

**REPORT**

**ON THE**

**CONSIDERATION OF THE 2018/2019 ANNUAL  
REPORT OF THE NATIONAL ROAD SAFETY  
COUNCIL**

**BY**

**PARLIAMENTARY STANDING COMMITTEE ON  
ECONOMICS AND PUBLIC ADMINISTRATION**

**OCTOBER 2022**

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## **ACRONYMS/LIST OF ABBREVIATION**

AERTMC	Arandis Emergency Response and Traffic Management Centre
ATC	Arandis Town Council
CCL	Cabinet Committee on Legislation
MOU	Memorandum of Understanding
MPMOU	Multiparty Memorandum of Understanding
MVA	Motor Vehicle Accident Fund
NATIS	Namibian Traffic Identification System
NRSC	National Road Safety Council
RSMB	Road Safety Management Bill
UN	United Nations
WHO	World Health Organization
UNAM	University of Namibia
FNB	First National Bank
RA	Roads Authority
NAMPOL	Namibian Police Force
B2	National Highway Road
CA	Cooperative Agreement
GIZ	German Agency for International Cooperation

## **1 INTRODUCTION**

The Parliamentary Standing Committee on Economics and Public Administration was established in terms of Article 59 of the Namibian Constitution.

It is within the mandate of the Standing Committee to perform parliamentary oversight on the activities and programmes relating to the Ministry of Works and Transport as well as state-owned enterprises and statutory bodies that resort under the aforesaid Ministry.

The 2018/2019 Annual Report of the National Road Safety Council (NRSC) was referred to the Parliamentary Standing Committee on Economics and Public Administration in June 2020 for further consideration, scrutiny and report back to the National Assembly.

As one of the key stakeholders of the Standing Committee, the Chairperson, Members of the board of the National Road Safety Council and the management team were invited to brief the Honourable Members on the National Road Safety Council Annual Report for 2018/2019. The meeting was held on 10 November 2021.

## **2 OBSERVATIONS AND FINDINGS**

### **2.1 BRIEFING BY REPRESENTATIVES OF THE NATIONAL ROAD SAFETY COUNCIL**

At the briefing meeting held on 10 November 2021, the Chairperson of the NRSC informed the meeting that during the year 2018/2019, the NRSC in collaboration with the Namibian Police Force (NAMPOL), drafted a strategy as a pilot, which was launched in 2020 and would require police officers of the Namibian Police, Local Authority traffic officers to be present 24/7 at accident scenes. The idea was prompted by quite a number of accidents in high density areas and respective corridors.

The project was costly but yet successful and during the first three months of the implementation, accidents decreased by 31% and while at its completion during the same year, a reduction of 23% was experienced. The project could not be sustained due to the implementation of the Namibian Chapter of the Decade of Action for Road Safety, 2011 to 2020, a United Nations (UN) and World Health Organization (WHO) initiative and project.

Various consultations with stakeholders took place during 2018/2019 which resulted in the ratification of the Global Road Safety Partnership African Road Safety Council Charter. The chairperson of NRSC underscored that Namibia is the only African country that has ratified the African Road Safety Council Charter and the country has been nominated to receive the Koffi Annan Road Safety Award in this regard.

Although there was lack of political will, an encouraging response was received from the Deputy Prime Minister who became the Patron in this regard. In addition, stakeholders such as the Ministry of Works and Transport, Ministry of Mines and Energy; Ministry of Health and Social Services, Ministry of Education, Arts and Culture

and various local authorities have signed the Multi-Party Memorandum of Understanding (MPMOU).

NRSC had an extremely declining subsidy from the average of eight million Namibian Dollars (N\$ 8, 000 000) from the Ministry of Works and Transport, as well as an average revenue of two million four hundred thousand Namibian Dollars (N\$2, 400,000) from the Ministry of Mines and Energy.

NRSC raised concern regarding the diverse strategy in that they are expected to promote road safety and advise the Minister of Works and Transport on the road safety strategy in Namibia, while the Local Authority Traffic Enforcement Unit is answerable to their respective Local Authority Councils such as the mayor and councillors, meaning they have their own strategy. Roads Authority (RA) for instance; is responsible for Namibian Traffic Identification System (NATIS) and the licensing and registration of vehicles.

A matter of concern is that the diverse strategies 'do not speak to one another' and this has led to the crafting of the National Road Safety Strategy in order to bring these different stakeholders under a collaboration agreement as well as under a MPMOU with the purpose to align their activities to the national road safety strategy.

With the enactment of the Road Safety Management Bill, which is currently with the Cabinet Committee on Legislation (CCL), issues of fragmentation will be addressed. The Bill is also intended to enable change by providing for the continued existence of the Central Road Safety Fund, the repeal of the Road Safety Act 9 of 1972; and to provide for matters incidental therewith and to set up the Road Safety Agency that will ensure that road safety is efficiently planned, managed and it is envisaged that such an agency will put in place measures to limit the number of persons that perish on Namibian roads every year.

The integration of road safety education into the national school curriculum has been implemented for grades 10 and 11 and training is provided for teachers and learners.

Members were also briefed on the Arandis Emergency Response and Traffic Management Centre (AERTMC). The project is a flagship project as it endeavours to infuse a new way of how driver sanity could be restored on our roads, particularly the project coverage area.

AERTMC is a project between Usakos and Swakopmund with the purpose to put an ideal system between Usakos up to Arandis, where members of the Motor Vehicle Accident (MVA) Fund, paramedics, fire brigades and other road safety enforcement agencies will alert road users about the surveillance cameras when it comes to reckless driving and speeding. The project is not fully operational, although there is deployment of cameras i.e. 30 kilometres before Arandis.

At the end of the presentation, Members inquired on the reasons why Namibia has such a high road accident and fatality rate despite the high international rating of its road infrastructure.

Notwithstanding, according to the report of the WHO, Namibia accounts for thirty four point eight (34.8%) percent of deaths caused by road accidents.

The Committee also questioned the financial report of the NRSC in terms of the intended beneficiaries for the donation amounting to hundred and sixty five thousand Namibia dollar (N\$ 165 000).

## **2.2 ADDITIONAL RESPONSES OF THE NATIONAL ROAD SAFETY COUNCIL**

At the meeting held on 10 November 2021, representatives of the NRSC were requested to submit additional responses that could not be provided at that meeting.

Their responses were as follows:

In July 2019, pursuant to Section 23 of the National Road Safety Act, Act No 9 of 1972 the Council submitted to the Minister its Annual Report for the year ended 2018/19. The report principally provides particulars as to its activities during the year ending on that date, and any other matter which is deemed necessary to bring to the attention of the Minister.

In accordance with the provisions of subsection (2) of the said Act, the report was accompanied by a balance sheet and a full statement of the Council's income and expenditure in respect of the year 2017/18. As per the provisions of subsection 3, the Minister tabled the report, the balance sheet as well as the statement of income and expenditure of the NRSC in the National Assembly within the prescribed period for deliberations.

It was during the said deliberations in the National Assembly that the NRSC Annual Report was referred to the Parliamentary Standing Committee on Economics and Public Administration for further scrutiny.

The response below submitted by NRSC, is to provide information on the state of affairs at the Council and not only limited to the specific issues raised during the Standing Committee's consideration of the Report that was held on Wednesday 10 November 2021. Thus, also to highlight salient issues that may be of interest to the Standing Committee, Parliament and the nation at large.

### **2.2.1 Organisational Arrangement**

Road Safety in Namibia is managed through several legal instruments, the core of which is the National Road Safety Act, 1972 (Act 9 of 1972) which became applicable to independent Namibia by virtue of Article 140 (1) of the Namibian Constitution. The Act under section 2 creates the NRSC as a statutory body. Section 4 (2) thereof places

the powers to appoint staff to assist Council in the execution of its duties in the authority of the Executive Director of the Ministry of Works and Transport. The Act further places all executive and administrative duties arising from the performance of the NRSC's functions, on the officials of the Department of Transport designated for such purposes by the Executive Director. Thus, Council is divested from appointing its own employees.

The principal advisor to the NRSC serves as deputy director responsible for the Traffic Safety Secretariat in the Department of Transport of the Ministry of Works and Transport. Other supporting staff members are equally employees of the Ministry assigned through the Secretariat to serve the Council.

In relation to legal instruments that have some effects on road safety, the following provides a rundown and an overall picture of the instruments currently in force and their scope.

	<b>Legislation</b>	<b>Scope of Coverage</b>
1	National Road Safety Act, 9 of 1972	Establishes the NRSC and provides for the promotion of road safety in the Republic, creates the Central Road Safety Fund, and provides for matters incidental thereto.
2.	Road Traffic and Transport Act, 22 of 1999, and regulations.	Establishes the Transportation Commission and provides for the control of traffic on public roads, licencing of drivers, the registration and licencing of vehicles as well as the control and regulation of road transport across Namibia's borders; and for matters incidental thereto.
3.	Roads Authority Act, 17 of 1999	Provides for the management of the national road network to ensure efficiency and road user safety
4.	MVA Fund Act 10 of 2007	Provides for the administration and management of the MVA Fund as an administrative body to provide assistance and benefits to persons injured in motor vehicle accidents and to dependents of persons killed in such accidents, and to provide for incidental matters.
5.	Road Transportation Act, 74 of 1977	Establishes the Transportation Board and provides for the issuance of permits authorising the transportation of passengers for reward on public roads within the borders of Namibia.
6.	Roads Ordinance 17 of 1972	Creates Roads Boards and provides for the proclamation, closing, deviation, and classification of proclaimed roads.
7.	Road Fund Administration Act 18 of 1999	Establishes the Road Fund and the Road Fund Administration to manage the road user charging system and to provide funding to deserving recipients and for matters incidental thereto.
8.	Petroleum Products and Energy Act, Act 13 of 1990	Establishes the National Energy Fund and the Energy Council and provides measures for the



	saving of petroleum products, the imposition of fuels levies, and matters incidental thereto.
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In relation to institutional setup, there are multiple public sector institutions involved in road safety management in Namibia. Though road safety is indeed by nature multifaceted, the fragmentation of the Namibia situation is made more precarious by the absence of a legal or policy framework compelling all involved agencies to work together, hence in certain instances, there are duplications of efforts and mandate encroachments.

The table below provides a rundown of involved institutions and the extent of their involvement in the management of road safety in Namibia:

<b>Organisation</b>	<b>Extent of Involvement</b>
1. Ministry of Works and Transport	<ul style="list-style-type: none"> <li>- Custodian of the road safety portfolio</li> <li>- Legislation, Policymaking, and oversight,</li> <li>- Establishing and hosting of the Traffic Safety Secretariat,</li> <li>- Regulation of transportation as a whole</li> <li>- Assignment/delegation of functions and duties such as NATIS to RA</li> <li>- Appointment of traffic and authorised officers</li> <li>- Funding (approval of budget and provision of subsidy)</li> </ul>
2. Ministry of Mines and Energy	Determination, imposition, and collation of road safety fuel levies.
3. Ministry of Home Affairs, Immigration, Safety and Security (NAMPOL)	<ul style="list-style-type: none"> <li>- Traffic law enforcement (Not part of the Police Act)</li> <li>- VIP and abnormal load escorts</li> <li>- Road traffic patrols to ensure visibility</li> <li>- Attendance of accident scenes</li> <li>- Traffic control and supervision</li> <li>- Completion of Accident Report Forms</li> </ul>
4. Ministry of Health and Social Services	<ul style="list-style-type: none"> <li>- Provision of post-crash care and emergency services</li> <li>- Motor vehicle accident –related casualty data collation</li> </ul>
5. Ministry of Justice	Legislative drafting and gazetting
6. Judiciary	Adjudication of traffic offences
7. Ministry of Education, Arts and Culture	<ul style="list-style-type: none"> <li>- Inclusion of road safety in the school curriculum</li> <li>- Advice on formal road safety education matters</li> </ul>
8. Ministry of Finance	Funding allocation



9. National Road Safety Council	<ul style="list-style-type: none"> <li>- Road safety promotion</li> <li>- Road safety research</li> <li>- Strategy development and coordination</li> <li>- Assist the Minister in the coordination of accident prevention measures</li> <li>- Advise the Minister on road safety issues</li> </ul>
10. Road fund Administration	Funding to deserving recipients
11. MVA Fund	<ul style="list-style-type: none"> <li>- Road user education</li> <li>- Post-crash care,</li> <li>- Financial compensation of victims (third-party insurance)</li> </ul>
12. Roads Authority	<ul style="list-style-type: none"> <li>- Management of road infrastructure</li> <li>- Law enforcement mainly on heavy goods vehicles</li> <li>- Vehicle registration, driver and vehicle testing</li> <li>- Transportation regulation (issuance of taxi permits)</li> </ul>
13. Local Authorities	<ul style="list-style-type: none"> <li>- Traffic policing in local authority jurisdictions</li> <li>- Post-crash care emergency services</li> </ul>
14. Oil companies	Fuel levy collection
15. Private sector	<ul style="list-style-type: none"> <li>- Provision of insurance coverage for life and property damages</li> <li>- Supports the efforts of government functional agencies</li> </ul>

Despite having a plethora of involved institutions, there is currently no law requiring all these institutions to be coordinated in a systematic manner and to subscribe to a single goal, plan, vision; and to be held accountable for the achievement of the national goal. This arrangement has created room for unwarranted competition by and among stakeholders who were supposed to work together.

The lack of a formalized co-ordination arrangement and synergy among road safety stakeholders further aggravates poor funding as involved institutions do not leverage their resources to ensure efficiency and effectiveness.

## **2.2.2 Political Will**

### **2.2.2.1 Funding challenges**

Namibia's First Decade of Action for Road Safety Strategy was launched in May 2012 by Hon. Erkki Nghimtina, former Minister of Works and Transport to run over the span of 10 years ending 2020. The strategy provides not only the scorecard or Action Plan but also provides a breakdown of funds required to implement the strategy. The total

funding requirement amounted to N\$747 million over the ten years. Despite the strategy having been approved by Cabinet, no corresponding funding was availed. The road safety fuel levy was last adjusted by 1.3c/l in the 2016 to the current level of 2,06c/l of fuel sold for on-road consumption.

Depending on the actual fuel sales volumes, this adjustment brought the total revenue from the fuel levy to about N\$27 million per annum. This adds up to N\$270 million over ten years. This presented a deficit of about N\$477 million. The government subsidy on the other hand dwindled by 79.7% from N\$30 million in the 2013/14 financial year to N\$6, 1 million in the 2018/19 financial year.

### **2.2.2.2 Legislative Initiative**

Following the approval and launch of 2011-2020 Decade of Action in 2012, the NRSC with assistance from the German Agency for International Cooperation (GIZ) undertook to determine the country's readiness to implement the systems approach. The safe systems approach is one of the key recommendations of the said decade of action that obliged member states to adopt in their respective road safety strategies. The study revealed that Namibia was not ready and proposed a new legal framework through which such a system could be adequately institutionalized. That legal framework was named the "Road Safety Management Bill (RSMB)". The bill has been in the making since then and has been periodically interrupted by the change of ministers to the extent that every incoming minister started the process afresh.

The Bill has in the meantime served before Cabinet as per Decision 18<sup>th</sup> /12.10.21/009 and is pending tabling at the CCL for scrutiny. NRSC was informed that the CCL's agenda is full, as the result, the RSMB will only be on the agenda hopefully in the first quarter of 2022.

As per the provisions of Article 4 of the African Road Safety Charter, ratified by the National Assembly in November 2008, State Parties are required to establish legally mandated national road safety lead agencies. To this end, the RSMB seeks to operationalize the provisions of the Charter by establishing the Road Safety Agency that could be held accountable for most of the road safety enhancement activities. Its role is of crucial importance in directing strategic effort across all institutional road safety management functions through a preferred structural model. The participating agencies would have clear roles and responsibilities and would work together with guidance from the accountable lead agency.

Specifically, the Bill seeks to:

- i. Repeal the outdated National Road Safety Council Act, Act 9 of 1972;
- ii. Give effect to the provisions of the African Road Safety Charter as ratified in November 2018 and came into effect on the 01 of February 2019;
- iii. Reduce fragmentation that has led to mandate encroachment and confusion
- iv. Clarify the roles of contributing institutions;

- v. Formalise the coordination modalities of all contributing institutions based on the safe systems approach advocated by the United Nations, the Decade of Action and the African Road Safety Charter; and
- vi. Ensure improved road safety funding by introducing new funding streams.

In relation to when the Bill should be expected in the National Assembly, Council is unable to determine, as the process following its clearance by the CCL is entirely out of the NRSCs control.

### **2.2.2.3 Elaboration on the Arandis Project**

In 2016, the NRSC was invited by the Arandis Town Council (ATC) to partner with it in the development and management of an emergency and traffic management centre to which the NRSC responded positively. The town council initially wanted to build a fire station with funds provided by their line ministry. Given the need to have better value for their investments, the town council deemed it fit to extend the functionality of the project beyond the fire response services, to include the capacity's to respond to incidents and accidents on the B2 national highway with the proximity of the Town Council.

In the progression of time, the Erongo Regional Council also joined the partnership. Since then, the project has been jointly managed by the three partners through Technical and Steering Committees with membership from both institutions.

To facilitate project management accountability, a joint account was opened with the First National Bank (FNB) with signatories drawn from both the partner institutions (NRSC and ATC). Apart from the funds disbursed by the Arandis Town Council prior to the NRSC coming on board, all project related costs were paid from the joint account. The amount of N\$ 1,000,983 reflected on page 47 of the Annual Report was contributed by the Arandis Town Council towards the project.

In November 2018, the Arandis Town Council on account of limited mandate expressed willingness to transfer its stake in the project to the NRSC. The process of getting the project entirely owned by the NRSC has been work in progress. Once the legal process has been complied with, the formal project handover will then take place.

The centre will ultimately entail the construction of a two-story building at a 15,948sqm plot situated next to the B2 road in Arandis with high-tech roadside equipment proposed to be deployed from Usakos to Walvis Bay, (funds permitting) with the view of keeping the entire road stretch under surveillance. This being an accident-prone area, the centre will monitor the entire stretch for incidents and accidents with the view to react/dispatch appropriate responses when required to do so without waiting for someone to call for help. While funding for the main centre is being sourced, Council resolved to construct an interim centre albeit at a smaller scale to serve as a pilot in the meantime. The interim centre is scheduled to be commissioned on the 3<sup>rd</sup> of December 2021 and covers an area of about 20km in extent. The Deputy Prime Minister inaugurated the centre on 6 December 2021.

#### **2.2.2.4 National Road Safety Strategy**

The country's first Decade of Action for Road Safety 2011-2020 Strategy was launched in May 2012 for a period of 10 years and came to an end in 2020. To ensure uninterrupted workflow, the NRSC undertook an assessment as the strategy was nearing its end to determine the extent of its execution and to draw valuable lessons that could be used in the development of the subsequent strategy.

Following the assessment captioned above, and in line with the Stockholm Road Safety Declaration of February 2020, work commenced with the development of a new strategy for the period 2021-2030. The strategy commonly known as the 2<sup>nd</sup> Decade of Action was then developed with the involvement of all stakeholders leading to its national valuation in September 2020 and inauguration/launch in March 2021. The new strategy endeavours to serve as a harmonized national strategy with its five year action plan covering activities/initiatives of all contributing/executing agencies. This strategy has been submitted to and approved by Cabinet and was subsequently tabled by the Minister in the National Assembly on 31 March 2021.

In its consideration of the 2<sup>nd</sup> Decade of Action Strategy 2021-2030, Cabinet in accordance with Cabinet decision number 4<sup>th</sup>/23.03.21/004 directed the Ministers of Works and Transport, Finance as well as Mines and Energy to work out acceptable road safety funding levels, the initiative is yet to take place.

To date, a MPMOU has been signed by the Ministers and institutional heads of all contributing parties. The process of having Cooperation Agreement (CA) signed at technical levels with all Executing Agencies is underway. This exercise is the last in the pre-implementation process of the 2<sup>nd</sup> Decade of Action. The CA seeks to ensure that all implementing agencies accept responsibility for the pillars and activities assigned to them by the Strategy.

According to NRSC, it is hoped that all things being equal, stakeholders will take full responsibility for their roles under the Strategy and that they will provide comprehensive reports on a quarterly basis.

### **2.2.3 RESPONSES ON THE FINANCIAL STATEMENTS**

#### **2.2.3.1 Financial Statements**

Though the Annual Report under review is for the year ended 31 March 2019, the attached financial statements are for the year ended 31 March 2017 and 2018. This is due to the fact that the audited financial statements for the period under review were not ready at the time of publication due to the provisions of section 27 (1) of the State Finance Act, which requires the Auditor-General to submit all audits and certifications to the Minister responsible for Finance. In turn, the Minister is expected to table the Auditor-General's report in the National Assembly within thirty days. Until such tabling is done, the NRSC is prohibited from publishing the statements.

### **2.2.3.2 Issues raised in the audit**

The audit of the year ended 31 March 2017 and 31 March 2018 raised issues in relation to good corporate governance. To this end, the audit pointed out shortcomings in the areas of internal audit and internal controls. Prior to this finding, it was understood that given the provisions of Section 4 (2) of the National Road Safety Act 9 of 1972, such functions would be performed under the prevailing framework at the Ministry of Works and Transport. This notwithstanding, the audit expected the NRSC to observe good cooperate governance practices.

To this end, Council prioritized and initiated the appointment of an External Accountant whose assignment includes among others, assisting in putting in place a proper accounting foundation and a conducive policy framework, particularly regarding finance and related administrative processes, albeit with limited available capacity.

In terms of the size of the organization, we intend to outsource the internal audit and Risk Management functions and subsequently establish a Board Audit and Risk Committee. Progress in this regard was hampered by budgetary limitations and the need to first have a policy framework in place. To this end, the Management Committee has adopted a series of policies for submission to the Council for final approval.

### **2.2.3.3 Surplus/deficit before investments income and finance cost (page 35 of the report)**

The surplus revenue noted on page 35 of the report is derived from the N\$ 40 731 987 revenue under Note 8 added to the investment income under Note 9 (N\$ 1 080 450) less the Operating Expenses of N\$ 22 926 141 under Noted 10, which brings about the N\$ 18 895 246 Surplus revenue for the 2018 Financial Year. This means that all expenses have been deducted leaving the indicated Surplus accruing to the Council. The perceived increase in the surplus is mainly due to the reduction in operational expenses under Note 10 (N\$ 39, 860,561 to N\$ 22, 926,141).

### **2.2.3.4 Explanation of "Trade and other receivables" (page 34)**

Trade and other Receivables is an accounting term that means a business is owned by its customers and expects a certain amount either from sales or as a statutory subvention requirement, in this case being the latter, Council received Fuel Levies from the Ministry of Mines and Energy and subsidies from the Ministry of Works and Transport and records these transactions as expected income receivables. Fuel levies are received approximately 45 days after the end of the month in which they were collected. The annual subsidy from the line Ministry is also pre-determined in government budget books, but their disbursement is always towards the end of the financial year and both these transactions are noted as receivables.



### **2.2.3.5 Advertising costs (escalation/changes) page 48**

The advertising budget item of N\$ 82,610 in 2018, N\$16,211,718 in 2017 and N\$19,614,323 in 2016 was incorrectly linked to road safety campaigns that take place throughout the year. This budget item has since been separated from the costs associated with annual road safety campaigns. The item, in essence, refers to Council's corporate advertising and marketing activities which are not a major cost element as compared to expenses associated with Road Safety Awareness Campaigns.

### **2.2.3.6 Development and implementation of Integrated Road Safety Management Module (page 48)**

This cost element amounting to N\$14, 352, 738 have also been wrongly combined with the integration of road safety education into the national school curriculum and has since been separated. The items deal with the development and implementation of a computerised accident information management system through which accident data is collated and analysed for statistical information. Integration of road safety education into the school curriculum on the other hand, seeks to have road safety educational content incorporated into the basic education curriculum to build a solid road safety foundation for the young generation from elementary level.

### **2.2.3.7 Donations (page 48)**

The donations item amounting to N\$165,000 in the budget is related to the Council's contribution towards the City of Windhoek for the installation of traffic lights at the intersection of Mandume Ndemefayo and Western bypass behind the University of Namibia (UNAM).

### **2.2.3.8 Interest paid (page 48)**

The interest paid item (N\$485,629) refers to the standing overdraft facility to the value of N\$15 million the Council had with FNB Namibia to cover short-term cash flow challenges. Council took a decision seeing that early redemption would have attached hefty penalties. The interest on the overdraft facility were minimal compared to the interest earned through investment.

## **3 CONCLUSION**

The Committee is satisfied with the annual report and responses provided by the National Road Safety Council and therefore approves the 2018/2019 Annual Report of the National Road Safety Council, based on the meeting held on 10 November 2021 and subsequent responses received from the NRSC.

Despite the high ranking of the country's road infrastructure and efforts made by the Ministry of Works and Transport, National Road Safety Council, Law Enforcement

Agencies and key stakeholders, road accidents and fatalities on our roads still remain a matter of grave concern.

#### 4 RECOMMENDATIONS

- 4.1 The Committee recommends that the National Assembly discuss, consider and adopt this report.
- 4.2 The Ministry of Works and Transport, National Road Safety Council, Law Enforcement Agencies and key stakeholders, must continue carrying out its mandate of reducing road accidents and fatalities on our roads.
- 4.3 The Minister of Works and Transport is called upon to ensure speedy tabling of the Road Safety Management Bill in the National Assembly for consideration.
- 4.4 The Ministers responsible for Works and Transport, Finance as well as Mines and Energy must update the National Assembly and the Standing Committee on the 2<sup>nd</sup> Decade of Action Strategy 2021-2030 and the Cabinet Decision number 4<sup>th</sup>/23.03.21/004 directed to determine acceptable road safety funding levels.
- 4.5 The Ministry of Works and Transport should provide regular update to the Standing Committee on the 2<sup>nd</sup> Decade of Action Strategy as tabled in the National Assembly on 31 March 2021 by the Minister.
- 4.6 Ministry of Works and Transport, Ministry of Urban and Rural Development and Ministry of Safety and Security (Namibian Police) in collaboration with the National Road Safety Council, Erongo Regional Council and Arandis, Usakos Swakopmund and Walvis Bay Local Authorities must complete the Arandis Emergency Response and Traffic Management Centre. The project must be extended from Usakos to Walvis Bay.
- 4.7 The National Assembly should consider referring future annual reports of the National Road Safety Council to the Standing Committee for review and scrutiny.

#### 5 SIGNATURES

  
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Hon. Natangue Ithete (Chairperson)

13 October 2022  
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Date





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Hon. Mathias Mbundu (Deputy Chairperson)

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Hon. McHenry Venaani

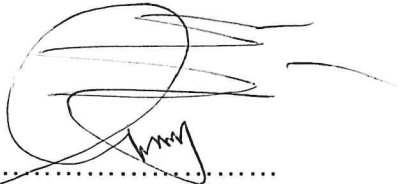


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Hon. Bertha Dinyando

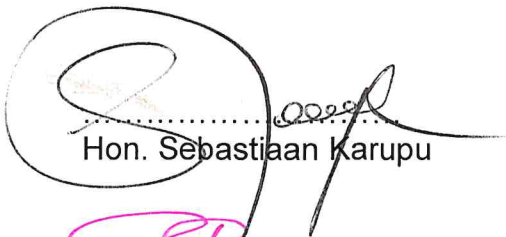


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Hon. Hilaria Mukapuli

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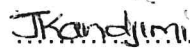


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Hon. Hamunyera Hambyuka

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Hon. Gotthard Kasuto



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Hon. Johanna Kandjimi

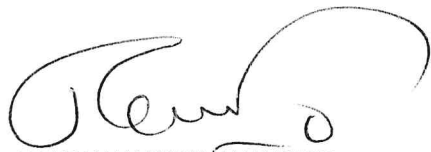
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Hon. Patience Masua



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Hon. Celeste Becker

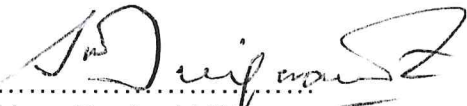
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Hon. Nico Smit



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Hon. Jan Mukwiilongo

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Hon. Joseph Kauandenge

..M.S. Kamutali  
Hon. Maria Kamutali

  
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Hon. Reginald Diergaardt

  
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Hon. Elifas Dingara

  
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Hon. Maria Elago