40: Pedestrian Action

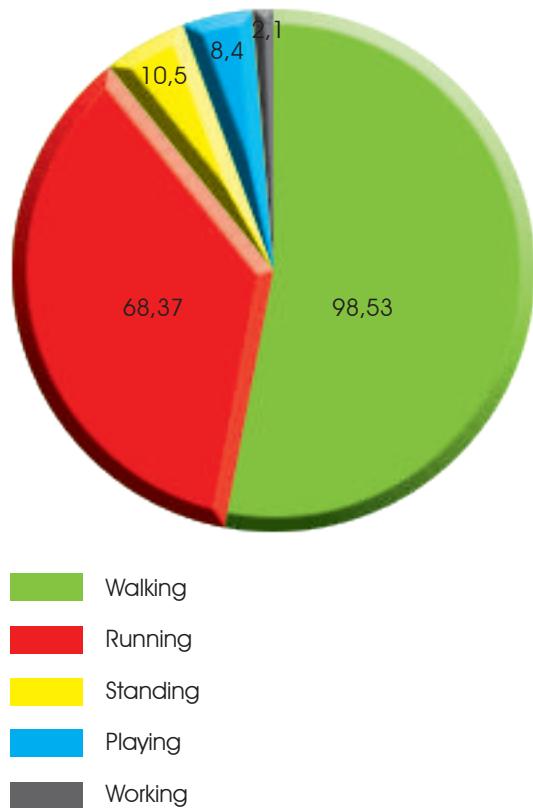


Figure 40 indicates that in 2011 more pedestrian were walking during the time of a crash. A total of 37 percent of all the pedestrians, whose actions were recorded on the crash form, were running. This is a positive result from the road users of this category, as it is safer to walk than run while crossing the road simultaneously looking out for traffic.

As mentioned above, life-endangering pedestrian activities can be distinguished from those compliant with traffic rules if pedestrian actions were analysed together with the locations of the pedestrians. Table 24 shows such a distribution of activity and location together.

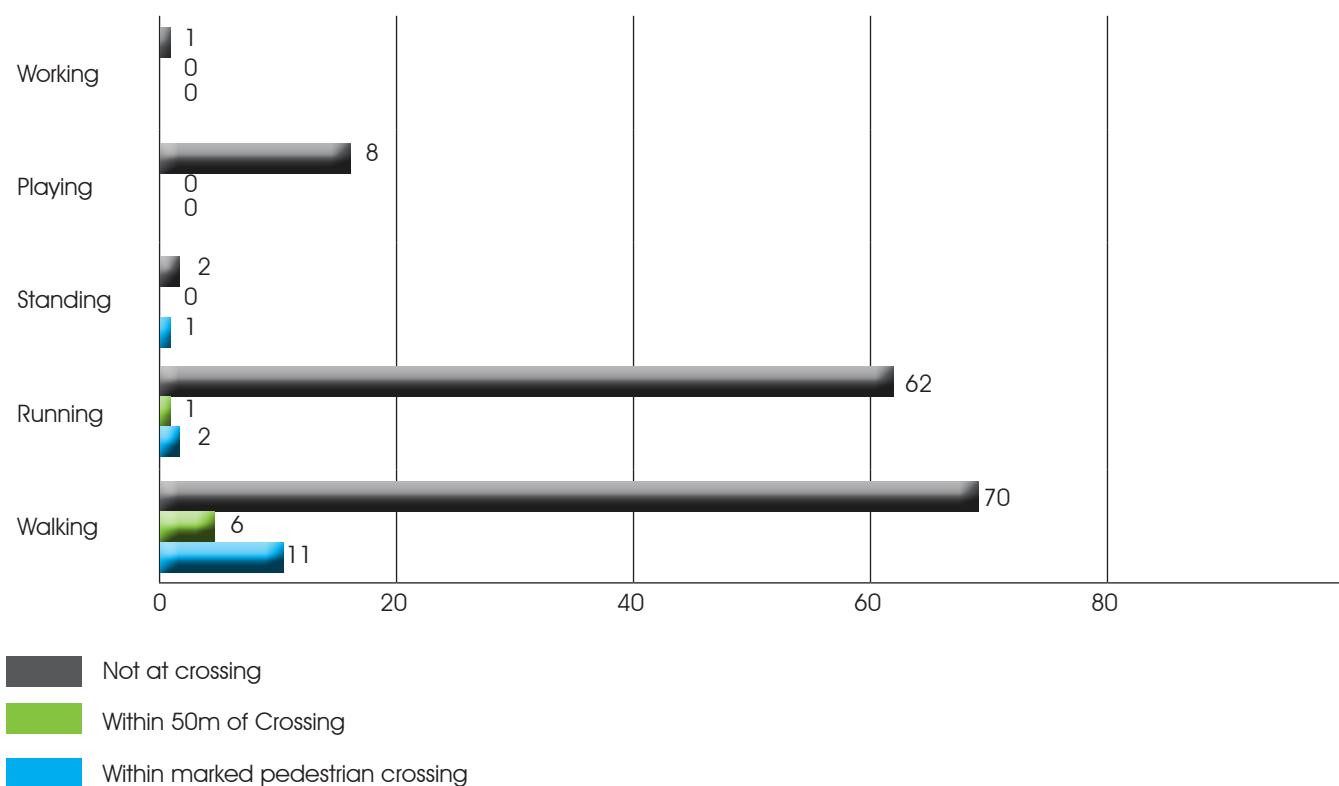


Table 24: Distribution of pedestrian action by pedestrian location

Pedestrian Action	Pedestrian Location					% of Total
	Within marked pedestrian crossing	Within 50m of crossing	Not at crossing	Total		
Walking	11	6	70	87	53.05	
Running	2	1	62	65	39.63	
Standing	1	0	2	3	1.83	
Playing	0	0	8	8	4.88	
Working	0	0	1	1	0.61	
Total	14	7	143	164	100.00	
% of Total	8.54	4.27	87.20	100.00	100	

Pedestrians who were walking or running on non-crossing zones of the road or within 50 metres of such zones were at greater risk of being hit by a motorist than those who crossed the road at the marked pedestrian crossing.

Figure 41: Distribution of pedestrian action by pedestrian location



For a vast majority of pedestrians this non-compliance with pedestrian traffic rules contributed towards injury crashes. This finding implies that road safety education needs to be reinforced among the public, specifically including parents of children and especially at schools.

Currently such analysis is not feasible because pedestrian crash details such as those discussed above, have been poorly recorded by the police or could not be supplied by the driver implicated in the crash.

4.5 Damages to vehicles

Since multiple damages can be found on one vehicle after a crash, the total number of damages to vehicles (38768) is greater than the number of vehicles involved in crashes (17835). Together with the action of the drivers, the detailed damage to the vehicles facilitates the reconstruction of the crash.

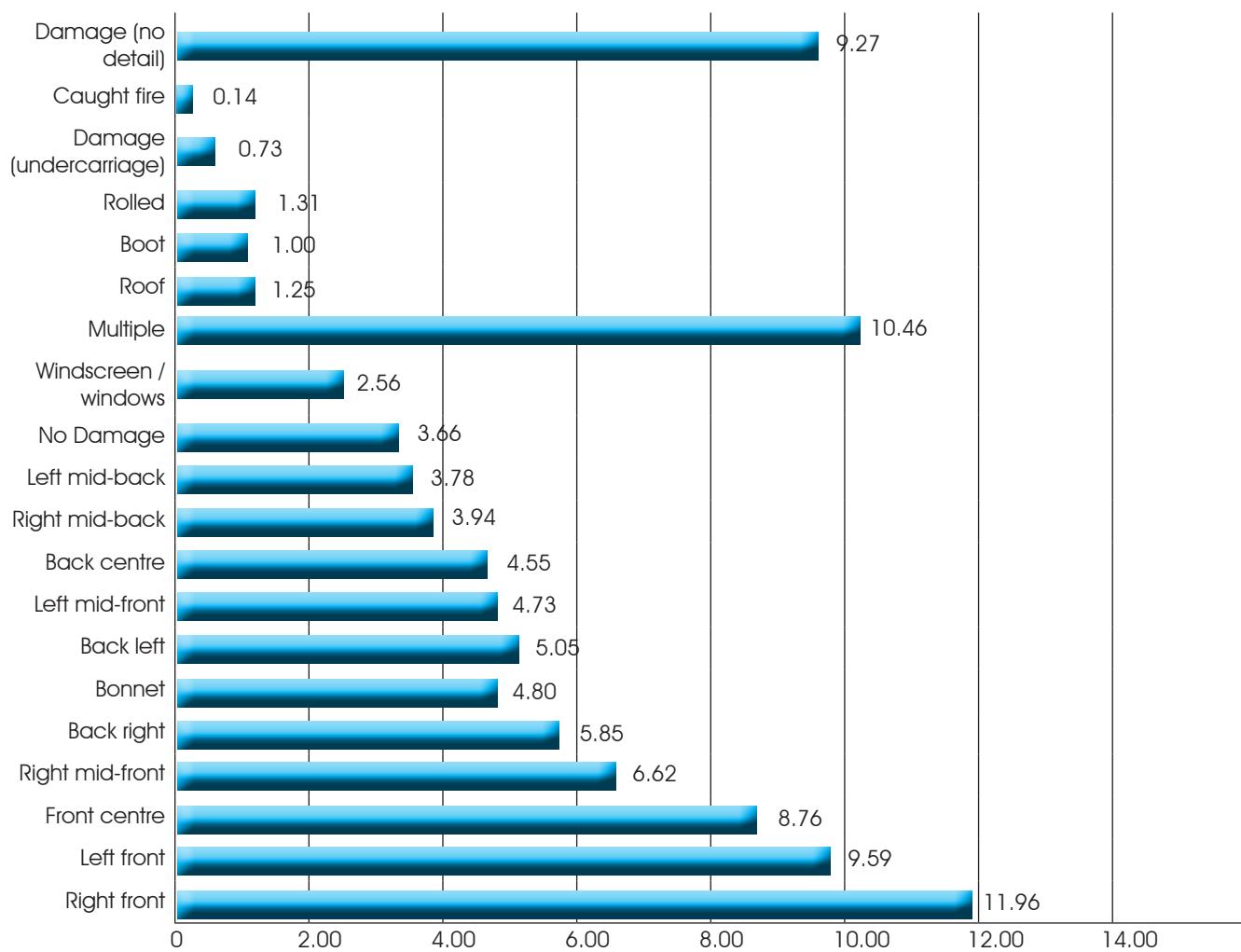
Table 25: Damages to vehicles

Damage	Total	% of total
Right front	4635	11.96
Left front	3716	9.59
Front centre	3395	8.76
Right mid-front	2566	6.62
Back right	2269	5.85
Bonnet	1860	4.80
Back left	1958	5.05
Left mid-front	1832	4.73
Back centre	1765	4.55
Right mid-back	1528	3.94
Left mid-back	1466	3.78
No Damage	1420	3.66
Windscreen / windows	994	2.56
Multiple	4054	10.46
Roof	486	1.25
Boot	386	1.00
Rolled	508	1.31
Damage (undercarriage)	283	0.73
Caught fire	55	0.14
Damage (no detail)	3592	9.27
Total	38768	100.00

Most vehicles were damaged at the front: the right front, left front, front centre and right mid-front. This is in line with the leading action of the drivers who were “travelling straight” as discussed earlier. Figure 32 next was instantiated using Table 25 data, and it describes the results further in terms of percentage.



Figure 42: Total percentage of damages to vehicles



Only 3.66 percent of the total number of all the vehicles which were involved in road crashes has managed to come out undamaged. There was 9.27 percent of damages incurred to vehicles, but the details were not provided. One should also note that most of the damage on cars were multiple, which made up 10.46 percent of all the damages incurred during 2011.

Table 26: Top ten injury by road number outside town

Road number	Between (Town/ City)	Fatalities	Seriously Injuries	Slightly Injuries	Injury Crashes	Damage only	TOTAL INJURY CRASHES & DAMAGE ONLY	% of TOTAL INJURY CRASHES & DAMAGE ONLY
D1230	Klein Aub-Rehoboth	3	1	8	7	7	14	50
D2512	Otjiwarongo-Otavi	7	8	22	20	23	43	47
T0202	Arandis-Usakos	3	5	2	5	6	11	45
T0112	Engela-Ondangwa	10	26	9	20	30	50	40
T0803	Grootfontein-Rundu	3	6	2	6	10	16	38
T0104	M0038-M0093	3	3	8	6	12	18	33
D1230	Rehoboth-Windhoek	5	21	17	16	38	54	30
M0092	Outapi-Oshikuku	35	97	110	146	466	612	24
T0202	Arandis-Swakopmund	3	4	15	10	35	45	22
T0106	Okahandja-Windhoek	8	14	17	6	23	29	21
TOTAL		92	196	245	254	695	949	27

Figure 43: Top Ten Injury by road number outside town

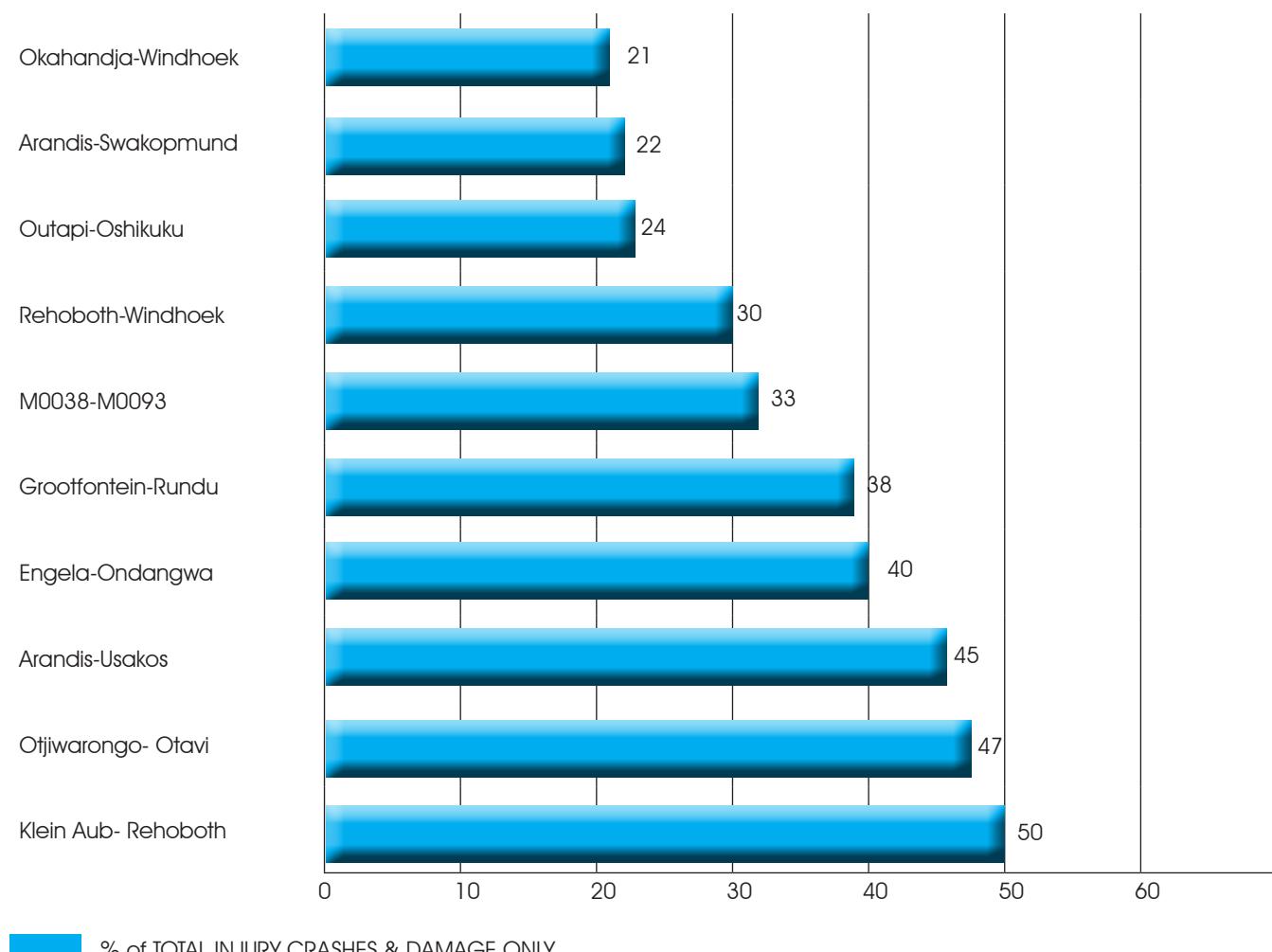


Table 26 identifies the major ten crash locations on open roads outside a town or city. One should note that these locations are not ranked in any order. Most road crashes occurred on the main road between Outapi and Oshikuku, where 35 fatalities occurred and 207 people sustained either serious- or minor injuries.

The 5 main roads with a higher number of injuries are as follows; Outapi and Oshikuku road with 35 fatalities and 242 casualties, followed by the road from Engala to Ondangwa, which was responsible for 10 fatalities and a total of 45 casualties. Third is the Windhoek to Okahandja road on which 8 road users have lost their lives and a number of 39 casualties were recorded. Otjiwarongo to Otavi road follows in terms of injuries by recording 7 fatalities and a total of 37 casualties. Lastly is the Windhoek to Rehoboth road, which claimed 5 fatalities and a total of 43 casualties.

The list of the five most hazardous roads with a higher number of injuries, is ranked in terms of fatalities, i.e. from the highest to the lowest, even if the number of casualties is favouring the opposite direction.

Table 27: Major crash locations outside town/city by number of pedestrians killed or injured

Road No	Between (towns/city)	Fatalities	Serious injuries	Slight injuries	Total
T0804	Divundu-Rundu	8	4	2	14
T1001	Nkurenkuru-Rundu	7	4	4	15
M0092	Ongwediva-Ondangwa	1	2	1	4
D3607	D3607-Oshakati	0	1	2	3
D3608	Uutapi-Okalongo	0	1	2	3
M0072	Grootfontein-Tsumeb	0	1	1	2
M0111	Okahao-Oshakati	1	1	1	3
T0106	Windhoek-Okahandja	0	1	1	2
T0110	Tsumeb-Oshivelo	0	4	1	5
T0112	Engela-Ondangwa	4	4	1	9
Total		21	23	16	60

Fifty five pedestrians were among the victims of road crashes for the ten major pedestrian locations outside a town or a city, as shown by table 27 above. The roads, which presented the highest risk to people on foot, were the Divundu– Rundu road with 8 fatalities and 14 casualties, and Nkurenkuru – Rundu road with 7 fatalities and 15 casualties. Figure 44 presents the same results graphically.

The 5 main roads with a higher number of injuries are as follows; Outapi and Oshikuku road, followed by the road from Engala to Ondangwa, which was responsible for 8 fatalities and a total of 43 casualties.



Figure 44: Major crash locations outside a town/city by number of pedestrian casualties

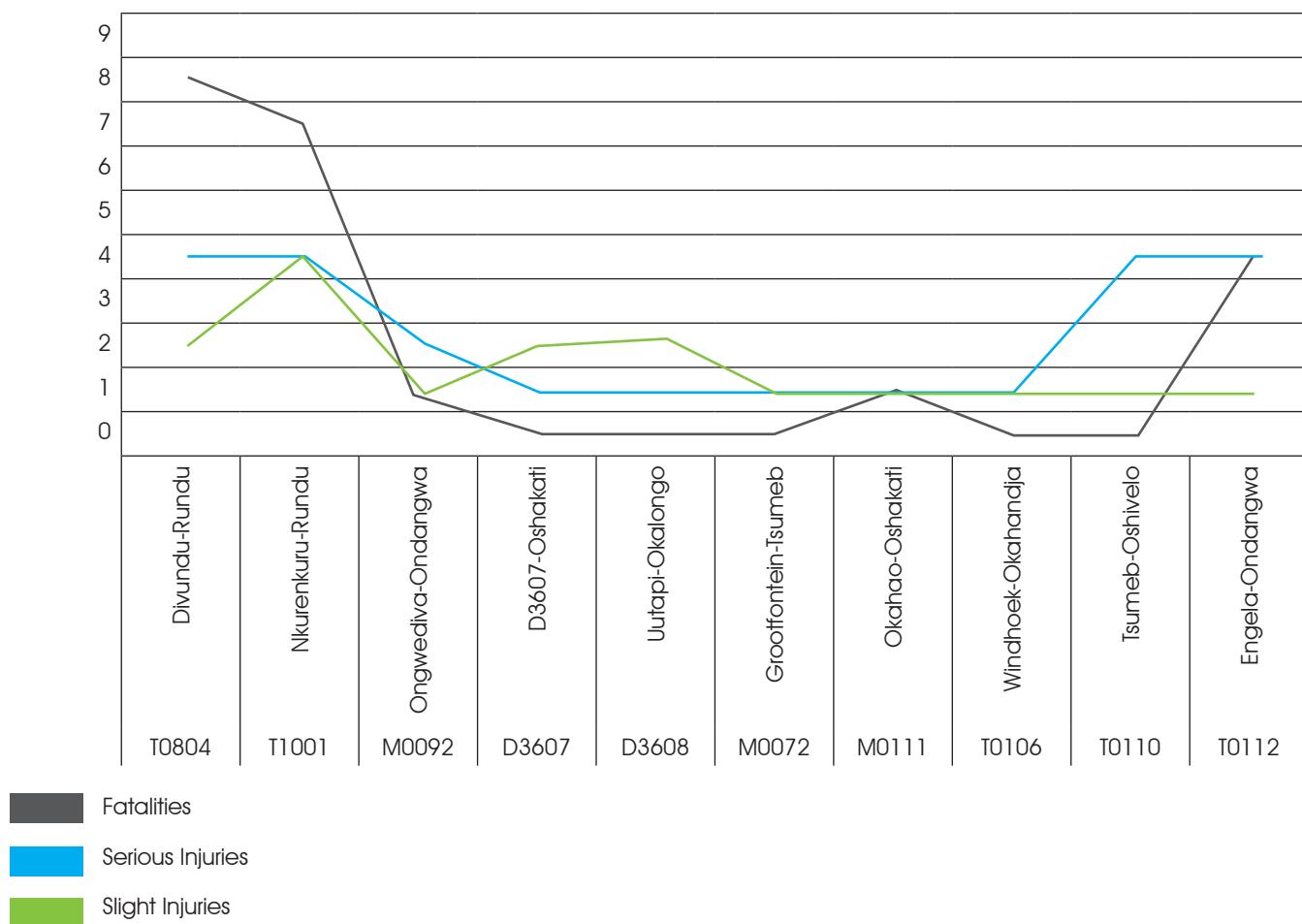


Table 28: Major 15 street locations and crash severity inside a town/city

Town	Street	Fatal Crashes	Serious Crashes	Slightly Injuries	Persons not Injured	Injury Crashes	Damage Only	Total
K a t i m a Mulilo	Cul De Sac	4	21	25	238	31	153	472
K a t i m a Mulilo	Ktx Road 101	4	1	2	13	3	6	29
K a t i m a Mulilo	Ktx Road 103	3	3	2	7	2	4	21
Okahandja	Ackermann Road	3	4	9	75	10	45	146
Okahao	Cds	9	17	6	50	13	21	116
Ongwediva	Cul De Sac	4	4	21	111	21	45	206
Rundu	Cul De Sac	3	11	34	195	36	107	386
Rundu	Run Road 1	1	3	7	32	8	13	64
Walvis Bay	10th Road	1	2	5	38	6	22	74
Windhoek	Bismarck	3	3	3	118	4	69	200
Windhoek	F Nightingale	1	2	5	192	8	97	305
Windhoek	Independence	3	11	24	561	34	277	910
Windhoek	Monte Christo Slip 3	1	4	12	232	16	120	385
Windhoek	Mooi	1	1	1	19	3	10	35
Windhoek	Rehobother	3	2	3	81	5	51	145

Figure 45: Injury severity by Town and Street

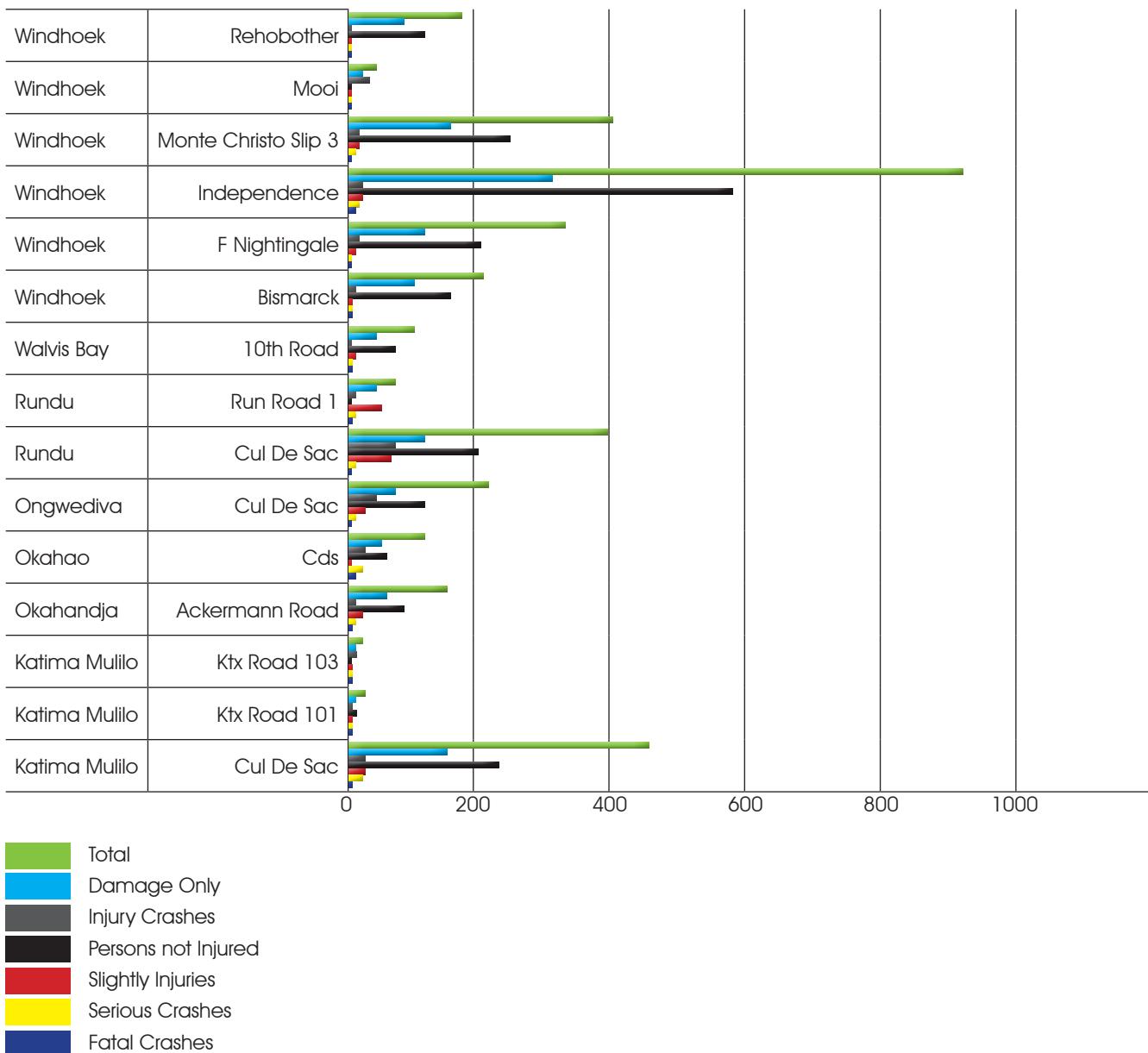


Table 28 displays the fifteen major accident-prone locations inside a town or a city. Most of the streets listed were locations within Windhoek, making the capital of Namibia a high risk area for motorists and pedestrians. Okahao Cul De Sac was responsible for 9 fatalities, making it the street with more fatalities in 2011. Ongwediva's Cul De Sac and two streets in Katima Mulilo, Ktx Road 101 and the Cul De Sac both caused 4 fatalities each.

Even though the street with the most fatalities is located in Okahao, more fatalities were recorded in Windhoek. More injury crashes were also reported in Windhoek than in any other town. Therefore it is safe to say that in 2011 more casualties were recorded in Windhoek, compared to any other town in the country.

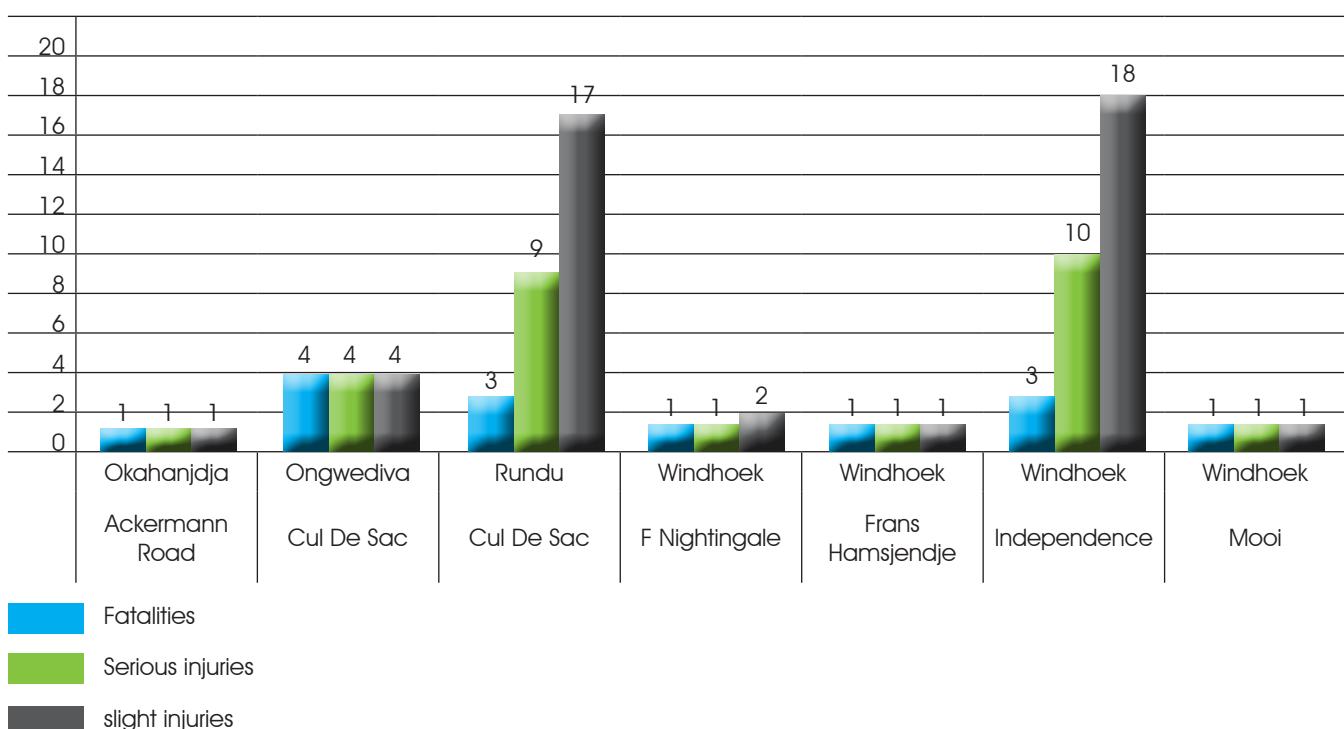
"Okahao Cul De Sac was responsible for 9 fatalities, making it the street with more fatalities in 2011."

Table 29: Accident-prone street locations inside a town/city by number of pedestrian killed or injured

Street	Location	Fatalities	Serious injuries	Slight injuries	Total
Okahandja	Ackermann Road	1	1	1	3
Ongwediva	Cul De Sac	4	4	4	12
Rundu	Cul De Sac	3	9	17	29
Windhoek	F Nightingale	1	1	2	4
Windhoek	Frans Hamsjendje	1	1	1	3
Windhoek	Independence	3	10	18	31
Windhoek	Mooi	1	1	1	3
Total		14	27	44	85

The location which recorded more pedestrian fatalities in 2011 was the Cul De Sac of Ongwediva, in which 4 fatalities occurred. More pedestrians were seriously or slightly injured in Independence Avenue of Windhoek, which recorded 10 serious and 18 slight injuries.

Figure 46: Top street location inside a town/city by number of pedestrian casualties



According to figure 46 the top three towns with more pedestrian casualties are: Windhoek (Independence Avenue) with 31 casualties, Rundu with 29 casualties and Ongwediva with 12 casualties. It is also evident, judged from the graph that locations such as Mooi, Ackermann-and Frans Hamsjendje Roads have the same total number of casualties in 2011.

Conclusion and Recommendations

CONCLUSION AND RECOMMENDATIONS

A review of the road crash statistics for 2011 shows that the traffic volume on Namibian roads is increasing steadily as illustrated by more than 7.5 percent growth in the number of registered vehicles in 2011 compared to that of 2010. There has also been an increase in Vehicle Kilometre Travelled, National Population and of course in the number of road crashes.

The analysis of 2011 road crash data shows that there had been a ratio of 66.1 crashes per 1 000 vehicles. The ratio of Crashes/10 000 population is 81.7; while Injury Severity/ 1000 Vehicles was 16; One should also note that of all injury severity ratios, the ratio of Injury Severity/ 10 000 People was the highest at 19.7 recorded.

There are five categories of ratios in terms of fatalities: Fatalities/ 10 000 Vehicles and Fatalities/ 100 000 Vehicles, which recorded 15.0 and

“...analysis of 2011 road crash data shows that there had been a ratio of 66.1 crashes per 1 000 vehicles.”

150.3 respectively; another one is Fatalities/ 10 million VTK which recorded a ratio of 0.50; the last two are Fatalities/ 10 000 People and Fatalities/ 100 000 People with the records of 1.9 and 18.6 ratios.

It's quite evident that more injury crashes and casualties are recorded at locations where more road crashes occur. This analysis shows that more road crashes in 2011 took place in the Khomas Region for the tenth consecutive year, starting in 2002. The Khomas Region as a result also recorded more injury crashes and casualties than any other region in the country.



The top five regions with more area per kilometre squared are; Karas, Kunene, Hardap, Otjozondjupa and Omaheke Regions. However, only one of the above mentioned, namely the Otjozondjupa Region forms part of the regions featuring more crashes per square kilometre.

The analysis concludes that more crashes in 2011 were recorded in August than any other month of the year. With regard to days of the week, Friday was the riskiest day to be on the road. The time line between 16h00-18h00 was the period when most road crashes took place.

At the end of 2011 a total of 405 lives of road users were lost, including 130 pedestrians, 157 passengers and 118 drivers. The year 2011 also recorded 1 531 serious injuries and 2 470 slight injuries, totalling 4 313 casualties. Bear in mind that the number of unknown casualties have not been included in this total.

Out of 1 531 serious injuries to road users, 492 were drivers, 710 were passengers and 329 of them were pedestrians. The number of slight injuries totalling 2 470 to road users consisted of 464 pedestrians, 908 passengers and 1 098 drivers. From the 4 313 casualties, 1 681 of them were drivers, 1 739 were passengers and 893 pedestrians. From the information provided by the analysis, it is evident that of the three types of road users, passengers bore the brunt of road crashes, followed by drivers and pedestrians.

Nonetheless, the increase in numbers of crashes and casualties, linked to increased traffic volume, must be curbed to prevent the loss of human life and injuries, and to reduce public health expenditure on injury related costs among others. Stricter law enforcement and the promotion and subsidisation of public transport could go a long way to ameliorate the effects of the increased levels of motorisation.

As this trend is set to continue into the foreseeable future, local authorities should plan well ahead to create safe road infrastructures for all road users, especially for pedestrians and cyclists.

Introducing safe and affordable bus services across the country would thus be a step in the right direction. This would allow government to prohibit the transportation of passengers in LDVs, as passengers would have a safe alternate means of transport.

These statistics call for immediate interventions which should include road safety education as a mandatory subject in lower primary schools with specific emphasis on pedestrian safety. Information and awareness campaigns that target different age groups should be conducted at regular intervals, as it emerged from the analysis that most pedestrians involved in crashes were hit by vehicles while crossing the roadway at sites that were not marked as safe pedestrian crossings. Pedestrians

“Out of 1 531 serious injuries to road users, 492 were drivers, 710 were passengers and 329 of them were pedestrians.”



who do not adhere to traffic rules should be warned by law enforcement officers.

As per the analysis earlier cyclist casualties have continued to increase year after year. Measures that could curb this trend in cyclist crashes include: information campaigns to sensitise drivers to the presence of cyclists on the road; subsidising the provision of affordable and safe helmets and the strict enforcement of wearing these; provisions for the safe separation of cyclists from motorised traffic in urban areas; and construction of new roads or the rehabilitation of existing open roads must plan for the safe passage of cyclists.

The road crash statistics presented in this report are solely based on the information obtained from the crash forms, which police officers fill in when they go to a crash scene.



Appendices

APPENDIX I: Country of origin and severity of injury of drivers

Country of Origin	Unknown	Fatals	Serious	Slight	No injury	Total
Angola	0	0	7	8	153	168
Argentina	0	0	0	0	2	2
Australia	0	0	0	1	13	14
Austria	0	0	0	0	2	2
Bahamas	0	0	0	0	4	4
Bangladesh	0	0	0	0	1	1
Belarus	0	0	0	1	0	1
Belgium	0	0	0	1	5	6
Bosnia and Herzegovina	0	0	0	1	0	1
Botswana	0	0	0	4	32	36
Brazil	0	0	0	0	5	5
Brunei	0	0	0	1	0	1
Bulgaria	0	0	0	0	1	1
Burundi	0	0	0	0	4	4
Cameroon	0	0	1	2	1	4
Canada	0	0	0	0	6	6
Cape Verde	0	0	0	1	0	1
China	0	0	0	3	81	84
Congo (Brazzaville)	0	0	1	0	9	10
Congo, Democratic Republic of the	0	0	0	1	16	17
Croatia	0	0	0	0	1	1
Cuba	0	0	0	2	3	5
Czech Republic	0	0	0	0	3	3
Denmark	0	0	0	0	8	8
Egypt	0	0	0	0	4	4
Estonia	0	0	0	0	1	1
Ethiopia	0	0	0	0	3	3
Fiji	0	0	0	0	0	0
Finland	0	0	0	0	5	5
France	0	0	0	4	27	31
Gambia	0	0	0	0	1	1
Georgia	0	0	0	0	2	2
Germany	0	3	5	8	238	254
Ghana	0	0	0	0	2	2
Greece	0	0	0	0	1	1
Honduras	0	0	0	0	1	1
India	0	0	1	1	23	25
Indonesia	0	0	0	0	2	2
Iran	0	0	0	0	1	1
Ireland	0	0	0	0	2	2
Israel	0	0	0	0	6	6
Italy	0	0	0	5	28	33
Jamaica	0	0	0	0	1	1
Kenya	0	0	0	0	9	9
Korea, North	0	0	0	0	2	2
Latvia	0	0	0	0	1	1
Lebanon	0	0	0	0	1	1

Lesotho	0	0	0	0	4	4
Liberia	0	0	0	0	3	3
Libya	0	0	0	0	1	1
Macedonia, Former Yugoslav Republic of	0	0	0	0	1	1
Madagascar	0	0	0	0	1	1
Malawi	0	0	0	0	11	11
Maldives	0	0	0	0	1	1
Mauritius	0	0	0	0	1	1
Moldova	0	0	0	0	1	1
Mozambique	0	0	0	0	2	2
Myanmar	0	0	0	0	1	1
Namibia	0	82	453	995	21615	23145
Nepal	0	0	0	0	1	1
Netherlands	0	1	0	2	19	22
Niger	0	0	0	0	2	2
Nigeria	0	0	0	0	20	20
Norway	0	0	0	0	2	2
Pakistan	0	0	0	0	3	3
Philippines	0	0	0	0	1	1
Poland	0	0	0	0	2	2
Portugal	0	0	0	0	9	9
Romania	0	0	0	0	3	3
Russia	0	0	1	1	16	18
Rwanda	0	0	0	0	5	5
Saint Lucia	0	0	0	0	1	1
Sierra Leone	0	0	0	1	0	1
Slovakia	0	0	0	0	2	2
Solomon Islands	0	0	0	0	3	3
South Africa	0	3	11	33	517	564
Spain	0	0	1	0	15	16
Sudan	0	0	0	0	1	1
Swaziland	0	0	0	0	7	7
Sweden	0	0	0	0	3	3
Switzerland	0	0	3	1	15	19
Taiwan	0	0	0	1	3	4
Tanzania	0	0	0	2	13	15
Uganda	0	0	0	1	14	15
Ukraine	0	0	0	0	2	2
United Arab Emirates	0	0	0	0	1	1
United Kingdom	0	0	0	2	28	30
United States	0	0	0	0	19	19
Vietnam	0	0	0	0	1	1
Zaire	0	0	0	1	0	1
Zambia	0	1	0	7	60	68
Zimbabwe	0	1	8	4	264	277
Total	0	91	492	1095	23405	25083

APPENDIX II: Pedestrian Crash Locations Inside Town/city

Town	Street	Day of the Week	Age	Gender	Injury Severity
Arandis	Acacia Road	Sunday	5	Male	Serious
Divundu	Divundu_rd 1	Friday	25	Male	Serious
Gobabis	Church Street	Saturday	Missing	Missing	Slight
Gobabis	Dauseb Road	Wednesday	3	Male	Killed
Gobabis	M Vingava Street	Friday	4	Male	Slight
Gobabis	Church Street	Friday	49	Female	Slight
Gobabis	Church Street	Wednesday	Missing	Missing	Slight
Gobabis	Main Road	Thursday	6	Female	Serious
Gobabis	Main Road	Friday	32	Female	Serious
Gobabis	Church Street	Friday	32	Male	Slight
Grootfontein	Okavango	Monday	20	Male	Serious
Grootfontein	Sam Nujoma	Wednesday	10	Male	Serious
Grootfontein	Sam Nujoma	Saturday	5	Male	Serious
Karasburg	18th Avenue	Thursday	33	Female	Serious
Karasburg	18th Avenue	Monday	31	Male	Serious
Karibib	Krb Road 1	Saturday	34	Female	Serious
Katima Mulilo	Ktx Road 7	Saturday	3	Female	Slight
Katima Mulilo	Ktx Road 112	Wednesday	44	Male	Slight
Katima Mulilo	Cul De Sac	Thursday	17	Male	Serious
Katima Mulilo	Cul De Sac	Tuesday	23	Male	Serious
Katima Mulilo	Ktx Road 101	Saturday	11	Male	Killed
Katima Mulilo	Cul De Sac	Thursday	Missing	Female	Serious
Katima Mulilo	Cul De Sac	Tuesday	Missing	Female	Serious
Katima Mulilo	Cul De Sac	Sunday	Missing	Missing	Slight
Katima Mulilo	Cul De Sac	Wednesday	8	Female	Serious
Katima Mulilo	Cul De Sac	Tuesday	21	Male	Slight
Keetmanshoop	23rd Avenue	Sunday	8	Male	Serious
Khorixas	Cul De Sac	Saturday	3	Female	Serious
Khorixas	Dr Lischen	Monday	10	Male	Serious
Luderitz	Agste Lane	Saturday	22	Male	Serious
Luderitz	Agste Lane	Saturday	42	Male	Serious
Mariental	Koichas Road	Friday	28	Male	Serious
Okahandja	Franck Road	Tuesday	Missing	Male	Slight
Okahandja	Hoogenhout Street	Wednesday	Missing	Missing	Killed
Okahandja	Main Street	Wednesday	Missing	Male	Slight
Okahandja	Ackermann Road	Friday	Missing	Male	Slight
Okahandja	Ackermann Road	Thursday	Missing	Male	Serious
Okahandja	Voor trekker Street	Friday	Missing	Missing	Killed
Okahandja	Ackermann Road	Saturday	1	Female	Killed
Okahao	Cds	Saturday	43	Male	Killed
Okakarara	Oaa Road 10	Saturday	31	Female	Serious
Okakarara	J Kanduu Katjiere Street	Saturday	Missing	Female	Slight
Omaruru	Wilhelm Zeraua Road	Tuesday	18	Male	Slight
Ondangwa	Cul De Sac	Tuesday	8	Male	Serious
Ongwediva	Cul De Sac	Thursday	21	Male	Killed
Ongwediva	Cul De Sac	Thursday	14	Female	Serious
Ongwediva	Cul De Sac	Friday	39	Male	Serious
Ongwediva	Onv Road 1	Friday	Missing	Female	Slight

Ongwediva	Cul De Sac	Sunday	35	Male	Killed
Ongwediva	Cul De Sac	Wednesday	6	Male	Slight
Ongwediva	Cul De Sac	Sunday	36	Missing	Slight
Ongwediva	Church Street	Monday	Missing	Female	Slight
Ongwediva	Cul De Sac	Tuesday	6	Female	Serious
Ongwediva	Cul De Sac	Wednesday	9	Female	Slight
Ongwediva	Kahumba Kandola Street	Saturday	26	Female	Slight
Ongwediva	Kahumba Kandola Street	Saturday	15	Male	Slight
Ongwediva	Cul De Sac	Sunday	49	Female	Killed
Ongwediva	Mandume Ndemufayo Avenue	Friday	8	Male	Slight
Ongwediva	Cul De Sac	Monday	53	Male	Serious
Oshakati	Cul De Sac	Saturday	Missing	Female	Slight
Oshakati	Cul De Sac	Monday	29	Male	Slight
Oshakati	Cul De Sac	Monday	29	Male	Slight
Oshakati	Cul De Sac	Friday	Missing	Female	Slight
Oshakati	Cul De Sac	Wednesday	Missing	Missing	Slight
Oshikuku	Cds	Thursday	22	Male	Killed
Otavi	Cul De Sac	Friday	Missing	Male	Serious
Otjiwarongo	Dr Libertina Amathila Avenue	Wednesday	Missing	Male	Serious
Otjiwarongo	Dr Libertina Amathila Avenue	Monday	9	Female	Slight
Otjiwarongo	Hage Geingob Street	Friday	57	Male	Serious
Otjiwarongo	Dr Libertina Amathila Avenue	Monday	4	Male	Serious
Otjiwarongo	Edison Street	Saturday	Missing	Male	Slight
Otjiwarongo	Dr Libertina Amathila Avenue	Friday	63	Male	Serious
Otjiwarongo	Georges Street	Saturday	Missing	Male	Slight
Otjiwarongo	Dr Libertina Amathila Avenue	Tuesday	Missing	Female	Serious
Otjiwarongo	Georges Street	Thursday	23	Female	Slight
Otjiwarongo	Acasia Avenue	Monday	7	Male	Serious
Otjiwarongo	Dr Libertina Amathila Avenue	Sunday	42	Male	Serious
Otjiwarongo	Anderson Street	Friday	20	Male	Serious
Otjiwarongo	Hage Geingob Street	Tuesday	Missing	Male	Slight
Otjiwarongo	Acasia Avenue	Sunday	Missing	Female	Slight
Otjiwarongo	Hage Geingob Street	Monday	11	Male	Slight
Outjo	Nabot Haimbondi Street	Sunday	Missing	Male	Serious
Outjo	Nabot Haimbondi Street	Thursday	Missing	Female	Killed
Outjo	Jack Francis Street	Tuesday	Missing	Female	Slight
Rehoboth	Barnhof	Tuesday	Missing	Missing	Slight
Ruacana	Cds	Friday	85	Female	Serious
Rundu	Independence Avenue	Friday	9	Female	Slight
Rundu	Independence Avenue	Wednesday	25	Female	Slight
Rundu	Cul De Sac	Wednesday	8	Female	Slight
Rundu	Run Road 10	Saturday	31	Male	Serious
Rundu	Cul De Sac	Sunday	31	Female	Killed
Rundu	Cul De Sac	Wednesday	21	Female	Slight
Rundu	Cul De Sac	Saturday	34	Female	Slight
Rundu	Cul De Sac	Thursday	30	Female	Slight
Rundu	Cul De Sac	Monday	Missing	Male	Slight
Rundu	Cul De Sac	Sunday	7	Female	Serious
Rundu	Cul De Sac	Monday	10	Female	Serious
Rundu	Run Road 1	Sunday	Missing	Male	Killed
Rundu	Cul De Sac	Thursday	56	Male	Killed

Rundu	Cul De Sac	Tuesday	27	Male	Slight
Rundu	Cul De Sac	Friday	27	Female	Slight
Rundu	Run Road 1	Monday	Missing	Female	Slight
Rundu	Independence Avenue	Friday	25	Female	Serious
Rundu	Run Road 1	Thursday	49	Female	Slight
Rundu	Cul De Sac	Saturday	21	Female	Serious
Rundu	Cul De Sac	Thursday	Missing	Male	Serious
Rundu	Cul De Sac	Saturday	46	Male	Slight
Rundu	Cul De Sac	Friday	10	Female	Serious
Rundu	Cul De Sac	Thursday	5	Male	Serious
Rundu	Cul De Sac	Sunday	Missing	Male	Serious
Rundu	Cul De Sac	Saturday	Missing	Male	Serious
Rundu	Cul De Sac	Friday	3	Male	Slight
Rundu	Cul De Sac	Friday	9	Female	Serious
Rundu	Cul De Sac	Thursday	Missing	Male	Slight
Rundu	Cul De Sac	Monday	Missing	Male	Slight
Rundu	Run Road 1	Wednesday	Missing	Female	Slight
Rundu	Cul De Sac	Saturday	47	Male	Slight
Rundu	Cul De Sac	Tuesday	15	Female	Slight
Rundu	Cul De Sac	Sunday	Missing	Male	Slight
Rundu	Run Road 1	Wednesday	Missing	Male	Slight
Rundu	Cul De Sac	Saturday	7	Female	Slight
Rundu	Cul De Sac	Tuesday	Missing	Female	Slight
Swakopmund	Heuschneider Street	Wednesday	Missing	Missing	Slight
Swakopmund	Masilo Street	Thursday	8	Female	Slight
Swakopmund	Aldridge Street	Thursday	38	Male	Serious
Swakopmund	11th Avenue	Friday	40	Male	Serious
Swakopmund	Madume Ya Ndemufayo Street	Monday	Missing	Missing	Slight
Swakopmund	Mandume Ya Ndemfayo Street	Thursday	Missing	Missing	Slight
Swakopmund	Ekuvatalike Close 1n	Monday	Missing	Female	Slight
Swakopmund	Reguit Street	Thursday	Missing	Missing	Slight
Swakopmund	Aukas Street	Monday	Missing	Missing	Slight
Swakopmund	Reguit Street	Sunday	Missing	Missing	Slight
Swakopmund	Garnet Street	Saturday	52	Male	Serious
Swakopmund	Mandume Ya Ndemfayo Street	Saturday	48	Male	Slight
Swakopmund	Turmalin Street	Thursday	Missing	Missing	Slight
Swakopmund	Vrede Rede Street	Thursday	6	Male	Slight
Swakopmund	Hanganeni Close 1n	Monday	2	Male	Slight
Swakopmund	Reguit Street	Wednesday	5	Female	Slight
Swakopmund	Reguit Street	Saturday	Missing	Missing	Slight
Swakopmund	Namib Street	Tuesday	3	Male	Slight
Swakopmund	Vrede Rede Street	Thursday	12	Missing	Slight
Swakopmund	Reguit Street	Sunday	Missing	Male	Serious
Swakopmund	17th Street	Saturday	53	Female	Slight
Swakopmund	Reguit Street	Friday	Missing	Missing	Serious
Swakopmund	Tobais Hainyeko Street	Friday	53	Male	Serious
Swakopmund	Moses / Garoeb Street	Monday	8	Male	Slight
Swakopmund	Tobias Hainyeko Street	Monday	Missing	Female	Slight
Swakopmund	Sam Nujoma Avenue	Thursday	Missing	Male	Slight
Tsumeb	13th Road	Tuesday	2	Female	Slight
Tsumeb	Leevi Muashekele	Thursday	Missing	Female	Slight

Tsumeb	Leevi Muashekele	Monday	38	Male	Slight
Tsumeb	Leevi Muashekele	Saturday	37	Male	Serious
Walvis Bay	11 Th Avenue	Monday	20	Male	Slight
Walvis Bay	Sam Nujoma Avenue	Wednesday	35	Male	Slight
Walvis Bay	11 Th Avenue	Wednesday	Missing	Missing	Slight
Walvis Bay	Theo-ben Gurirab Street	Monday	36	Male	Slight
Walvis Bay	Theo-ben Gurirab Street	Thursday	29	Female	Slight
Walvis Bay	18th Road	Monday	Missing	Male	Slight
Walvis Bay	Nangolo Mbumba Drive	Tuesday	35	Male	Slight
Walvis Bay	Theo-ben Gurirab Street	Thursday	59	Female	Slight
Walvis Bay	Komorant Street	Sunday	4	Male	Serious
Walvis Bay	Coris Street	Saturday	46	Male	Serious
Walvis Bay	Tunacor Street	Saturday	2	Male	Slight
Walvis Bay	Agaat Street	Sunday	7	Male	Slight
Walvis Bay	Kabeljou Street	Thursday	13	Male	Serious
Walvis Bay	Fiskaal Street	Tuesday	2	Male	Serious
Walvis Bay	Nathaniel Maxuillili Avenue	Wednesday	26	Male	Slight
Walvis Bay	Agaat Street	Monday	15	Female	Serious
Walvis Bay	Twahangana Street	Thursday	7	Male	Slight
Walvis Bay	Twahangana Street	Wednesday	50	Male	Serious
Walvis Bay	Coris Street	Thursday	Missing	Female	Slight
Walvis Bay	Nathaniel Maxuillili Avenue	Tuesday	Missing	Missing	Slight
Walvis Bay	Kristiansand Street	Monday	29	Male	Slight
Walvis Bay	Twahangana Street	Sunday	Missing	Male	Slight
Walvis Bay	Sardyn Street	Tuesday	5	Male	Slight
Walvis Bay	Kabeljou Street	Wednesday	Missing	Female	Slight
Walvis Bay	2nd Ave	Friday	32	Male	Slight
Walvis Bay	Sam Nujoma Avenue	Friday	20	Male	Serious
Walvis Bay	Hematiel Street	Sunday	Missing	Male	Slight
Walvis Bay	Diamond Street	Wednesday	8	Female	Slight
Walvis Bay	Mars Street	Friday	Missing	Male	Slight
Walvis Bay	Johannes Nampala Avenue	Monday	28	Female	Slight
Walvis Bay	Mars Street	Saturday	35	Male	Slight
Walvis Bay	Agaat Street	Thursday	Missing	Female	Slight
Walvis Bay	Nathaniel Maxuillili Avenue	Wednesday	Missing	Male	Slight
Walvis Bay	Khomashochland Street	Saturday	9	Female	Slight
Walvis Bay	Agaat Street	Friday	18	Female	Slight
Walvis Bay	Khomashochland Street	Sunday	20	Female	Slight
Walvis Bay	Christiaan Eiman Ave	Monday	7	Male	Slight
Walvis Bay	Fiskaal Street	Monday	Missing	Male	Slight
Walvis Bay	Circumferential Road	Sunday	16	Male	Slight
Walvis Bay	Agaat Street	Wednesday	32	Male	Slight
Walvis Bay	Nathaniel Maxuillili Avenue	Wednesday	Missing	Male	Slight
Walvis Bay	10th Road	Sunday	Missing	Male	Slight
Walvis Bay	Lovebird Street	Friday	5	Male	Killed
Walvis Bay	Tunacor Street	Saturday	29	Male	Slight
Walvis Bay	Khomashochland Street	Thursday	5	Male	Slight
Walvis Bay	Canary Street	Sunday	Missing	Male	Slight
Walvis Bay	Lovebird Street	Sunday	6	Female	Serious
Walvis Bay	Khomashochland Street	Monday	21	Male	Slight
Walvis Bay	Khomashochland Street	Thursday	9	Male	Slight

Walvis Bay	Makriel Street	Tuesday	14	Male	Slight
Walvis Bay	Kruis Street	Friday	Missing	Female	Serious
Walvis Bay	Duin Street	Thursday	12	Male	Slight
Walvis Bay	Roman Street	Monday	7	Male	Slight
Walvis Bay	Namib Street	Friday	46	Male	Serious
Walvis Bay	Sandfontein Street	Monday	Missing	Male	Slight
Walvis Bay	6th Street South	Monday	40	Female	Slight
Windhoek	Link	Saturday	37	Male	Serious
Windhoek	Eveline Slip 1	Wednesday	Missing	Male	Serious
Windhoek	Monte Christo Slip 3	Monday	Missing	Missing	Slight
Windhoek	Monte Christo	Monday	32	Male	Slight
Windhoek	Omongo	Wednesday	4	Male	Slight
Windhoek	Abraham Mashego	Tuesday	60	Male	Slight
Windhoek	Link	Monday	6	Male	Slight
Windhoek	Etetewe	Wednesday	Missing	Missing	Serious
Windhoek	Monte Christo Slip 3	Friday	Missing	Male	Slight
Windhoek	Otjomuise	Thursday	Missing	Female	Serious
Windhoek	Monte Christo	Tuesday	16	Female	Slight
Windhoek	Etetewe	Thursday	23	Female	Slight
Windhoek	Okarundu	Monday	Missing	Missing	Slight
Windhoek	City	Monday	1	Male	Slight
Windhoek	City	Friday	4	Male	Slight
Windhoek	City	Thursday	3	Male	Slight
Windhoek	Mooi	Friday	Missing	Female	Slight
Windhoek	Mungunda	Monday	6	Male	Serious
Windhoek	Independence	Wednesday	Missing	Male	Slight
Windhoek	Frans Hamsjendje	Friday	Missing	Male	Slight
Windhoek	Damaskus	Tuesday	2	Male	Serious
Windhoek	Brakwater	Monday	23	Male	Slight
Windhoek	Aand	Tuesday	Missing	Female	Serious
Windhoek	Abraham Mashego	Wednesday	Missing	Male	Slight
Windhoek	Hereford	Monday	Missing	Male	Slight
Windhoek	Andrew Mogalie	Monday	Missing	Male	Serious
Windhoek	Shanghai	Sunday	Missing	Male	Serious
Windhoek	Road 1	Wednesday	22	Male	Killed
Windhoek	Ben Apollus	Thursday	18	Male	Slight
Windhoek	Hostel	Wednesday	48	Male	Serious
Windhoek	Shanghai	Wednesday	15	Male	Slight
Windhoek	Wilibald Kapuenene	Thursday	Missing	Male	Slight
Windhoek	Putuse Appulus	Monday	7	Male	Serious
Windhoek	Filemon Eichab	Monday	Missing	Female	Killed
Windhoek	Mooi	Wednesday	55	Female	Killed
Windhoek	Magdala	Wednesday	Missing	Male	Serious
Windhoek	Kamberipa	Monday	Missing	Male	Serious
Windhoek	Mooi	Tuesday	50	Male	Serious
Windhoek	Richard Kahiko	Wednesday	4	Male	Slight
Windhoek	Gwanzura	Saturday	Missing	Male	Slight
Windhoek	Mandume Ndempfayo Nb	Friday	29	Female	Slight
Windhoek	Tal	Tuesday	13	Female	Slight
Windhoek	Abraham Mashego	Wednesday	6	Male	Serious
Windhoek	Monte Christo Slip 3	Sunday	41	Male	Slight

Windhoek	Tugela	Thursday	8	Male	Slight
Windhoek	Bonn	Tuesday	33	Female	Slight
Windhoek	Abraham Mashego	Saturday	5	Male	Serious
Windhoek	Omboma	Sunday	8	Male	Slight
Windhoek	Green Mountain Dam	Tuesday	7	Male	Slight
Windhoek	Abraham Mashego	Wednesday	Missing	Missing	Slight
Windhoek	Ongava	Monday	15	Male	Slight
Windhoek	Otjomuise	Monday	Missing	Missing	Slight
Windhoek	Eveline Slip 1	Saturday	1	Female	Slight
Windhoek	Epandulo	Sunday	2	Female	Slight
Windhoek	Erindi	Friday	Missing	Missing	Slight
Windhoek	Claudius Kandovazu	Sunday	7	Female	Slight
Windhoek	Claudius Kandovazu	Saturday	9	Female	Serious
Windhoek	Monte Christo Slip 3	Monday	Missing	Missing	Slight
Windhoek	Wendy	Tuesday	Missing	Male	Slight
Windhoek	Yukon	Monday	Missing	Missing	Slight
Windhoek	Claudius Kandovazu	Saturday	4	Male	Slight
Windhoek	Monte Christo Slip 3	Wednesday	17	Female	Slight
Windhoek	Independence	Monday	Missing	Missing	Slight
Windhoek	Ombakata	Tuesday	6	Female	Killed
Windhoek	Etetewe	Thursday	27	Female	Slight
Windhoek	Shanghai	Tuesday	15	Missing	Slight
Windhoek	Ekundi	Wednesday	7	Female	Slight
Windhoek	Aandblom	Wednesday	Missing	Missing	Serious
Windhoek	Claudius Kandovazu	Wednesday	12	Male	Serious
Windhoek	Eveline Slip 1	Wednesday	23	Male	Serious
Windhoek	Claudius Kandovazu	Thursday	Missing	Male	Slight
Windhoek	Omungwindi	Tuesday	Missing	Missing	Slight
Windhoek	Sigar	Monday	Missing	Male	Slight
Windhoek	Claudius Kandovazu	Thursday	9	Male	Serious
Windhoek	Independence	Tuesday	9	Female	Slight
Windhoek	Mungunda	Thursday	Missing	Male	Slight
Windhoek	Monte Christo Slip 3	Wednesday	9	Male	Slight
Windhoek	Monte Christo Slip 3	Wednesday	7	Female	Slight
Windhoek	Ongava	Sunday	Missing	Missing	Slight
Windhoek	Hd Genscher	Tuesday	16	Female	Serious
Windhoek	Independence	Sunday	Missing	Missing	Serious
Windhoek	Sando	Friday	Missing	Missing	Slight
Windhoek	Independence	Monday	Missing	Missing	Serious
Windhoek	Independence	Tuesday	17	Female	Serious
Windhoek	Mungunda	Tuesday	19	Female	Slight
Windhoek	F Nightingale	Thursday	8	Male	Slight
Windhoek	Kitaar	Thursday	5	Female	Slight
Windhoek	Claudius Kandovazu	Saturday	47	Female	Slight
Windhoek	Otjomuise	Saturday	Missing	Missing	Slight
Windhoek	Wilibald Kapuenene	Thursday	Missing	Missing	Slight
Windhoek	Independence	Thursday	85	Male	Serious
Windhoek	Reinard Maekopo	Friday	Missing	Male	Slight
Windhoek	Bonn	Wednesday	5	Female	Slight
Windhoek	Genesis	Sunday	Missing	Male	Serious
Windhoek	Independence	Saturday	Missing	Missing	Serious

Windhoek	Clemence Kapuuo	Wednesday	Missing	Male	Slight
Windhoek	F Nightingale	Monday	56	Female	Killed
Windhoek	Trompet	Wednesday	5	Male	Slight
Windhoek	Shanghai	Tuesday	63	Female	Slight
Windhoek	Mandume Ndemufayo	Thursday	Missing	Male	Serious
Windhoek	Independence	Tuesday	Missing	Missing	Slight
Windhoek	Mungunda	Wednesday	Missing	Missing	Slight
Windhoek	Bonn	Tuesday	Missing	Female	Serious
Windhoek	F Nightingale	Tuesday	Missing	Missing	Slight
Windhoek	Shanghai	Monday	7	Female	Serious
Windhoek	Monte Christo Slip 3	Wednesday	4	Male	Serious
Windhoek	Ottawa	Wednesday	24	Male	Slight
Windhoek	Independence	Saturday	6	Female	Slight
Windhoek	Mahatma Gandhi	Wednesday	Missing	Male	Slight
Windhoek	Independence	Tuesday	54	Male	Serious
Windhoek	Tal	Wednesday	53	Female	Slight
Windhoek	Mungunda	Wednesday	12	Male	Slight
Windhoek	Independence	Saturday	Missing	Male	Serious
Windhoek	Hd Genscher	Saturday	10	Male	Serious
Windhoek	Claudius Kandovazu	Thursday	Missing	Missing	Slight
Windhoek	Monte Christo	Wednesday	Missing	Male	Serious
Windhoek	Independence	Friday	Missing	Male	Killed
Windhoek	Kamberipa	Friday	28	Male	Serious
Windhoek	Mahatma Gandhi	Sunday	Missing	Missing	Serious
Windhoek	Moses Garoep	Sunday	23	Male	Killed
Windhoek	Independence	Friday	Missing	Missing	Slight
Windhoek	Shanghai	Thursday	Missing	Male	Slight
Windhoek	Mahatma Gandhi	Wednesday	Missing	Missing	Slight
Windhoek	Visarend	Tuesday	Missing	Missing	Slight
Windhoek	Andrew Mogalie	Friday	37	Male	Slight
Windhoek	Independence	Tuesday	12	Male	Slight
Windhoek	Independence	Friday	Missing	Male	Slight
Windhoek	Kingfisher	Saturday	Missing	Male	Serious
Windhoek	Lazarett	Friday	Missing	Missing	Serious
Windhoek	Mahatma Gandhi	Saturday	Missing	Male	Serious
Windhoek	Nelson Mandela	Friday	28	Female	Serious
Windhoek	Hd Genscher	Tuesday	15	Male	Slight
Windhoek	Monte Christo Slip 3	Thursday	15	Female	Serious
Windhoek	Independence	Monday	Missing	Male	Serious
Windhoek	Independence	Monday	45	Female	Serious
Windhoek	Shanghai	Sunday	6	Male	Serious
Windhoek	Kitchener	Monday	3	Female	Killed
Windhoek	Kornalyn	Thursday	10	Male	Serious
Windhoek	Independence	Friday	Missing	Male	Slight
Windhoek	H Kutako Sb Onramp	Friday	24	Male	Serious
Windhoek	Shanghai	Sunday	65	Male	Serious
Windhoek	Shanghai	Sunday	Missing	Female	Serious
Windhoek	Monte Christo Slip 3	Saturday	25	Male	Slight
Windhoek	Omuvapu	Sunday	36	Male	Serious
Windhoek	Omulunga	Tuesday	20	Male	Slight
Windhoek	Omongo	Saturday	9	Male	Serious

Windhoek	Wilibald Kapuenene	Monday	53	Male	Slight
Windhoek	Monte Christo Slip 3	Monday	63	Male	Serious
Windhoek	Independence	Saturday	Missing	Male	Slight
Windhoek	Monte Christo Slip 3	Saturday	21	Female	Serious
Windhoek	Hd Genscher	Sunday	Missing	Male	Slight
Windhoek	Tacoma	Thursday	37	Female	Slight
Windhoek	Independence	Tuesday	30	Male	Killed
Windhoek	Penning	Friday	Missing	Male	Slight
Windhoek	Mandume Ndemufayo Nb	Thursday	Missing	Male	Slight
Windhoek	Independence	Wednesday	9	Female	Slight
Windhoek	Mungunda	Tuesday	33	Male	Slight
Windhoek	Monte Christo Slip 3	Tuesday	29	Male	Slight
Windhoek	Ombakata	Thursday	7	Male	Slight
Windhoek	New Castle	Friday	32	Male	Serious
Windhoek	Independence	Friday	22	Female	Slight
Windhoek	Independence	Wednesday	49	Male	Slight
Windhoek	Independence	Thursday	31	Female	Slight
Windhoek	Hosea Kutako Nb	Tuesday	Missing	Male	Slight
Windhoek	F Nightingale	Tuesday	Missing	Male	Serious
Windhoek	Hd Genscher	Monday	10	Female	Slight
Windhoek	Visarend	Friday	8	Male	Slight
Windhoek	Lazarett	Wednesday	Missing	Male	Slight
Windhoek	John Meinert Eb	Friday	47	Female	Serious
Windhoek	Mandume Ndemufayo Nb	Friday	Missing	Male	Slight
Windhoek	Independence	Thursday	Missing	Missing	Slight
Windhoek	Sam Nujoma	Wednesday	Missing	Missing	Slight
Windhoek	Sesriem	Friday	2	Female	Serious
Windhoek	Hendrik Witbooi	Friday	Missing	Missing	Serious
Windhoek	H Kutako Nb Loop	Wednesday	Missing	Female	Slight
Windhoek	Indepen N/e Park	Wednesday	43	Female	Slight
Windhoek	Jan Jonker	Wednesday	Missing	Missing	Serious
Windhoek	Robert Mugabe	Tuesday	41	Male	Slight
Windhoek	John Meinert	Friday	17	Male	Slight
Windhoek	Werner List	Tuesday	32	Male	Slight
Windhoek	H Kutako Sb Loop	Friday	21	Male	Killed
Windhoek	Mandume Ndemufayo Nb	Wednesday	Missing	Female	Slight
Windhoek	Dr Frans Idongo	Saturday	33	Female	Slight
Windhoek	Frankie Fredericks	Friday	Missing	Male	Slight
Windhoek	Indepen N/e Park	Tuesday	87	Female	Serious
Windhoek	Mandume Ndemufayo Nb	Wednesday	Missing	Male	Serious
Windhoek	Independence Sb	Tuesday	57	Male	Slight
Windhoek	Dr Frans Idongo	Sunday	29	Male	Slight
Windhoek	Shanghai	Tuesday	40	Male	Slight
Windhoek	Otjomuise	Tuesday	5	Male	Slight
Windhoek	Independence	Tuesday	Missing	Female	Slight
Windhoek	Sukkot	Tuesday	Missing	Female	Slight
Windhoek	Mahatma Gandhi	Sunday	Missing	Male	Slight
Windhoek	Hd Genscher	Monday	34	Missing	Slight
Windhoek	Abraham Mashego	Saturday	Missing	Female	Slight
Windhoek	Robert Mugabe	Friday	Missing	Male	Slight
Windhoek	Boston	Friday	Missing	Male	Slight

Windhoek	Green Mountain Dam	Sunday	31	Male	Serious
Windhoek	Green Mountain Dam	Sunday	31	Male	Serious
Windhoek	Ombakata	Sunday	Missing	Male	Slight
Windhoek	Long Island	Saturday	56	Female	Serious
Windhoek	Eveline	Saturday	Missing	Male	Slight
Windhoek	Otjomuise	Friday	Missing	Missing	Slight
Windhoek	Ongava	Saturday	Missing	Missing	Slight
Windhoek	Bismarck	Friday	Missing	Female	Slight
Windhoek	Rehobother	Friday	Missing	Female	Slight
Windhoek	Hochland Eb	Friday	11	Male	Slight
Windhoek	Mandume Ndemufayo Nb	Thursday	41	Female	Serious
Windhoek	John Meinert Eb	Tuesday	30	Female	Slight
Windhoek	Mandume Ndemufayo Eb	Friday	26	Male	Serious
Windhoek	Bahnhof	Thursday	30	Male	Serious
Windhoek	Jordan	Wednesday	Missing	Male	Serious
Windhoek	Mandume Ndemufayo Nb	Friday	43	Female	Serious
Windhoek	Western Bypass Slip	Saturday	Missing	Female	Slight
Windhoek	Van Der Bijl	Thursday	43	Male	Serious
Windhoek	Sam Nujoma	Friday	Missing	Missing	Missing

APPENDIX III: Crash Location and Injury Severity

Road No. if outside town	Fatalities	Serious injuries	Slight injuries	Not injured	Injuriie Crashes	Damage Only
D0201	0	0	0	3	0	2
D0701	0	0	0	1	0	1
D1053	0	0	0	1	0	1
D1121	0	0	0	1	0	1
D1230	6	28	34	85	31	69
D1239	0	0	0	1	0	1
D1247	0	0	0	2	0	2
D1254	3	3	14	7	4	1
D1262	1	0	1	0	1	0
D1320	0	1	2	4	2	0
D1601	0	2	0	2	1	2
D1635	0	1	5	6	2	5
D1641	0	0	0	1	0	1
D1658	0	0	0	1	0	1
D1670	0	1	2	4	3	2
D1681	0	0	0	1	0	1
D1700	0	0	3	1	1	1
D1715	2	1	0	1	1	0
D1765	2	0	4	2	2	1
D1808	0	0	0	3	0	2
D1905	0	0	0	3	0	1
D1918	0	1	2	2	2	1
D1953	0	0	0	2	0	1
D2360	0	1	1	21	2	15
D2403	1	1	3	35	4	25
D2404	0	1	3	8	4	4
D2414	1	15	13	111	12	87
D2417	0	0	2	0	1	0
D2427	1	9	6	41	8	36
D2430	0	0	0	3	0	3
D2433	0	1	0	3	1	0
D2440	0	0	0	23	0	19
D2475	0	0	2	0	1	0
D2493	0	0	0	1	0	1
D2511	0	0	0	2	0	2
D2512	5	25	35	127	38	76
D2633	0	0	0	1	0	1
D2650	0	3	0	20	2	18
D2666	0	0	0	1	0	1
D2694	0	0	0	1	0	1
D2695	0	8	2	23	4	19
D2696	1	0	0	2	1	1
D2697	0	0	0	2	0	1
D2710	0	0	0	1	0	1
D2743	0	0	0	1	0	1
D2744	0	0	0	1	0	1
D2752	0	0	0	1	0	1
D2775	0	0	0	3	0	3

D2779	2	4	1	2	2	2
D2780	2	2	4	56	3	39
D2782	0	0	2	4	1	3
D2804	0	5	1	0	1	0
D2807	0	1	1	7	2	5
D2808	0	0	1	0	1	0
D2820	0	0	0	1	0	1
D2848	0	0	1	1	1	1
D2865	0	0	0	1	0	1
D2868	0	0	2	2	1	0
D2896	0	0	0	1	0	1
D2898	0	1	0	2	1	0
D2908	0	0	0	1	0	1
D3001	0	6	7	15	8	9
D3007	0	0	0	1	0	1
D3016	0	1	3	6	1	5
D3022	0	0	0	5	0	2
D3231	0	0	0	1	0	1
D3409	0	0	0	1	0	1
D3446	0	0	0	1	0	1
D3508	0	0	0	1	0	1
D3526	0	0	0	1	0	1
D3527	0	0	0	1	0	1
D3602	0	0	3	6	1	2
D3603	1	6	8	1	4	0
D3605	0	2	4	2	2	0
D3607	0	2	3	4	5	1
D3608	1	8	19	42	12	16
D3609	1	3	1	3	4	2
D3610	0	1	4	9	2	3
D3613	2	0	2	3	2	2
D3615	0	1	1	4	2	2
D3616	0	0	0	3	0	2
D3617	1	1	1	8	2	3
D3624	0	0	0	2	0	2
D3626	0	0	1	1	1	0
D3627	0	0	0	1	0	1
D3628	0	1	0	0	1	0
D3629	0	1	1	2	1	1
D3633	0	2	4	2	2	0
D3635	0	2	2	4	2	1
D3636	1	3	2	2	2	1
D3637	0	1	0	0	1	0
D3638	1	1	0	0	1	0
D3641	0	0	5	4	2	1
D3645	0	0	0	1	0	1
D3646	0	0	0	1	0	1
D3700	0	0	0	5	0	3
D3703	0	0	0	2	0	2
D3710	1	0	0	4	1	0
D3801	0	1	1	0	1	0

D3802	0	0	1	1	1	1
D3806	0	0	0	2	0	2
D3807	0	0	0	1	0	1
D3820	0	0	0	1	0	1
D3824	0	0	0	1	0	1
D3825	2	11	6	14	7	7
D3826	0	2	1	17	2	10
D3827	0	9	10	20	7	12
D4002	0	0	0	1	0	1
M0021	0	0	0	2	0	1
M0029	0	3	2	10	2	4
M0031	0	0	1	16	1	7
M0032	0	1	2	0	1	0
M0033	2	1	7	15	3	9
M0034	0	1	0	17	1	6
M0036	0	3	4	9	5	4
M0038	0	0	1	0	1	0
M0039	0	4	5	25	5	21
M0040	0	6	3	2	4	2
M0044	0	0	0	1	0	1
M0045	0	5	2	5	3	2
M0053	0	1	0	2	1	2
M0057	0	0	2	4	1	2
M0061	1	0	0	7	1	5
M0065	0	4	2	14	2	12
M0067	1	3	2	50	5	26
M0068	0	0	0	2	0	2
M0069	0	0	0	1	0	1
M0070	2	6	14	19	5	9
M0071	0	0	1	13	1	10
M0072	0	10	3	46	7	25
M0074	0	2	4	17	4	13
M0075	0	3	5	22	4	14
M0076	1	4	12	11	3	5
M0084	0	0	1	21	1	16
M0085	0	1	3	4	3	3
M0091	0	8	9	19	9	15
M0092	28	100	113	875	150	472
M0098	0	0	0	1	0	1
M0100	0	3	5	23	4	20
M0101	0	0	1	3	1	1
M0111	1	9	13	61	16	27
M0113	0	1	3	8	3	8
M0114	0	4	2	6	2	3
M0117	0	1	0	2	1	1
M0119	1	1	5	16	4	11
M0120	1	9	31	225	36	150
M0121	0	2	1	8	2	2
M0122	0	0	1	13	1	8
M0123	0	1	0	2	1	2
M0124	0	2	2	2	2	0

M0125	0	0	1	2	1	1
M0126	0	0	2	4	2	1
M0128	0	0	0	2	0	1
M0131	0	0	1	9	1	9
T0101	0	1	0	6	1	3
T0103	3	7	16	43	11	16
T0104	2	11	18	46	14	21
T0106	6	15	22	69	12	46
T0107	1	15	35	79	17	65
T0108	0	1	4	13	3	8
T0109	1	5	18	52	12	31
T0110	2	27	36	101	31	46
T0111	1	18	29	136	27	70
T0112	8	26	9	57	20	30
T0201	0	0	0	30	0	19
T0202	5	18	36	189	33	79
T0203	2	1	12	78	6	51
T0204	3	25	50	108	36	68
T0205	0	2	0	3	1	3
T0501	1	0	0	6	1	4
T0601	3	8	15	183	13	133
T0602	1	3	4	78	6	63
T0701	1	2	3	38	5	34
T0801	0	0	0	7	0	6
T0802	2	4	10	33	8	27
T0803	3	8	2	16	8	10
T0804	0	1	0	1	1	0
T0805	1	2	3	11	4	8
T0806	0	5	14	54	11	37
T0807	0	8	8	31	10	17
T0901	0	2	0	1	1	0
T1002	2	1	4	2	1	2
T1402	2	2	6	17	5	15
T1501	0	0	0	4	0	3
Total	126	597	857	3959	816	2424

APPENDIX IV: Street Location and Injury Severity

Town	Street	Fatalities	Seriously Injuries	Slightly Injuries	Not injured	Injury Crashes	Damage only
Aminuis	Unknown Rd 1	0	0	0	1	0	1
Araimsvlei	Araimsvlei Rd 1	0	0	0	2	0	2
Arandis	Acacia Road	0	1	0	4	1	1
Arandis	Aloe Road	0	0	0	2	0	1
Arandis	Falcon Street	0	0	0	2	0	1
Arandis	Flamingo Street	0	0	0	1	0	1
Arandis	Geel Hout Road	0	0	0	3	0	2
Arandis	Jacaranda Road	0	0	0	3	0	1
Arandis	Milkwood Street	0	0	0	1	0	1
Arandis	Parrot Street	0	0	1	1	1	0
Arandis	Protea Road	0	0	0	1	0	1
Arandis	Rial Street	0	0	0	2	0	1
Aranos	Nossob Street	0	0	0	2	0	1
Aus	Bay Street	0	0	0	2	0	1
Berseba	Ber Road 1	0	0	0	2	0	1
Bethanie	Bhy Road 1	0	0	1	14	1	5
Buitepos	Buitepos Rd 1	0	0	0	2	0	1
Divundu	Divundu_rd 1	0	1	0	3	1	2
Eenhana	CDS	0	0	0	7	0	5
Eenhana	Eenhana Circle	0	0	0	16	0	8
Eenhana	Enh Road 99	0	1	1	5	2	1
Gobabis	Church Street	0	0	4	55	4	25
Gobabis	Cuito Quanavala Avenue	0	0	0	12	0	7
Gobabis	Dauseb Road	1	0	0	1	1	0
Gobabis	Geelhout Circle	0	0	0	1	0	1
Gobabis	Gob Road 55	0	0	0	1	0	1
Gobabis	Heroes Lane	0	0	0	5	0	3
Gobabis	Hoogenhout Street	0	0	0	2	0	1
Gobabis	Ipm Nganate	0	0	0	1	0	1
Gobabis	Kalahari Street	0	0	0	2	0	1
Gobabis	Lazarett Street	0	0	0	4	0	2
Gobabis	Lombard Road	0	0	0	2	0	1
Gobabis	M Kariseb Street	0	0	0	2	0	1
Gobabis	M Vingava Street	0	0	1	1	1	0
Gobabis	Main Road	0	2	2	10	3	5
Gobabis	P. Ueitele Street	0	2	0	12	1	6
Gobabis	Reivilo Street	0	0	0	1	0	1
Gobabis	River Street	0	0	0	1	0	1
Gobabis	Rugby Street	0	0	0	2	0	1
Gobabis	Station Road	0	0	0	2	0	1
Gobabis	Tayoit Street	0	0	0	1	0	1
Grootfontein	Andersson	0	0	0	1	0	1
Grootfontein	Bahnhof	0	0	0	3	0	2
Grootfontein	Bahnhof Cres	0	0	0	1	0	1
Grootfontein	Bahnhof West	0	0	0	2	0	2
Grootfontein	Benjamin Francis	0	0	0	1	0	1
Grootfontein	Dr Ngarikutuke Tjirilange	0	0	0	1	0	1
Grootfontein	Dr Nickey Iyambo	0	0	0	4	0	4

Grootfontein	Dr Toivo Ya Toivo	0	0	0	6	0	4
Grootfontein	Dr Toivo Ya Toivo Eb	0	0	0	1	0	1
Grootfontein	Erastus Khaumuseb	0	0	0	2	0	2
Grootfontein	Hage Geingob	0	0	0	13	0	6
Grootfontein	Hidipo Hamutenya	0	0	0	4	0	2
Grootfontein	Kafungo	0	0	0	1	0	1
Grootfontein	Luiperdheuwel	0	1	1	4	2	1
Grootfontein	Okavango	0	2	0	12	1	7
Grootfontein	Okavango Eb	0	0	0	2	0	1
Grootfontein	Rathbone	0	0	0	1	0	1
Grootfontein	Sam Nujoma	0	2	0	26	2	12
Grootfontein	Sam Nujoma Nb	0	0	0	1	0	1
Grootfontein	Sam Nujoma Sb	0	0	0	1	0	1
Grootfontein	Toenesen	0	0	0	1	0	1
Grunau	Cds	0	0	0	1	0	1
Hentiesbaai	Benguela Street	0	0	0	6	0	4
Hentiesbaai	Het Road 1 Close 1	0	0	1	0	1	0
Hentiesbaai	Kabeljou Street	0	0	0	2	0	2
Hentiesbaai	Kosmos Street	0	0	0	2	0	1
Hentiesbaai	Sand Street	0	0	0	1	0	1
Kalkfeld	Kalkfeld Rd 1	0	0	0	2	0	2
Karasburg	18th Avenue	0	4	2	30	6	18
Karibib	Berg Street	0	0	0	3	0	2
Karibib	Cul De Sac	0	0	1	0	1	0
Karibib	Fifth Street	0	0	0	2	0	1
Karibib	Halbich Street	0	0	0	2	0	1
Karibib	Krb Road 1	0	1	0	2	1	1
Karibib	Krb Road 12	0	0	0	2	0	1
Karibib	Krb Road 19	0	0	0	2	0	1
Karibib	Krb Road 24	0	0	0	1	0	1
Karibib	Krb Road 28 B	0	0	0	2	0	1
Karibib	Park Street	0	0	0	3	0	2
Karibib	Third Street	0	0	0	3	0	2
Katima Mulilo	Cul De Sac	3	21	25	238	31	153
Katima Mulilo	Ktx Road 1	0	0	0	2	0	2
Katima Mulilo	Ktx Road 10	0	0	4	4	3	3
Katima Mulilo	Ktx Road 100	0	0	0	1	0	1
Katima Mulilo	Ktx Road 101	3	1	2	13	3	6
Katima Mulilo	Ktx Road 102	0	0	0	6	0	3
Katima Mulilo	Ktx Road 103	2	3	2	7	2	4
Katima Mulilo	Ktx Road 104	0	1	0	7	1	1
Katima Mulilo	Ktx Road 105	0	0	2	4	1	2
Katima Mulilo	Ktx Road 106	0	0	0	2	0	1
Katima Mulilo	Ktx Road 107	0	0	0	1	0	1
Katima Mulilo	Ktx Road 108	0	2	0	8	1	5
Katima Mulilo	Ktx Road 109	0	0	0	1	0	1
Katima Mulilo	Ktx Road 110	0	0	2	0	1	0
Katima Mulilo	Ktx Road 112	0	0	1	2	1	1
Katima Mulilo	Ktx Road 123	0	3	2	0	1	0
Katima Mulilo	Ktx Road 7	0	0	2	0	1	0
Katima Mulilo	Ktx Road 70	0	0	0	2	0	1

Katima Mulilo	Ktx Road 80	0	0	0	2	0	1
Keetmanshoop	23rd Avenue	0	2	9	110	9	89
Keetmanshoop	Tsieb Avenue	0	0	0	1	0	1
Khorixas	Cul De Sac	0	1	0	3	1	1
Khorixas	Dr Geson Close	0	0	0	2	0	1
Khorixas	Dr Lischen	0	1	0	4	1	1
Khorixas	Khs Road 1	1	4	0	4	1	1
Khorixas	Khs Road 39	0	1	2	1	1	0
Luderitz	Agste Lane	0	5	1	49	4	25
Luderitz	Bismark Street	0	0	0	1	0	1
Luderitz	Brucken Street	0	0	0	3	0	1
Luderitz	Diaz Street	0	0	0	1	0	1
Luderitz	Hamburger Street	0	0	0	1	0	1
Luderitz	Schinz Street	0	0	0	1	0	1
Luderitz	Troost Street	0	0	0	2	0	1
Mariental	Charney Road	0	0	0	2	0	1
Mariental	Drieboom Road	0	0	1	0	1	0
Mariental	Empelheim Road	0	0	2	5	1	0
Mariental	Hofmeyr Street	0	0	0	1	0	1
Mariental	Koichas Road	0	2	0	5	1	2
Mariental	Long Street	0	0	0	4	0	2
Mariental	Park Street	0	0	0	1	0	1
Mariental	Prosopis Road	0	0	0	1	0	1
Mariental	River Street	0	0	0	1	0	1
Mariental	School Street	0	0	0	1	0	1
Nkurenkuru	Nkurenkuru Rd 1	0	0	0	5	0	4
Noordoewer	cds	0	0	0	1	0	1
Okahandja	Ackermann Road	2	4	9	75	10	45
Okahandja	Boom Road	0	0	0	2	0	1
Okahandja	Bruno Templin Road	0	0	0	1	0	1
Okahandja	Franck Road	0	0	1	3	1	2
Okahandja	Hoogenhout Street	1	0	0	2	1	1
Okahandja	Kanarie Street	0	0	0	3	0	2
Okahandja	Main Street	0	0	2	15	1	9
Okahandja	Mossie Street	0	0	1	3	1	2
Okahandja	Okj Road 10	0	0	0	2	0	1
Okahandja	Okj Road 114	0	0	0	2	0	1
Okahandja	Okj Road 85	0	0	0	1	0	1
Okahandja	Ossmann Road	0	0	0	2	0	1
Okahandja	Piet my Vrou Street	0	0	1	1	1	0
Okahandja	Toekoms Street	0	0	0	1	0	1
Okahandja	Voortrekker Street	1	0	0	19	1	11
Okahandja	Wes Street	0	0	0	1	0	1
Okahandja	Westernville Avenue	0	0	0	1	0	1
Okahao	Cds	7	17	6	50	13	21
Okakarara	Cordula	0	0	0	2	0	1
Okakarara	Gerhard Muzengua	0	0	0	1	0	1
Okakarara	J Kanduu Katjiere Street	0	0	1	10	1	7
Okakarara	Oaa Road 1	0	0	0	2	0	2
Okakarara	Oaa Road 10	0	1	0	1	1	0
Okalongo	Cds	0	1	3	2	2	2

Okongo	Okongo Rd 1	0	0	0	2	0	2
Omaruru	Dr. I Scheepers Road	0	0	0	3	0	2
Omaruru	Wilhelm Zeraua Road	0	1	4	20	3	8
Omungwelume	Omungwelume Rd 1	0	0	0	4	0	1
Omuthiya	cds	0	0	0	6	0	5
Omuthiya	Cds	0	0	0	3	0	2
Omuthiya	Omuthiya Rd 1	0	1	0	12	1	7
Ondangwa	Cul De Sac	0	2	6	39	4	19
Ondangwa	Odu Road 1	0	2	4	10	2	2
Ondangwa	Odu Road 2	0	4	2	1	1	0
Ondangwa	Odu Road 99	0	0	0	2	0	1
Onesi	Onesi Rd 1	3	1	0	2	1	1
Ongwediva	Abraham Ndjambali Street	0	0	0	1	0	1
Ongwediva	Church Street	0	0	1	3	1	1
Ongwediva	Cul De Sac	3	4	21	111	21	45
Ongwediva	Eliakim Namundjembo Street	0	0	0	1	0	1
Ongwediva	Kahumba Kandola Street	0	0	3	2	2	0
Ongwediva	Libertine Amathila Street	0	0	0	15	0	7
Ongwediva	Mandume Ndemufayo Avenue	0	0	1	7	1	3
Ongwediva	Ongwe Street	0	0	0	5	0	4
Ongwediva	Onv Road 1	0	0	3	25	3	9
Opwu	Opwu Road 1	0	0	0	3	0	2
Opwu	Opwu Road 10	0	0	0	1	0	1
Oranjemund	Cds	2	0	5	45	5	31
Oranjemund	Oranjemund_ninth Avenue	0	0	0	2	0	1
Oshakati	Cul De Sac	0	0	13	65	7	33
Oshikango	Oshikango Rd 1	0	0	0	10	0	6
Oshikuku	Cds	1	0	1	3	1	1
Otavi	Administrators	0	0	0	5	0	4
Otavi	Church	0	0	0	2	0	1
Otavi	Cul De Sac	0	1	1	4	2	2
Otavi	Dr. I Scheepers Road	0	1	0	9	1	4
Otavi	Omeg	0	0	0	1	0	1
Otavi	Petrus Chamseb	0	0	0	2	0	1
Otavi	Unie	0	0	0	1	0	1
Otjiwarongo	Acasia Avenue	0	2	4	29	5	19
Otjiwarongo	Ananias Nangoro Avenue	0	0	0	4	0	3
Otjiwarongo	Anderson Street	0	1	0	3	1	1
Otjiwarongo	B. Khuruseb Street	0	0	0	2	0	1
Otjiwarongo	Bahnof Street	0	0	4	30	3	14
Otjiwarongo	Beiderbecke Street	0	0	0	7	0	5
Otjiwarongo	Belladonna	0	0	0	1	0	1
Otjiwarongo	Blumen Street	0	0	0	3	0	2
Otjiwarongo	Bohlmann Street	0	0	0	9	0	7
Otjiwarongo	Cu De Sac	0	0	2	4	1	1
Otjiwarongo	D. Useb Street	0	0	0	2	0	2
Otjiwarongo	Dike Street	0	0	0	1	0	1
Otjiwarongo	Dr Libertina Amathila Avenue	0	10	5	74	10	39

Otjiwarongo	Dr Libertina Amathila Avenue B	0	0	0	3	0	3
Otjiwarongo	Dr. Libertina Amathila Avenue	0	0	1	20	1	12
Otjiwarongo	Dwars Street	0	0	0	2	0	2
Otjiwarongo	East Road	0	0	0	4	0	3
Otjiwarongo	Edison Street	0	0	1	2	1	1
Otjiwarongo	Einstein Street	0	0	0	4	0	3
Otjiwarongo	Faraday Street	0	0	0	3	0	2
Otjiwarongo	G Geiseb Street	0	3	3	8	3	7
Otjiwarongo	Georges Street	0	0	3	4	2	1
Otjiwarongo	Germania Street	0	0	0	2	0	1
Otjiwarongo	Grootfontein Road	0	0	0	1	0	1
Otjiwarongo	Hage Geingob Street	0	2	2	76	3	48
Otjiwarongo	Hage Geingob Street Nb	0	0	0	1	0	1
Otjiwarongo	Hage Geingob Street Sb	0	1	0	3	1	1
Otjiwarongo	Halley Street	0	0	0	2	0	1
Otjiwarongo	Hattingh Street	0	0	0	1	0	1
Otjiwarongo	High Street	0	0	0	6	0	4
Otjiwarongo	Holtzhausen	0	0	0	2	0	1
Otjiwarongo	Industria Street	0	0	0	5	0	3
Otjiwarongo	J. Geinggob Street	0	0	0	2	0	1
Otjiwarongo	K. Lourens	0	0	0	4	0	3
Otjiwarongo	L. Shaduka	0	0	0	2	0	1
Otjiwarongo	Lang Street	0	0	0	5	0	3
Otjiwarongo	Le Grange Street	0	0	0	1	0	1
Otjiwarongo	Long Street	0	0	0	1	0	1
Otjiwarongo	Ochurub Street	0	0	0	1	0	1
Otjiwarongo	P. Josef Avenue	0	0	0	1	0	1
Otjiwarongo	Paresis Road	0	0	0	1	0	1
Otjiwarongo	Prosit Street	0	0	0	2	0	2
Otjiwarongo	Ramblers Road	0	0	0	4	0	3
Otjiwarongo	S. Shilungu Street	0	0	0	3	0	3
Otjiwarongo	School Street	0	0	0	4	0	2
Otjiwarongo	Van Tonder Street	0	0	0	2	0	1
Otjiwarongo	Von Trotha Street	0	0	0	1	0	1
Otjiwarongo	Vrede Road	0	0	0	2	0	1
Otjiwarongo	Waterberg Street	0	0	0	1	0	1
Otjiwarongo	Zingel Street	0	0	0	1	0	1
Outjo	Boshoff Street	0	0	0	2	0	2
Outjo	Dr. Libertine Amathila Street	0	1	0	7	1	4
Outjo	Herhold Street	0	0	0	3	0	2
Outjo	Hospital Street	0	0	0	1	0	1
Outjo	Jack Francis Street	0	0	1	4	1	2
Outjo	Long Street	0	0	0	1	0	1
Outjo	Michelle Mc.lean Street	0	0	0	1	0	1
Outjo	Nabot Hairbondi Street	1	1	1	2	3	0
Outjo	Residensie Road	0	0	0	2	0	1
Outjo	Schumann Street	0	0	0	4	0	2
Rehoboth	A 2	0	0	0	3	0	3
Rehoboth	A 34	0	0	0	1	0	1
Rehoboth	Afrikaner Street	0	0	0	2	0	1

Rehoboth	B 2	0	1	0	3	1	1
Rehoboth	Barnhof	0	0	1	40	1	26
Rehoboth	C 2	0	0	0	1	0	1
Rehoboth	D 1	0	0	0	1	0	1
Rehoboth	Eland Street	0	0	0	2	0	2
Rehoboth	Flamingo Street	0	0	0	1	0	1
Rehoboth	Hendrik Witbooi Street	0	0	0	1	0	1
Rehoboth	Jan Witbooi	0	0	0	3	0	2
Rosh Pinah	cds	0	2	1	52	2	31
Ruacana	Cds	0	1	6	56	5	24
Rundu	Cul De Sac	2	11	34	195	36	107
Rundu	Eugen Kakukuru Close	0	0	0	4	0	2
Rundu	Eugen Kakukuru Street	0	1	1	46	2	21
Rundu	Independence Avenue	0	8	14	64	9	31
Rundu	Maria Mwengere Street	0	0	1	21	1	12
Rundu	Run Road 1	1	3	7	32	8	13
Rundu	Run Road 10	0	2	3	4	2	1
Schlip	Road 1	0	0	0	1	0	1
Swakopmund	11th Avenue	0	1	0	26	1	18
Swakopmund	15th Street	0	0	0	3	0	2
Swakopmund	16th Street	0	0	0	9	0	5
Swakopmund	17th Street	0	0	2	6	2	3
Swakopmund	Agaat Street	0	0	0	1	0	1
Swakopmund	Albatros Street	0	0	0	4	0	2
Swakopmund	Albertina Amathila Close 4	0	0	0	3	0	1
Swakopmund	Aldridge Street	0	1	2	6	2	3
Swakopmund	Aloe Street	0	0	0	2	0	2
Swakopmund	Anton Lubowski Avenue	0	0	0	5	0	2
Swakopmund	Aquamarine Street	0	0	0	1	0	1
Swakopmund	Aukas Street	0	0	1	8	1	4
Swakopmund	Backer Street	0	0	0	3	0	2
Swakopmund	Bismark Street	0	0	0	8	0	5
Swakopmund	Cordes Street	0	0	0	2	0	1
Swakopmund	Cul De Sac	0	0	0	2	0	2
Swakopmund	Daniel Tjongarero Avenue	0	0	0	2	0	2
Swakopmund	Diamond Street	0	0	0	2	0	1
Swakopmund	Dr Schwietering Street	0	0	0	6	0	5
Swakopmund	Drc Close 1n	0	0	1	2	1	1
Swakopmund	Drc Street	0	0	0	2	0	2
Swakopmund	Dunplessies Laan	0	0	0	1	0	1
Swakopmund	Düsh Street	0	0	0	2	0	1
Swakopmund	Ekuvatalike Close 1n	0	0	1	3	1	1
Swakopmund	Erongo Close 1n	0	0	0	1	0	1
Swakopmund	Feld Street	0	0	0	1	0	1
Swakopmund	Festus Gonteb Street	0	0	0	2	0	2
Swakopmund	Fischreiherr Street	0	0	0	2	0	1
Swakopmund	Francois Street	0	0	1	10	1	7
Swakopmund	Franke Street	0	0	0	5	0	3
Swakopmund	Garnet Street	0	1	0	5	1	3
Swakopmund	Goud Avenue	0	0	0	1	0	1
Swakopmund	Hafen Street	0	0	0	2	0	1

Swakopmund	Hanganeni Close 1n	0	0	1	1	1	0
Swakopmund	Hanganeni Street	0	0	0	1	0	1
Swakopmund	Harder Street	0	0	0	4	0	2
Swakopmund	Heuschneider Street	0	0	3	7	3	4
Swakopmund	Hoogenhout Street	0	0	0	1	0	1
Swakopmund	Immanual Kamho Street	0	0	1	2	1	1
Swakopmund	Independance Street	0	0	2	23	2	14
Swakopmund	Independence Street	0	0	0	1	0	1
Swakopmund	Justus Goseb Street	0	0	0	1	0	1
Swakopmund	Kambweshe Street	0	0	0	4	0	2
Swakopmund	Kappertjie Street	0	0	0	4	0	2
Swakopmund	Katenga Street	0	0	0	1	0	1
Swakopmund	Kormoran Street	0	0	0	1	0	1
Swakopmund	Kraal Close	0	0	0	1	0	1
Swakopmund	Kwaartz Laan	0	0	0	2	0	2
Swakopmund	Kwikstertjie Street	0	0	1	0	1	0
Swakopmund	Louis Botha Street	0	0	1	1	1	0
Swakopmund	Lüderitz Street	0	0	0	2	0	1
Swakopmund	Lukas Neyouya Street	0	0	0	1	0	1
Swakopmund	Madeliefie Street	0	0	0	2	0	2
Swakopmund	Madume Ya Ndemufayo Street	0	0	2	1	2	0
Swakopmund	Madume Ya Ndemfayo Street	0	1	2	57	3	34
Swakopmund	Madume Ya Ndemufayo Street	0	0	0	1	0	1
Swakopmund	Maritz Street	0	0	0	2	0	1
Swakopmund	Masilo Street	0	0	2	8	2	5
Swakopmund	Meduletu Close 1	0	0	0	1	0	1
Swakopmund	Mica Laan	0	0	0	1	0	1
Swakopmund	Mola Weg	0	0	0	1	0	1
Swakopmund	Mondelani Street	0	0	0	5	0	4
Swakopmund	Mondelani Street A	0	0	1	0	1	0
Swakopmund	Monotaoka Street	0	1	0	1	1	1
Swakopmund	Moses / Garoeb Street	0	0	1	51	1	27
Swakopmund	Moses // Garoeb Street	0	0	0	8	0	5
Swakopmund	Namib Street	0	0	1	3	1	2
Swakopmund	Nathanael Maxuilili Street	0	0	0	33	0	16
Swakopmund	Nelken Street	0	0	1	4	1	2
Swakopmund	Neser Street	0	0	0	9	0	6
Swakopmund	Ocks Laan	0	0	1	1	1	0
Swakopmund	Ombili Close 1n	0	0	0	2	0	1
Swakopmund	Ombili Street	0	0	0	1	0	1
Swakopmund	Onglumbasche Street	0	0	0	1	0	1
Swakopmund	Reguit Street	0	2	5	28	7	15
Swakopmund	Rhode Allee Street	0	0	0	2	0	1
Swakopmund	Robert Blank Street	0	0	0	1	0	1
Swakopmund	Sam Nujoma Avenue	0	3	4	154	5	75
Swakopmund	Schlachter Street	0	0	0	2	0	1
Swakopmund	Schwester Frieda Street	0	0	0	2	0	1
Swakopmund	Scultetus Street	0	0	1	2	1	1
Swakopmund	Seeadler Street	0	0	0	4	0	1

Swakopmund	Smaragd Street	0	0	0	2	0	1
Swakopmund	Smith Laan	0	0	0	4	0	2
Swakopmund	Sphinx Street	0	0	0	1	0	1
Swakopmund	Standlopertjie Street	0	0	0	2	0	1
Swakopmund	Swk Road 94	0	0	0	2	0	1
Swakopmund	Tin Street	0	0	0	1	0	1
Swakopmund	Tobais Hainyeko Street	0	1	0	28	1	15
Swakopmund	Tobias Hainyeko Street	0	0	1	70	1	35
Swakopmund	Topaas Street	0	0	0	2	0	1
Swakopmund	Trekkopje Street	0	0	0	1	0	1
Swakopmund	Turmalin Street	0	0	1	4	1	2
Swakopmund	Ugab Street	0	0	0	2	0	1
Swakopmund	Vrede Rede Street	0	2	6	33	4	18
Swakopmund	Waterbank Street	0	0	0	2	0	1
Swakopmund	Welwitchia Street	1	0	4	17	4	9
Swakopmund	Wilbert Nigambo Street	0	0	0	2	0	1
Swakopmund	Windhuker Street	0	0	0	2	0	1
Swakopmund	Woermann Street	0	0	0	10	0	4
Tsandi	Cds	0	0	5	6	3	2
Tses	Cul De Sac	0	0	2	14	1	6
Tsumeb	3rd Road	0	0	1	6	1	3
Tsumeb	10th Road	0	0	0	1	0	1
Tsumeb	13th Road	0	0	1	2	1	1
Tsumeb	14th Road	0	0	0	1	0	1
Tsumeb	18th Road	0	0	0	2	0	1
Tsumeb	Eend	0	0	0	2	0	1
Tsumeb	Efraim Guiob	0	0	0	1	0	1
Tsumeb	Hage Geingob	0	1	3	26	3	15
Tsumeb	Hartbees	0	0	0	1	0	1
Tsumeb	Ilse Schatz	0	0	0	7	0	2
Tsumeb	Leevi Muashekelle	0	1	3	11	3	6
Tsumeb	Leevi Muashikele	0	0	0	4	0	2
Tsumeb	Linekela Kalenga	0	3	4	2	2	1
Tsumeb	Main Road	0	0	2	3	1	2
Tsumeb	Maroela St	0	0	0	1	0	1
Tsumeb	Reinhold Shilongo	0	0	1	9	1	5
Tsumeb	Springbok	0	0	1	0	1	0
Tsumkwe	Road 1	0	0	0	4	0	4
Tsumkwe	Road 15	0	0	1	0	1	0
Usakos	Bahof Street	0	0	0	1	0	1
Usakos	Harry Street	0	0	0	2	0	1
Usakos	Toerien Street	0	0	0	3	0	2
Walvis Bay	10th Road	1	2	5	38	6	22
Walvis Bay	11 Th Avenue	0	0	2	19	2	9
Walvis Bay	12 Th Avenue	0	0	0	6	0	3
Walvis Bay	13 Th Avenue	0	0	0	3	0	2
Walvis Bay	13th Road	0	0	1	5	1	3
Walvis Bay	13th Street East Link	0	0	0	3	0	2
Walvis Bay	14 Th Avenue	0	0	0	3	0	3
Walvis Bay	14th Road	0	0	0	9	0	6
Walvis Bay	14th Street	0	0	0	1	0	1

Walvis Bay	15th Road	0	0	0	10	0	6
Walvis Bay	16th Avenue	0	0	0	5	0	3
Walvis Bay	16th Road	0	0	0	2	0	1
Walvis Bay	17th Road	0	0	0	5	0	3
Walvis Bay	18th Road	0	0	1	20	1	12
Walvis Bay	18th Avenue	0	0	0	2	0	1
Walvis Bay	18th Road	0	0	1	8	1	3
Walvis Bay	20th Avenue	0	0	0	4	0	2
Walvis Bay	2nd Ave	0	0	1	15	1	7
Walvis Bay	4th Road	0	0	1	0	1	0
Walvis Bay	5 Th Avenue	0	0	0	5	0	3
Walvis Bay	6th Road West	0	0	0	7	0	5
Walvis Bay	6th Street South	0	0	3	16	3	6
Walvis Bay	Agaat Street	0	3	4	55	6	22
Walvis Bay	Ametist Crescent	0	0	0	2	0	1
Walvis Bay	Atlantic Street	0	0	0	2	0	1
Walvis Bay	Auob Street	0	0	0	2	0	1
Walvis Bay	Barber Street	0	0	0	2	0	1
Walvis Bay	Begonia Street	0	0	0	2	0	1
Walvis Bay	Ben Amathila Street	0	0	2	22	1	12
Walvis Bay	Bougainvilea Street	0	0	1	0	1	0
Walvis Bay	Brandberg Street	0	0	0	12	0	5
Walvis Bay	Cable Beach Road	0	0	0	6	0	3
Walvis Bay	Caesar Martin Street	0	0	2	2	2	1
Walvis Bay	Canary Street	0	0	1	1	1	0
Walvis Bay	Christiaan Eiman Ave	0	0	1	1	1	0
Walvis Bay	Circle Street	0	0	0	5	0	3
Walvis Bay	Circumferential Road	0	0	1	15	1	8
Walvis Bay	Conradie Road	0	0	0	1	0	1
Walvis Bay	Coris Street	0	1	1	23	2	10
Walvis Bay	Dassie Street	0	0	0	6	0	3
Walvis Bay	Diamond Street	0	0	2	5	1	1
Walvis Bay	Duin Street	0	0	1	2	1	1
Walvis Bay	Eighth Street	0	0	0	5	0	3
Walvis Bay	Eigth Road	0	0	0	5	0	2
Walvis Bay	Eleventh Road	0	0	0	3	0	2
Walvis Bay	Evergreen Street	0	0	1	12	1	6
Walvis Bay	Fifth Road	0	0	0	2	0	1
Walvis Bay	Fifth Street East	0	0	0	2	0	2
Walvis Bay	Fifth Street West	0	0	0	1	0	1
Walvis Bay	First Street	0	0	0	1	0	1
Walvis Bay	First Street East	0	0	0	1	0	1
Walvis Bay	First Street North	0	0	0	1	0	1
Walvis Bay	Fisant Street	0	0	0	3	0	1
Walvis Bay	Fiskaal Street	0	1	1	12	2	5
Walvis Bay	Frankie Abrahams Street	0	0	2	2	1	2
Walvis Bay	Fransfontein Close	0	0	0	1	0	1
Walvis Bay	Granaat Close	0	0	0	1	0	1
Walvis Bay	Granaat Street	0	0	0	2	0	1
Walvis Bay	Hage G Geingob Street	0	1	0	28	1	13
Walvis Bay	Harder Crescent	0	0	0	2	0	1

Walvis Bay	Hematiet Street	0	0	1	1	1	0
Walvis Bay	Hidipo Hamutenya	0	0	0	6	0	4
Walvis Bay	Impala Close	0	0	0	1	0	1
Walvis Bay	James Brown Crescent	0	0	0	3	0	2
Walvis Bay	Johannes Nampala Avenue	0	0	2	14	2	6
Walvis Bay	Kabeljou Street	0	1	1	26	2	14
Walvis Bay	Kalahari Street	0	0	0	1	0	1
Walvis Bay	Khomashochland Street	0	0	6	23	5	8
Walvis Bay	Komorant Street	0	1	0	2	1	1
Walvis Bay	Kristiansand Street	0	0	1	9	1	4
Walvis Bay	Kruis Street	0	2	4	11	3	4
Walvis Bay	Kuiseb Avenue	0	0	0	2	0	1
Walvis Bay	Lark Street	0	0	0	3	0	2
Walvis Bay	Lepelaar Street	0	0	0	2	0	1
Walvis Bay	Light House Road	0	0	0	1	0	1
Walvis Bay	Likaka Street	0	0	0	4	0	2
Walvis Bay	Lovebird Street	1	1	0	10	2	4
Walvis Bay	Main Road	0	0	0	2	0	1
Walvis Bay	Makriel Street	0	0	1	1	1	0
Walvis Bay	Malgas Street	0	0	0	2	0	1
Walvis Bay	Maraboe Street	0	0	0	3	0	1
Walvis Bay	Marlyn Street	0	0	0	1	0	1
Walvis Bay	Mars Street	0	0	2	4	2	1
Walvis Bay	Martin Billy Street	0	0	0	1	0	1
Walvis Bay	Meeu Street	0	0	0	3	0	3
Walvis Bay	Mermaid Street	0	0	0	3	0	3
Walvis Bay	Mica Street	0	0	0	4	0	3
Walvis Bay	Morse Road	0	0	0	1	0	1
Walvis Bay	Mossie Street	0	0	3	5	1	0
Walvis Bay	Namib Close 1	0	0	0	2	0	1
Walvis Bay	Namib Street	0	2	0	4	1	3
Walvis Bay	Nangolo Mbumba Drive	0	1	9	77	7	35
Walvis Bay	Nathaniel Maxuillili Avenue	0	0	10	50	8	21
Walvis Bay	Neate Street	0	0	0	2	0	1
Walvis Bay	Neptune Street	0	0	0	1	0	1
Walvis Bay	Ninth Road	0	0	0	9	0	5
Walvis Bay	Ninth Street West	0	0	0	9	0	4
Walvis Bay	Okakarara Street	0	0	0	2	0	1
Walvis Bay	Opaal Street	0	0	0	3	0	2
Walvis Bay	Oshivelo Drive	0	0	0	4	0	2
Walvis Bay	Palm Street	0	0	0	1	0	1
Walvis Bay	Pelican Street	0	0	0	1	0	1
Walvis Bay	Pelser Road	0	0	0	1	0	1
Walvis Bay	Pikkewyn Street	0	0	0	2	0	1
Walvis Bay	Raja Street	0	0	0	5	0	3
Walvis Bay	Riebeeck Circle	0	0	0	1	0	1
Walvis Bay	Riethaan Street	0	0	0	1	0	1
Walvis Bay	Rock Street	0	0	1	8	1	4
Walvis Bay	Roman Street	0	0	3	1	1	0
Walvis Bay	Sam Nujoma Avenue	0	3	19	181	16	86
Walvis Bay	Sandfontein Street	0	0	2	15	1	5

Walvis Bay	Sandwich Street	0	0	0	3	0	2
Walvis Bay	Sardyn Street	0	0	1	9	1	3
Walvis Bay	Scheppmann Street	0	0	0	2	0	1
Walvis Bay	Second Road	0	0	0	2	0	1
Walvis Bay	Second Street	0	0	1	3	1	1
Walvis Bay	Seewier Street	0	0	0	2	0	1
Walvis Bay	Seventh Road	0	0	0	4	0	2
Walvis Bay	Steenbras Road	0	0	0	4	0	1
Walvis Bay	Stonefish Street	0	0	0	2	0	1
Walvis Bay	Tecomaria Street	0	0	0	1	0	1
Walvis Bay	Theo-ben Gurirab Street	0	0	6	44	6	21
Walvis Bay	Third Road	0	0	0	7	0	3
Walvis Bay	Third Street	0	0	0	3	0	2
Walvis Bay	Third Street East	0	0	0	2	0	1
Walvis Bay	Tin Street	0	0	0	1	0	1
Walvis Bay	Topaas Street	0	0	0	7	0	3
Walvis Bay	Tormalyn Crescent	0	0	0	2	0	1
Walvis Bay	Tornyn Crescent	0	0	0	4	0	2
Walvis Bay	Tuna Street	0	0	0	2	0	1
Walvis Bay	Tunacor Street	0	0	3	2	3	0
Walvis Bay	Twahangana Street	0	1	2	15	3	5
Walvis Bay	Twelfth Road	0	0	0	2	0	1
Walvis Bay	Twelfth Street	0	0	0	2	0	1
Walvis Bay	Union Street	0	0	0	6	0	4
Walvis Bay	Venus Street	0	0	0	2	0	1
Walvis Bay	Volstruis Street	0	0	0	3	0	2
Walvis Bay	Weaver Close	0	0	0	3	0	3
Walvis Bay	Willie Botha Ave	0	0	0	4	0	2
Windhoek	Aand	0	1	8	151	3	101
Windhoek	Aandblom	0	1	0	2	1	1
Windhoek	Abraham Mashego	0	3	5	162	8	80
Windhoek	Abt	0	0	0	345	0	232
Windhoek	Acacia	0	0	0	3	0	2
Windhoek	Academia School	0	0	0	13	0	9
Windhoek	Addis Abba Street	0	0	0	1	0	1
Windhoek	Adler	0	0	0	15	0	9
Windhoek	Agnes	0	0	0	3	0	1
Windhoek	Akwamaryn	0	0	0	2	0	1
Windhoek	Albatros	0	0	0	5	0	4
Windhoek	Albert Wessels	0	0	0	4	0	3
Windhoek	Allan	0	0	0	4	0	2
Windhoek	Alwyn	0	0	0	4	0	3
Windhoek	Amalek	0	0	0	2	0	1
Windhoek	Ambrose Street	0	0	0	2	0	1
Windhoek	Ameib	0	0	0	1	0	1
Windhoek	Anderson	0	0	0	5	0	5
Windhoek	Andreas Kahuati	0	0	0	4	0	3
Windhoek	Andrew Kloppers	0	0	1	20	1	9
Windhoek	Andrew Mogalie	0	1	1	14	2	7
Windhoek	Andromeda	0	0	0	2	0	1
Windhoek	Anemone	0	0	0	4	0	3

Windhoek	Ankara	0	0	0	1	0	1
Windhoek	Anton Lubowski	0	0	0	2	0	2
Windhoek	Apostel	0	0	0	1	0	1
Windhoek	Aquinas	0	0	0	2	0	1
Windhoek	Ara	0	0	0	8	0	6
Windhoek	Arebbusch	0	0	0	3	0	3
Windhoek	Aries	0	0	0	5	0	4
Windhoek	Aristoteles	0	0	0	2	0	1
Windhoek	Ascension Island	0	0	0	1	0	1
Windhoek	Auas	0	0	0	37	0	23
Windhoek	Auas Nb	0	0	0	2	0	1
Windhoek	Auas Slip 1	1	0	0	17	1	9
Windhoek	Auasblick 1	0	0	0	8	0	5
Windhoek	Auasblick 3	0	0	0	9	0	5
Windhoek	August Gotz	0	0	0	2	0	1
Windhoek	Ausspann Circle	0	0	0	37	0	30
Windhoek	Aviation	0	0	0	8	0	4
Windhoek	Avis	0	0	0	8	0	8
Windhoek	Axel Johannes	0	0	0	2	0	1
Windhoek	Babilon	0	0	0	9	0	7
Windhoek	Babs	0	0	0	2	0	2
Windhoek	Bach	0	0	1	67	1	39
Windhoek	Bahnhof	0	2	3	100	3	60
Windhoek	Baines Plein	0	0	0	3	0	3
Windhoek	Ballot	0	0	0	4	0	2
Windhoek	Bamboopalm	0	0	0	1	0	1
Windhoek	Banting	0	0	0	4	0	2
Windhoek	Barbet	0	0	0	3	0	2
Windhoek	Barug	0	0	0	2	0	1
Windhoek	Bauer	0	0	0	1	0	1
Windhoek	Becky	0	0	0	1	0	1
Windhoek	Beethoven	0	0	1	26	1	13
Windhoek	Begonia	0	0	0	20	0	11
Windhoek	Behring	0	0	0	1	0	1
Windhoek	Beijing	0	0	2	13	1	7
Windhoek	Bell	0	0	2	25	1	18
Windhoek	Ben Apollus	0	0	1	6	1	3
Windhoek	Berea	0	0	0	4	0	2
Windhoek	Berg	0	0	0	9	0	6
Windhoek	Berlin	0	0	0	1	0	1
Windhoek	Bessemer	0	0	0	2	0	1
Windhoek	Best	0	0	0	1	0	1
Windhoek	Beta	0	0	0	2	0	1
Windhoek	Bismarck	2	3	3	118	4	69
Windhoek	Black Rock	0	0	0	9	0	8
Windhoek	Blackwood	0	0	0	2	0	1
Windhoek	Blaubock	0	0	0	2	0	1
Windhoek	Blenkinsop	0	0	0	2	0	1
Windhoek	Bloekom	0	0	0	3	0	2
Windhoek	Blohm	0	0	0	2	0	1
Windhoek	Bodin	0	0	0	1	0	1

Windhoek	Bohr	0	0	0	6	0	3
Windhoek	Bok	0	0	0	4	0	3
Windhoek	Bonn	0	1	2	22	3	10
Windhoek	Bonn Slip 1	0	0	0	1	0	1
Windhoek	Bonsmara	0	0	0	3	0	2
Windhoek	Borchers	0	0	0	1	0	1
Windhoek	Boston	0	0	1	3	1	1
Windhoek	Boysen	0	0	0	1	0	1
Windhoek	Brahms	0	0	0	2	0	1
Windhoek	Brakwater	0	1	1	38	2	31
Windhoek	Brandberg	0	0	0	1	0	1
Windhoek	Brava Island	0	0	0	1	0	1
Windhoek	Breiting	0	0	0	2	0	1
Windhoek	Brig	0	0	0	2	0	1
Windhoek	Brock	0	0	0	2	0	1
Windhoek	Brug	0	0	0	2	0	1
Windhoek	Bruhn	0	0	2	3	1	2
Windhoek	Bulow Wb Slip	0	0	0	2	0	2
Windhoek	Bunting	0	0	0	1	0	1
Windhoek	Burg	0	0	0	8	0	5
Windhoek	Caesar	0	0	0	34	0	19
Windhoek	Calcium	0	0	0	2	0	1
Windhoek	Calvyn	0	0	0	3	0	2
Windhoek	Campbell	0	0	0	2	0	2
Windhoek	Canary Island	0	0	1	0	1	0
Windhoek	Carew	0	0	0	2	0	2
Windhoek	Carpey	0	0	0	1	0	1
Windhoek	Centaurus	0	0	1	131	1	100
Windhoek	Centenary	0	0	0	2	0	1
Windhoek	Ceres	0	0	0	2	0	1
Windhoek	Cesarea	0	0	0	1	0	1
Windhoek	Chaldeer	0	0	0	2	0	1
Windhoek	Chamonix	0	0	0	2	0	1
Windhoek	Charlie Sande	0	0	0	1	0	1
Windhoek	Chasie	0	0	0	2	0	1
Windhoek	Chief Mandume	0	0	0	2	0	1
Windhoek	Christa Davids	0	0	0	1	0	1
Windhoek	Chrysler	0	0	0	4	0	2
Windhoek	Church	0	0	0	34	0	24
Windhoek	City	0	0	3	60	3	38
Windhoek	Clarinet	0	0	0	2	0	1
Windhoek	Claud Kandovazu Slip	0	0	1	8	1	5
Windhoek	Claudius Kandovazu	0	5	11	111	12	53
Windhoek	Clemence Kapuuo	0	0	2	42	2	26
Windhoek	Cleopatra	0	0	0	2	0	1
Windhoek	Cobalt	0	0	0	4	0	3
Windhoek	Cocaopalm	0	0	0	2	0	2
Windhoek	Coetzee	0	0	0	14	0	9
Windhoek	Conrad Rust	0	0	0	1	0	1
Windhoek	Conradie	0	0	0	4	0	3
Windhoek	Cook	0	0	0	4	0	3

Windhoek	Copper	0	0	0	1	0	1
Windhoek	Crohn	0	0	1	3	1	2
Windhoek	Cullinan	0	0	0	2	0	1
Windhoek	Curie	0	0	0	1	0	1
Windhoek	D Bezuidenhout	0	0	0	3	0	2
Windhoek	Daan Bekker	0	0	0	3	0	3
Windhoek	Daan Viljoen	0	0	0	3	0	2
Windhoek	Dagon	0	0	0	9	0	6
Windhoek	Daimler	0	0	0	14	0	8
Windhoek	Dalton	0	0	0	5	0	5
Windhoek	Dam	0	0	0	2	0	2
Windhoek	Damaskus	0	1	0	1	1	0
Windhoek	Dan Tjongarero	0	0	0	1	0	1
Windhoek	Daneib	0	0	0	1	0	1
Windhoek	Daniel Munamava	0	0	0	17	0	11
Windhoek	Dans	0	0	0	1	0	1
Windhoek	Danube	0	0	0	1	0	1
Windhoek	Davey	0	0	0	1	0	1
Windhoek	David Carstens	0	0	0	2	0	2
Windhoek	Davin	0	0	0	1	0	1
Windhoek	Dawid Goreseb	0	0	0	8	0	4
Windhoek	De Wit	0	0	0	2	0	1
Windhoek	Dekapolis	0	0	0	1	0	1
Windhoek	Delhi	0	0	0	4	0	2
Windhoek	Delta	0	0	0	1	0	1
Windhoek	Diaz	0	0	0	4	0	3
Windhoek	Diaz Link	0	0	0	4	0	2
Windhoek	Diesel	0	0	0	1	0	1
Windhoek	Disa	0	1	0	0	1	0
Windhoek	Dissipel	0	0	0	2	0	1
Windhoek	Dodge	0	0	0	2	0	1
Windhoek	Dollar	0	0	0	1	0	1
Windhoek	Don	0	0	0	3	0	3
Windhoek	Dorado	0	0	0	9	0	6
Windhoek	Dorp	0	0	0	2	0	2
Windhoek	Dortmund	0	0	0	14	0	9
Windhoek	Dr A B May Slip	0	0	0	6	0	4
Windhoek	Dr A Bernard May	0	0	0	10	0	6
Windhoek	Dr Agosthino Neto	0	0	0	4	0	2
Windhoek	Dr Frans Idongo	0	0	3	119	3	69
Windhoek	Dr Frans Idongo Eb	0	0	0	4	0	3
Windhoek	Dr W Kulz	0	0	2	3	1	2
Windhoek	Drakensberg	0	0	0	2	0	1
Windhoek	Drammen Street	0	0	0	1	0	1
Windhoek	Dusseldorf	0	0	0	2	0	1
Windhoek	Eadie	0	0	0	1	0	1
Windhoek	Eddy Menzah	0	0	1	1	1	0
Windhoek	Edelvalk	0	0	0	1	0	1
Windhoek	Eden	0	0	0	3	0	2
Windhoek	Edison	0	0	1	34	1	20
Windhoek	Egret	0	0	0	5	0	3

Windhoek	Ehonga	0	0	0	1	0	1
Windhoek	Eider	0	0	0	8	0	6
Windhoek	Eike	0	0	0	2	0	1
Windhoek	Einstein	0	0	0	1	0	1
Windhoek	Ekundi	0	0	2	4	2	1
Windhoek	Elias Horeseb	0	0	0	2	0	1
Windhoek	Elim	0	0	0	6	0	4
Windhoek	Elizabeth	0	0	0	1	0	1
Windhoek	Else	0	0	0	1	0	1
Windhoek	Elyata	0	0	0	1	0	1
Windhoek	Emerald	0	0	0	1	0	1
Windhoek	Epandulo	0	0	1	2	1	1
Windhoek	Epsilon	0	0	0	1	0	1
Windhoek	Epupa Street	0	0	0	1	0	1
Windhoek	Erasmus	0	0	0	3	0	2
Windhoek	Erikson	0	0	0	1	0	1
Windhoek	Erindi	0	0	1	1	1	0
Windhoek	Eros	0	0	0	31	0	23
Windhoek	Esther Brand	0	0	0	2	0	1
Windhoek	Etetewe	0	5	4	53	6	27
Windhoek	Etienne Rousseau	0	0	0	1	0	1
Windhoek	Etna	0	0	0	5	0	3
Windhoek	Etosha	0	0	0	2	0	1
Windhoek	Eugene Marais	0	0	0	2	0	2
Windhoek	Eveline	0	2	2	16	2	8
Windhoek	Eveline Slip 1	0	5	1	113	5	64
Windhoek	Evergreen	0	0	0	1	0	1
Windhoek	Ewa Schumacher	0	0	0	1	0	1
Windhoek	F Castro East Slip 4	0	0	0	1	0	1
Windhoek	F Fredericks Slip 1	0	1	0	10	1	8
Windhoek	F Fredericks Slip 2	0	0	0	2	0	1
Windhoek	F Fredericks Slip 4	0	0	0	4	0	2
Windhoek	F Nightingale	1	2	5	192	8	97
Windhoek	F Nightingale Eb	0	0	0	1	0	1
Windhoek	F Nightingale Wb	0	0	0	1	0	1
Windhoek	Fabri	0	0	0	1	0	1
Windhoek	Falkland	0	0	0	2	0	2
Windhoek	Faraday	0	0	0	5	0	3
Windhoek	Faraao	0	0	0	4	0	2
Windhoek	Feld	0	0	0	19	0	15
Windhoek	Ferry	0	0	0	7	0	4
Windhoek	Feste	0	0	0	2	0	1
Windhoek	Fidel Castro	0	0	1	105	1	62
Windhoek	Fidel Castro Circle	0	0	0	1	0	1
Windhoek	Filemon Eichab	1	0	0	1	1	0
Windhoek	Fillippense	0	0	0	1	0	1
Windhoek	Flora	0	0	0	2	0	1
Windhoek	Fluit	0	0	0	3	0	2
Windhoek	Fourie	0	1	0	3	1	1
Windhoek	Frankie Fredericks	0	0	1	31	1	21
Windhoek	Frans Hamsjendje	0	0	1	32	1	20

Windhoek	Frans Hoesemab	0	0	0	3	0	2
Windhoek	Fritsche	0	0	0	11	0	6
Windhoek	Galasiers	0	0	0	8	0	5
Windhoek	Galilea	0	0	0	2	0	1
Windhoek	Galilei	0	0	1	0	1	0
Windhoek	Ganges	0	0	0	2	0	2
Windhoek	Garabone Street	0	0	0	1	0	1
Windhoek	Garnet	0	0	0	2	0	1
Windhoek	Garten	0	0	0	12	0	7
Windhoek	Garten Park	0	0	0	2	0	1
Windhoek	Gawannab	0	0	0	2	0	1
Windhoek	Geiger	0	0	0	1	0	1
Windhoek	Gemini	0	0	0	1	0	1
Windhoek	Genesaret	0	0	1	1	1	0
Windhoek	Genesis	0	1	0	6	1	3
Windhoek	George Hunter	0	0	0	1	0	1
Windhoek	Gerald Evans	0	0	0	1	0	1
Windhoek	Gevers	0	0	0	6	0	3
Windhoek	Ghanzi	1	0	1	2	1	1
Windhoek	Gladiola	0	0	1	18	1	10
Windhoek	Gnu	0	0	0	1	0	1
Windhoek	Goas	0	0	0	1	0	1
Windhoek	Goethe	0	0	0	11	0	7
Windhoek	Gold	0	0	0	8	0	5
Windhoek	Golf	0	0	0	1	0	1
Windhoek	Golgota	0	0	0	6	0	4
Windhoek	Gordon Day	0	0	0	2	0	1
Windhoek	Goshawk	0	0	0	29	0	17
Windhoek	Goshawk Slip	0	0	1	1	1	0
Windhoek	Gous	0	0	0	2	0	1
Windhoek	Gramowski	0	0	0	4	0	3
Windhoek	Gran Canaria	0	0	0	1	0	1
Windhoek	Grant Webster	0	0	0	2	0	1
Windhoek	Green Mountain Dam	0	4	1	12	3	4
Windhoek	Grens	0	0	0	2	0	2
Windhoek	Greyling	0	0	0	1	0	1
Windhoek	Grimm	0	0	0	6	0	3
Windhoek	Grysbok	0	0	0	1	0	1
Windhoek	Guthenberg	0	0	0	13	0	8
Windhoek	Gwanzura	0	0	1	1	1	0
Windhoek	H Kutako Nb	0	0	0	3	0	1
Windhoek	H Kutako Nb Loop	0	1	3	94	4	53
Windhoek	H Kutako Nb Slip 1	0	0	0	12	0	8
Windhoek	H Kutako Nb Slip 2	0	0	0	2	0	1
Windhoek	H Kutako Nb Slip 4	0	0	0	2	0	1
Windhoek	H Kutako Nb Slip 5	0	0	1	1	1	0
Windhoek	H Kutako Sb Loop	1	1	0	31	1	17
Windhoek	H Kutako Sb Offramp	0	0	3	7	1	4
Windhoek	H Kutako Sb Onramp	0	1	0	2	1	1
Windhoek	H Kutako Sb Slip 2	0	0	0	1	0	1
Windhoek	H Kutako Slip	0	0	0	4	0	2

Windhoek	H Kutako Slip 1	0	0	0	2	0	2
Windhoek	H Witbooi Nb Slip 1	0	0	1	4	1	3
Windhoek	H Witbooi Slip 1	0	0	0	20	0	12
Windhoek	Haddy	0	0	0	3	0	2
Windhoek	Hakos	0	0	0	1	0	1
Windhoek	Halifax Island	0	0	0	1	0	1
Windhoek	Hamman	0	0	0	4	0	3
Windhoek	Hanganee K Kavezerie	0	0	0	3	0	2
Windhoek	Hans Tjonganjoro	0	0	0	31	0	16
Windhoek	Harare	0	0	0	1	0	1
Windhoek	Harib Street	0	0	0	2	0	1
Windhoek	Harvey	0	0	0	15	0	9
Windhoek	Hawaii	0	0	0	2	0	1
Windhoek	Hd Genscher	0	4	9	132	8	60
Windhoek	Health & Social	0	0	0	5	0	3
Windhoek	Hebenstreit	0	0	0	6	0	5
Windhoek	Heidrich	0	0	0	2	0	1
Windhoek	Heinitzburg	0	0	0	10	0	7
Windhoek	Heliodoor	0	0	0	13	0	9
Windhoek	Hendrik Isaak	0	0	0	11	0	6
Windhoek	Hendrik Witbooi	0	2	6	166	4	94
Windhoek	Henry Van Eck	0	0	0	1	0	1
Windhoek	Herbst	0	0	0	1	0	1
Windhoek	Hercules	0	0	0	4	0	2
Windhoek	Hereford	0	0	1	17	1	9
Windhoek	Hibiscus	0	0	0	2	0	1
Windhoek	Hifikepunya Crescent	0	0	0	1	0	1
Windhoek	Hintrager	0	0	0	3	0	2
Windhoek	Hochland Eb	0	1	2	15	2	10
Windhoek	Hochland Eb Link	0	0	0	1	0	1
Windhoek	Hochland Ext	0	0	0	1	0	1
Windhoek	Hochland Link	0	0	0	5	0	4
Windhoek	Hochland Wb	0	0	0	1	0	1
Windhoek	Hoepfner	0	0	0	1	0	1
Windhoek	Hoepriester	0	0	0	5	0	3
Windhoek	Hofmeyer	0	0	0	4	0	2
Windhoek	Hofsanger	0	0	0	4	0	4
Windhoek	Hoogenhout	0	0	0	2	0	1
Windhoek	Horeb	0	1	0	3	1	1
Windhoek	Hosea Kutako	0	1	0	37	1	20
Windhoek	Hosea Kutako Nb	0	1	4	83	5	50
Windhoek	Hosea Kutako Sb	0	0	0	19	0	12
Windhoek	Hostel	0	1	0	6	1	3
Windhoek	Hugel	0	0	0	2	0	2
Windhoek	Hugo Hahn	0	0	0	1	0	1
Windhoek	Hydra	0	0	0	5	0	3
Windhoek	Iceland	0	0	0	2	0	1
Windhoek	Ignatius Loyola	0	0	0	2	0	1
Windhoek	Ilse	0	0	0	1	0	1
Windhoek	Indepen N/e Park	0	2	6	204	7	134
Windhoek	Indepen S/e Park	0	0	0	19	0	14

Windhoek	Independence	2	11	24	561	34	277
Windhoek	Independence Nb	1	0	2	202	3	140
Windhoek	Independence S/eb Slip	0	0	0	12	0	6
Windhoek	Independence Sb	0	1	3	35	4	23
Windhoek	Independence Slip 1	0	0	0	6	0	3
Windhoek	Invokavit	0	0	0	4	0	2
Windhoek	Irene	0	0	0	1	0	1
Windhoek	Iscor	0	0	0	9	0	5
Windhoek	Itaipu	0	0	0	2	0	1
Windhoek	J Haupt	0	0	0	1	0	1
Windhoek	Jack Vries	0	0	0	2	0	2
Windhoek	Jakaranda	0	0	0	2	0	1
Windhoek	Jan Jonker	0	1	6	143	5	81
Windhoek	Jan Jonker Wb Slip	0	0	0	1	0	1
Windhoek	Jan Marais	0	0	0	2	0	1
Windhoek	Jaspers	0	0	1	9	1	5
Windhoek	Jeanette	0	0	0	1	0	1
Windhoek	Jenner	0	0	0	2	0	1
Windhoek	Jennie Maakal	0	0	0	1	0	1
Windhoek	Joey	0	0	0	1	0	1
Windhoek	Johann Albrecht	0	0	3	78	2	41
Windhoek	Johann Albrecht Slip	0	0	0	2	0	1
Windhoek	Johann Herbart	0	0	0	1	0	1
Windhoek	Johannes Tuejjama	0	0	0	4	0	2
Windhoek	John Knox	0	0	0	2	0	1
Windhoek	John Ludwig	0	0	0	5	0	3
Windhoek	John Meinert	0	0	3	43	2	28
Windhoek	John Meinert Eb	0	1	6	136	5	79
Windhoek	John Meinert Wb	0	0	0	12	0	7
Windhoek	John Simms	0	0	0	1	0	1
Windhoek	John Tjomainja	0	0	0	1	0	1
Windhoek	Jordan	0	1	1	45	2	23
Windhoek	Josef Hanse	0	0	0	2	0	1
Windhoek	Joseph Wood	0	0	0	2	0	1
Windhoek	Joule	0	0	0	3	0	3
Windhoek	Juba	0	0	0	4	0	2
Windhoek	JudiKa	0	0	0	8	0	5
Windhoek	Judt	0	0	0	3	0	2
Windhoek	Jukskei Street	0	0	0	2	0	1
Windhoek	Kainab	0	0	0	2	0	1
Windhoek	Kallie Roodt	0	0	0	4	0	2
Windhoek	Kamberipa	0	2	0	19	2	9
Windhoek	Kampala	0	0	0	1	0	1
Windhoek	Kanaan	0	0	0	7	0	4
Windhoek	Kantate	0	0	0	2	0	1
Windhoek	Kapernaum	0	0	0	1	0	1
Windhoek	Karin	0	0	0	1	0	1
Windhoek	Karl Dove	0	0	0	3	0	1
Windhoek	Karlien	0	0	0	2	0	1
Windhoek	Kasch	0	0	0	8	0	5
Windhoek	Kasino	0	0	0	4	0	2

Windhoek	Kelkiewyn	0	0	0	3	0	2
Windhoek	Keller	0	0	0	3	0	2
Windhoek	Kelvin	0	0	0	7	0	3
Windhoek	Kepler	0	0	0	1	0	1
Windhoek	Kerby	0	0	0	2	0	1
Windhoek	Kharu Gaiseb	0	0	0	2	0	1
Windhoek	Kiekebusch	0	0	0	1	0	1
Windhoek	Kigali Street	0	0	0	3	0	2
Windhoek	Kindergarten	0	0	0	5	0	3
Windhoek	Kingfisher	0	1	0	18	1	11
Windhoek	Kingsley	0	0	0	1	0	1
Windhoek	Kinshasa	0	0	0	3	0	2
Windhoek	Kitaar	0	0	1	3	1	1
Windhoek	Kitchener	1	0	0	2	1	0
Windhoek	Kleine Kuppe	0	0	0	4	0	4
Windhoek	Koester	0	0	0	1	0	1
Windhoek	Koinseb	0	0	0	4	0	3
Windhoek	Kolbe	0	0	0	1	0	1
Windhoek	Kolossense	0	0	0	2	0	2
Windhoek	Konrad	0	0	0	2	0	1
Windhoek	Kores	0	0	0	6	0	3
Windhoek	Kornalyn	0	1	0	14	1	8
Windhoek	Kreft	0	0	0	1	0	1
Windhoek	Krupp	0	0	0	3	0	3
Windhoek	Kuiseb	0	0	0	7	0	6
Windhoek	Kuiseb Slip	0	0	0	2	0	1
Windhoek	Kunene	0	0	0	1	0	1
Windhoek	Kupferberg	0	0	2	6	2	5
Windhoek	Kwanza Street	0	0	0	1	0	1
Windhoek	Langenhoven	0	0	0	1	0	1
Windhoek	Laurent D Kabila	0	1	0	16	1	12
Windhoek	Lazarett	0	1	1	72	2	43
Windhoek	Lazarus	0	0	0	4	0	2
Windhoek	Ld Kabila Slip	0	0	0	2	0	2
Windhoek	Leonard Auala	0	0	0	3	0	2
Windhoek	Lewerik	0	0	0	1	0	1
Windhoek	Lewis	0	0	0	1	0	1
Windhoek	Liberty Island	0	0	0	2	0	1
Windhoek	Liliencron	0	0	0	1	0	1
Windhoek	Lilongwe Street	0	0	3	0	1	0
Windhoek	Link	0	1	2	12	2	6
Windhoek	Lister	0	0	0	4	0	2
Windhoek	Lo Ammi	0	0	0	1	0	1
Windhoek	Locke	0	0	0	1	0	1
Windhoek	Long Island	0	1	0	31	1	19
Windhoek	Lossen	0	0	0	3	0	3
Windhoek	Louis Raymond	0	0	1	1	1	1
Windhoek	Louw	0	0	0	1	0	1
Windhoek	Love	0	0	0	4	0	2
Windhoek	Lucarno Street	0	0	0	2	0	1
Windhoek	Lucifer	0	0	0	2	0	1

Windhoek	Luderitz	0	0	0	25	0	16
Windhoek	Luther	0	0	0	18	0	11
Windhoek	M Ndemu Nb Slip	0	0	0	6	0	4
Windhoek	M Ndemufayo E Serv	0	0	0	2	0	1
Windhoek	M Ndemufayo Nb Slip	0	1	0	4	1	2
Windhoek	M Ndemufayo Slip	0	0	0	2	0	1
Windhoek	Macadam	0	0	0	1	0	1
Windhoek	Magdala	0	1	0	2	1	1
Windhoek	Magpela	0	0	0	1	0	1
Windhoek	Mahatma Gandhi	0	5	4	65	8	30
Windhoek	Majorie Clark	0	0	0	2	0	1
Windhoek	Makuri Street	0	0	0	2	0	1
Windhoek	Mandolin	0	0	0	1	0	1
Windhoek	Mandume Ndemufayo	0	1	8	139	6	78
Windhoek	Mandume Ndemufayo Eb	0	1	0	25	1	15
Windhoek	Mandume Ndemufayo Nb	0	5	7	300	9	182
Windhoek	Mandume Ndemufayo Sb	0	0	0	37	0	23
Windhoek	Manna	0	0	0	7	0	4
Windhoek	Mara	0	0	0	2	0	1
Windhoek	Marconi	0	0	0	1	0	1
Windhoek	Margareten	0	0	0	2	0	2
Windhoek	Maria	0	0	0	1	0	1
Windhoek	Mark	0	0	0	2	0	1
Windhoek	Martha	0	0	0	2	0	1
Windhoek	Mataman	0	0	0	4	0	2
Windhoek	Mathias Hoeseb	0	0	0	2	0	1
Windhoek	Matshitshi	1	0	1	15	2	7
Windhoek	Mattenklodt	0	0	0	1	0	1
Windhoek	Maxwell	0	0	0	3	0	2
Windhoek	Mercury	0	0	0	3	0	2
Windhoek	Merensky	0	0	2	4	1	3
Windhoek	Mersey	0	0	0	11	0	7
Windhoek	Messum	0	0	0	5	0	2
Windhoek	Metje	0	0	0	5	0	4
Windhoek	Michaelis	0	0	0	4	0	3
Windhoek	Michelangelo	0	0	0	2	0	2
Windhoek	Michelle Mclean	0	0	1	22	1	13
Windhoek	Mika Shimbili	0	0	0	3	0	2
Windhoek	Mission	0	0	0	2	0	1
Windhoek	Moab	0	0	0	2	0	2
Windhoek	Moltke	0	0	0	1	0	1
Windhoek	Mont Blanc	0	0	0	1	0	1
Windhoek	Monte Christo	0	1	3	43	4	23
Windhoek	Monte Christo Slip 2	0	0	0	1	0	1
Windhoek	Monte Christo Slip 3	1	4	12	232	16	120
Windhoek	Mooi	1	1	1	19	3	10
Windhoek	More	0	0	0	5	0	3
Windhoek	Moria	0	0	0	2	0	1
Windhoek	Moses Garoep	1	0	0	86	1	41
Windhoek	Moses Garoep East Slip 1	0	0	0	1	0	1
Windhoek	Mostert	0	0	0	2	0	1

Windhoek	Mozart	0	0	0	6	0	4
Windhoek	Mungunda	0	1	7	77	7	42
Windhoek	Nachtigal	0	0	0	1	0	1
Windhoek	Naguil	0	0	0	2	0	1
Windhoek	Nairobi	0	0	0	3	0	2
Windhoek	Nasmith	0	0	0	3	0	2
Windhoek	Nauchab Street	0	0	0	2	0	1
Windhoek	Naute Street	0	0	0	2	0	1
Windhoek	Nebo	0	0	0	3	0	2
Windhoek	Nelson Mandela	0	2	3	207	5	129
Windhoek	Nelson Mandela Slip	0	0	0	1	0	1
Windhoek	Netball	0	0	0	2	0	2
Windhoek	New Castle	0	1	3	32	3	18
Windhoek	Newton	0	0	0	3	0	2
Windhoek	Nickel	0	0	0	18	0	13
Windhoek	Nikanor Shikuambi	0	0	0	8	0	5
Windhoek	Nile	0	0	0	2	0	1
Windhoek	Nissen-lass	0	0	0	1	0	1
Windhoek	Nomtsaub	0	0	0	1	0	1
Windhoek	Nordland	0	0	0	1	0	1
Windhoek	Ohio Street	0	0	0	2	0	1
Windhoek	Okandondu	0	0	0	3	0	2
Windhoek	Okaramba	0	0	0	1	0	1
Windhoek	Okarundu	0	0	1	10	1	6
Windhoek	Okombahe	0	0	0	7	0	5
Windhoek	Okuli	0	0	0	2	0	1
Windhoek	Olof Palme	0	0	0	12	0	9
Windhoek	Omarunga Street	0	0	0	1	0	1
Windhoek	Omatako	0	0	0	1	0	1
Windhoek	Omatjene	0	0	0	1	0	1
Windhoek	Ombakata	1	0	2	19	3	9
Windhoek	Ombala	0	0	0	2	0	1
Windhoek	Ombika	0	0	0	1	0	1
Windhoek	Omboma	0	0	1	1	1	0
Windhoek	Omongo	0	1	1	19	2	10
Windhoek	Omukunda	0	0	0	2	0	1
Windhoek	Omulunga	0	0	1	6	1	2
Windhoek	Omulunga Slip	0	0	0	2	0	1
Windhoek	Omungondo	0	0	0	3	0	2
Windhoek	Omungwindi	0	0	1	8	1	4
Windhoek	Omupupo	0	0	0	2	0	1
Windhoek	Omuramba	0	0	0	2	0	1
Windhoek	Omuryambambi	0	0	0	6	0	3
Windhoek	Omusema	0	0	0	2	0	1
Windhoek	Omutula	0	0	2	5	1	2
Windhoek	Omuvapo	0	0	0	6	0	4
Windhoek	Omuvapu	0	1	0	10	1	5
Windhoek	Omuze	0	0	0	2	0	1
Windhoek	Ondoto	0	0	0	4	0	2
Windhoek	Ongadjo	0	0	0	2	0	1
Windhoek	Ongaka	0	0	0	1	0	1

Windhoek	Onganga	0	0	0	11	0	6
Windhoek	Ongava	0	1	4	66	5	34
Windhoek	Ongete	0	0	0	5	0	3
Windhoek	Onguya	0	0	0	2	0	1
Windhoek	Ongwari	0	0	0	2	0	1
Windhoek	Ongwere	0	0	0	1	0	1
Windhoek	Ooievaar	0	0	0	10	0	6
Windhoek	Oponono Street	0	0	0	1	0	1
Windhoek	Orban	0	0	0	3	0	2
Windhoek	Orinoco	0	0	0	4	0	2
Windhoek	Orion	0	0	1	7	1	5
Windhoek	Orlando	0	0	0	1	0	1
Windhoek	Oryx	0	0	0	1	0	1
Windhoek	Osprey	0	0	0	4	0	2
Windhoek	Ossmann	0	0	0	1	0	1
Windhoek	Otjomuise	0	7	4	102	7	61
Windhoek	Otjomuise East Slip 1	0	0	0	1	0	1
Windhoek	Otjomuise West Slip 1	0	0	0	2	0	1
Windhoek	Otjourundu	0	0	0	2	0	1
Windhoek	Otjozondjou	0	0	0	1	0	1
Windhoek	Ottawa	0	0	1	1	1	0
Windhoek	Otto Gaseb	0	0	0	12	0	8
Windhoek	Otto Nitzsche	0	0	0	5	0	4
Windhoek	Pabst	0	0	0	2	0	1
Windhoek	Panjuad	0	0	0	2	0	1
Windhoek	Papaja	0	0	0	1	0	1
Windhoek	Park	0	0	0	5	0	3
Windhoek	Parking West	0	0	0	10	0	8
Windhoek	Parsons	0	0	0	7	0	5
Windhoek	Pasteur	0	0	1	11	1	5
Windhoek	Patmos	0	0	0	4	0	2
Windhoek	Patterson	0	0	0	6	0	3
Windhoek	Paul Mogagabe	0	0	0	1	0	1
Windhoek	Paul Van Hartes	0	0	0	3	0	1
Windhoek	Pavlov	0	0	0	8	0	4
Windhoek	Pelican	0	0	0	9	0	5
Windhoek	Penning	0	0	1	9	1	4
Windhoek	Perkin	0	0	0	1	0	1
Windhoek	Phillip Turimei	0	0	0	2	0	1
Windhoek	Pienaar	0	0	0	1	0	1
Windhoek	Pietersen	0	0	0	1	0	1
Windhoek	Pinguin	0	0	0	5	0	4
Windhoek	Pison	0	0	0	2	0	1
Windhoek	Plaatjies	0	0	0	1	0	1
Windhoek	Platinum	0	0	1	13	1	7
Windhoek	Plato	0	0	0	2	0	2
Windhoek	Pomonia	0	0	0	1	0	1
Windhoek	Portia	0	0	0	1	0	1
Windhoek	Pretorius	0	0	0	2	0	1
Windhoek	Principe	0	0	0	1	0	1
Windhoek	Prinsloo	0	0	0	1	0	1

Windhoek	Promenaden	0	0	0	4	0	4
Windhoek	Protea	0	0	0	5	0	3
Windhoek	Pruim	0	0	0	1	0	1
Windhoek	Psalm	0	0	0	2	0	1
Windhoek	Puccini	0	0	0	2	0	1
Windhoek	Pullman	0	0	0	1	0	1
Windhoek	Purcell	0	0	0	3	0	2
Windhoek	Putuse Appulus	0	1	0	2	1	1
Windhoek	R Mugabe Nb Slip 1	0	0	0	1	0	1
Windhoek	R Mugabe Nb Slip 2	0	0	0	1	0	1
Windhoek	R Mugabe Nb Slip 3	0	0	0	1	0	1
Windhoek	R Mugabe Sb Slip 1	0	0	0	1	0	1
Windhoek	R Mugabe Sb Slip 2	0	0	0	1	0	1
Windhoek	Rabbi	0	0	0	4	0	2
Windhoek	Raben	0	0	0	1	0	1
Windhoek	Rafidim	0	0	1	1	1	0
Windhoek	Rama	0	0	0	6	0	3
Windhoek	Rand	0	0	1	15	1	8
Windhoek	Ranonkel	0	0	0	12	0	4
Windhoek	Redecker	0	0	0	1	0	1
Windhoek	Reger	0	0	0	1	0	1
Windhoek	Rehobother	2	2	3	81	5	51
Windhoek	Rehobother Sb	0	0	0	6	0	6
Windhoek	Reiher	0	0	0	1	0	1
Windhoek	Reinard Maekopo	0	0	1	10	1	6
Windhoek	Renaissance	0	0	0	1	0	1
Windhoek	Rendsburger	0	0	0	1	0	1
Windhoek	Rev Michael Scott	0	0	0	24	0	15
Windhoek	Rhino	0	0	0	16	0	12
Windhoek	Richard Kahiko	0	0	1	3	1	2
Windhoek	Richter	0	0	0	1	0	1
Windhoek	Rieks Van Der Walt	0	0	0	1	0	1
Windhoek	Riethaan	0	0	0	1	0	1
Windhoek	Rilke	0	0	0	2	0	1
Windhoek	Risano Street	0	0	0	1	0	1
Windhoek	Road 1	1	2	0	30	2	25
Windhoek	Road 3	0	0	0	4	0	3
Windhoek	Road 7	0	0	0	1	0	1
Windhoek	Road 10	0	0	0	5	0	5
Windhoek	Road 11	0	0	0	2	0	2
Windhoek	Robert Mugabe	0	4	10	405	10	237
Windhoek	Robert Mugabe Nb	0	0	0	9	0	5
Windhoek	Robert Mugabe Sb	0	0	0	6	0	1
Windhoek	Roentgen	0	0	0	2	0	2
Windhoek	Rogate	0	0	0	2	0	1
Windhoek	Romeine	0	0	0	1	0	1
Windhoek	Ronald Hercules	0	0	0	2	0	1
Windhoek	Ross	0	0	0	1	0	1
Windhoek	Rossing	0	0	0	1	0	1
Windhoek	Ruacana Street	0	0	0	2	0	1
Windhoek	Rudolph Hertzog	0	0	0	4	0	3

Windhoek	Rufaro	0	0	0	5	0	3
Windhoek	Rugby	0	0	0	3	0	3
Windhoek	Ruth	0	0	0	3	0	2
Windhoek	Ryk Voet	0	0	0	1	0	1
Windhoek	Sabie	0	0	0	4	0	3
Windhoek	Sadduseer	0	0	0	4	0	3
Windhoek	Salk	0	0	1	6	1	4
Windhoek	Salm	0	0	0	1	0	1
Windhoek	Sam Nujoma	0	3	10	429	12	263
Windhoek	Sam Nujoma (prov)	0	0	0	2	0	1
Windhoek	Sam Nujoma (prov) Slip	0	0	0	1	0	1
Windhoek	Sam Nujoma Slip	0	3	1	16	1	5
Windhoek	Sam Nujoma Wb	0	0	0	2	0	1
Windhoek	Samaria	0	0	0	2	0	1
Windhoek	Sanderburg	0	0	0	1	0	1
Windhoek	Sando	0	0	1	3	1	1
Windhoek	Sandwich Street	0	0	0	1	0	1
Windhoek	Sanhedrin	0	0	0	3	0	2
Windhoek	Santa Clara Street	0	0	0	2	0	1
Windhoek	Sard	0	0	0	2	0	1
Windhoek	Sauerbruch	0	0	0	1	0	1
Windhoek	Schanzen	0	0	0	9	0	6
Windhoek	Scheppmann	0	0	0	18	0	10
Windhoek	Schinz	0	0	0	6	0	4
Windhoek	Schlettwein	0	0	0	3	0	2
Windhoek	Schonlein	0	0	0	8	0	6
Windhoek	Schuster	0	0	0	3	0	2
Windhoek	Schweitzer	0	0	0	1	0	1
Windhoek	Schwerinsburg	0	0	0	2	0	1
Windhoek	Sculptor	0	0	0	1	0	1
Windhoek	Sean McBride	0	1	0	7	1	4
Windhoek	Seder	0	0	0	1	0	1
Windhoek	Sekretar	0	0	0	2	0	2
Windhoek	Sesriem	0	1	0	8	1	6
Windhoek	Setsotho	0	0	0	3	0	2
Windhoek	Shanghai	0	5	5	72	10	35
Windhoek	Shanghai South	0	0	0	3	0	2
Windhoek	Shannon	0	0	0	1	0	1
Windhoek	Shilunga	0	0	0	4	0	2
Windhoek	Shire	0	0	0	4	0	2
Windhoek	Show Grounds	0	0	0	1	0	1
Windhoek	Siegfried Tjitemsa	0	0	0	4	0	3
Windhoek	Sigar	0	0	1	1	1	0
Windhoek	Sigem	0	0	0	4	0	2
Windhoek	Silo	0	0	0	2	0	1
Windhoek	Simmentaler	0	0	0	2	0	1
Windhoek	Simpson	0	0	0	2	0	1
Windhoek	Sinclair	0	0	0	4	0	3
Windhoek	Sipres	0	0	0	1	0	1
Windhoek	Sirkoon	0	0	0	1	0	1
Windhoek	Snyman Circle	0	0	0	4	0	4

Windhoek	Socrates	0	0	0	5	0	4
Windhoek	Solingen	0	0	0	4	0	2
Windhoek	Sperlingslust	0	0	0	1	0	1
Windhoek	Spreuke	0	0	0	6	0	3
Windhoek	Stadium	0	0	1	1	1	0
Windhoek	Stauch	0	0	0	1	0	1
Windhoek	Stein	0	0	0	20	0	11
Windhoek	Stephenson	0	0	0	1	0	1
Windhoek	Stokes	0	0	0	2	0	1
Windhoek	Storch	0	0	0	7	0	5
Windhoek	Strauss	0	0	0	1	0	1
Windhoek	Sukkot	0	0	1	22	1	11
Windhoek	Susanna	0	0	0	1	0	1
Windhoek	Sussex	0	0	0	2	0	2
Windhoek	Swakop	0	0	0	1	0	1
Windhoek	Swan	0	0	0	2	0	1
Windhoek	Sydney Atkinson	0	0	0	2	0	1
Windhoek	Tabernakel	0	0	0	2	0	1
Windhoek	Tacoma	0	0	1	12	1	8
Windhoek	Tal	0	0	3	70	3	43
Windhoek	Tal Link	0	0	0	25	0	17
Windhoek	Tarentaal	0	0	0	1	0	1
Windhoek	Tegnies/academia	0	0	0	2	0	1
Windhoek	Teinert	0	0	0	1	0	1
Windhoek	Tekoa	0	0	0	2	0	1
Windhoek	Tempel	0	0	0	1	0	1
Windhoek	Tennis	0	0	0	4	0	3
Windhoek	Testament	0	0	0	1	0	1
Windhoek	Thompson	0	0	0	2	0	1
Windhoek	Thorer	0	0	0	1	0	1
Windhoek	Thorpe	0	0	0	2	0	2
Windhoek	Tienie Louw	0	0	0	1	0	1
Windhoek	Tiptol	0	0	0	2	0	1
Windhoek	Titanium	0	0	0	6	0	3
Windhoek	Titus Namueja	0	0	0	2	0	1
Windhoek	Toermalyn	0	0	0	1	0	1
Windhoek	Tommie Muller	0	0	0	2	0	1
Windhoek	Traugott Handura	0	0	0	2	0	1
Windhoek	Trompet	0	0	1	1	1	0
Windhoek	Trosinngen	0	0	0	1	0	1
Windhoek	Tsauchab	0	0	0	2	0	1
Windhoek	Tuba	0	0	0	2	0	1
Windhoek	Tugela	0	0	1	26	1	15
Windhoek	Tuin	0	0	0	3	0	2
Windhoek	Tunschel	0	0	0	7	0	5
Windhoek	Ugab	0	0	0	1	0	1
Windhoek	Uhland	0	0	0	32	0	25
Windhoek	Ursa	0	0	0	2	0	1
Windhoek	Ursula	0	0	0	1	0	1
Windhoek	Van Den Heever	0	0	0	2	0	2
Windhoek	Van Der Bijl	0	1	0	7	1	2

Windhoek	Van Zyl	0	0	0	3	0	2
Windhoek	Venning	0	0	0	2	0	1
Windhoek	Venus	0	0	0	3	0	2
Windhoek	Veto	0	0	0	2	0	1
Windhoek	Victor Nkandi	0	0	0	2	0	1
Windhoek	Viljoen	0	0	0	1	0	1
Windhoek	Visarend	0	0	3	35	3	19
Windhoek	Visser	0	0	0	3	0	2
Windhoek	Voel	0	0	0	1	0	1
Windhoek	Vogelsang	0	0	0	1	0	1
Windhoek	Voigts	0	0	0	27	0	20
Windhoek	Von Eckenbrecher	0	0	0	2	0	1
Windhoek	W Suburb Swim	0	0	0	7	0	5
Windhoek	Ward	0	0	0	5	0	3
Windhoek	Weber	0	0	0	2	0	1
Windhoek	Wecke	0	0	0	17	0	10
Windhoek	Wembly	0	0	0	2	0	1
Windhoek	Wendy	0	0	1	3	1	1
Windhoek	Werner List	0	0	1	67	1	39
Windhoek	Werth	0	0	0	4	0	3
Windhoek	Western Bypass Slip	0	2	5	112	7	81
Windhoek	Wika	0	0	0	1	0	1
Windhoek	Wilibald Kapuenene	0	0	3	23	3	12
Windhoek	Willan	0	0	0	1	0	1
Windhoek	Witvalk	0	0	0	2	0	2
Windhoek	Woodlands	0	0	0	3	0	2
Windhoek	Wright	0	0	0	1	0	1
Windhoek	Yukon	0	0	1	2	1	1
Windhoek	Zageus Mbaha	0	0	0	2	0	2
Windhoek	Zaire	0	0	0	2	0	1
Windhoek	Zambesi	0	0	0	2	0	1
Windhoek	Zeta	0	0	0	2	0	1
Total		56	331	757	14299	860	8340



APPENDIX V: Number of Casualties by Police Stations and Regions

Region	Police Station	Fatalities	Seriously Injuries	Slightly Injuries	Injury Crashes	Damage Only
Erongo	Arandis	4	17	28	29	59
	Hentiesbay	0	3	10	12	34
	Karibib	1	4	14	13	94
	Kuisebmund	1	14	56	61	188
	Mondesa	0	8	38	42	138
	Narraville	0	4	16	11	40
	Omaruru	3	20	39	31	73
	Swakopmund	3	16	33	38	539
	Uis	1	7	25	14	19
	Usakos	1	6	23	22	58
	Walvisbay	5	12	75	73	477
	Subtotal	19	111	357	346	1719
Hardap	Aranos	0	3	5	4	18
	Derm	3	0	2	2	6
	Gibeon	3	8	16	9	8
	Gochas	1	8	9	6	6
	Kalkrand	5	23	36	23	16
	Maitahohe	1	8	6	10	15
	Mariental	4	13	19	20	109
	Rehoboth	14	43	71	63	254
	Stampriet	3	0	4	5	6
	Subtotal	33	106	168	142	438
Karas	Ariamsvlei	0	3	0	2	9
	Aroab	0	0	1	1	0
	Assenker	0	6	4	7	11
	Aus	0	2	9	6	16
	Bethanie	3	4	4	6	6
	Karasburg	0	6	3	6	20
	Keetmanshoop	1	7	30	26	141
	Koes	0	0	1	1	0
	Luderitz	1	7	6	9	68
	Noordoewer	0	1	3	3	4
	Oranjemund	4	0	8	8	44
	Rosh Pinah	0	2	1	2	35
	Tses	0	9	4	7	24
Kavango East	Subtotal	9	47	74	84	378
	(NO) Ndiyona	8	14	6	18	39
	Mukwe	4	19	25	21	49
	Rundu	17	49	107	97	401
	Subtotal	29	82	138	136	489
Kavango West	Kahenge	7	22	34	35	74
	Subtotal	7	22	34	35	74

Khomas	Dordabis	1	1	4	4	12
	Groot Aub	0	1	0	1	16
	Hosea Kutako	1	4	10	8	70
	Katutura	23	121	203	283	1489
	Okahandja	29	41	92	68	409
	Wanaheda	3	30	80	96	1010
	Windhoek	10	56	160	179	5333
	Subtotal	67	254	549	639	8339
Kunene	Kamanjab	0	8	15	8	47
	Khorixas	5	31	30	26	69
	Okangwati	0	0	2	1	1
	Opuwo	4	16	13	18	92
	Outjo	8	27	17	24	127
	Sesfontein	0	2	5	5	8
	Werda	0	2	1	3	16
	Subtotal	17	86	83	85	360
Ohangwena	Eenhana	9	39	33	37	76
	Ohangwena	17	24	38	46	118
	Okongo	3	9	14	12	32
	Omungwelume	1	12	15	21	14
	Oshikango	0	0	2	1	1
	Subtotal	30	84	102	117	241
Omaheke	Amunuis	0	1	2	1	6
	Du Plessis	0	1	5	5	10
	Epukiro	0	7	11	7	24
	Gobabis	9	21	39	47	233
	Leonardville	3	8	9	9	13
	Omitara	0	0	3	1	8
	Otjinene	3	24	32	17	30
	Tallismanus	1	5	7	6	10
	Trans-Kalahari	0	0	0	0	20
	Witvlei	1	5	6	6	28
	Subtotal	16	72	114	99	382
Omusati	Okahao	9	30	41	42	58
	Onandjaba	4	15	25	20	16
	Onesi	4	1	0	1	0
	Outapi	13	32	43	52	135
	Ruacana	2	11	9	13	34
	Tsandi	0	2	1	2	15
	Subtotal	32	91	119	130	258
Oshana	Ondangwa	39	126	96	130	296
	Ongwediva	9	13	67	69	213
	Oshakati	16	46	104	133	505
	Subtotal	64	185	267	332	1014
Oshikoto	Okatope	27	82	44	57	143
	Oshivello	3	37	57	44	112
	Tsintsabis	0	0	0	0	24
	Tsumeb	1	28	54	48	180
	Subtotal	31	147	155	149	459

Otjozondjupa	Grootfontein	8	24	28	35	173
	Hochfeld	0	2	2	4	11
	Kalkfeld	1	4	11	8	24
	Kombat	0	0	0	0	22
	Maroelaboom	0	3	7	7	12
	Mururani	3	16	5	8	20
	Okakarara	3	25	19	21	50
	Osire	0	3	10	9	3
	Otavi	9	29	47	44	64
	Otjiwarongo	4	59	58	73	444
	Tsumkwe	0	1	7	6	17
	Subtotal	27	166	194	215	840
Zambezi	Impalela Island	0	0	0	0	1
	Katima Mulilo	8	41	50	55	211
	Kongola	3	3	7	7	22
	Ngoma	0	4	10	10	16
	Omega	1	2	3	4	9
	Subtotal	11	50	70	76	259
Total		390	1503	2424	2585	15250

Unknown police station
fatalities = 16





