



Lao People's Democratic Republic
Peace Independence Democracy Unity Prosperity

2021-2030 National Road Safety Strategy
and 2021-2025 Action Plan

Foreword

The national strategy for road safety for the period of 2021-2030 and the action plan for the period of 2021-2025 are aimed at implementing the resolution of the 11th General Conference of the Lao People's Revolutionary Party and the 9th economic-social development plan for the period of 2021-2025.

The government's first priority in road safety is the protection of people's lives and property, along with the protection of health and social welfare. In the past years, the socio-economic development has continued to improve people's lives gradually, the use of vehicles and roads has increased by leaps and bounds, but on the other hand, the implementation of laws and regulations on land traffic has not been as strict as it should be, thus causing a negative impact on the safety of road users, which has an increasing trend. The government has made efforts to prevent and resolve the occurrence of accidents by investing in road safety as well as seeking cooperation and assistance both domestically and abroad to make people feel safer gradually. Although accidents and injuries from highway traffic are unavoidable, we can prevent them.

To achieve the road safety objective in accordance with the road safety action plan of the United Nations in the decade 2021-2030. For this reason, the government has set a national strategy for road safety by setting directions and targets for the period of 2021-2030 and an action plan for the period of 2021-2025 to reduce the rate of serious injuries and deaths by 50% in 2030.

The government of the Lao PDR considers this strategy to be its responsibility, so it calls on all domestic and foreign organizations and the people of Laos to participate in the implementation of this strategy so that it becomes a reality.

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Vice Prime Minister of Public Works and Transport

Chairman of National Road Safety Committee

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Chapter I

Situation of Previous Road Safety Implementation

1. Overview

After the party and the government of the Lao PDR made a new economic policy, the government has given priority to the development of infrastructure, especially transportation works to become a peninsula which has been invested every year covering approximately 30-50% of the state's construction budget to build and improve transportation works to be convenient, smooth, safe and orderly, able to link and connect with the region and other countries. The infrastructure development has contributed to the continuous growth of the economy of the Lao PDR, making people's incomes increase and their living conditions become better day by day. The number of private vehicles, cargo and passenger vehicles in the country has increased by 10-15% per year. In addition, there are vehicles from neighboring countries entering-exiting and passing through the territory of the Lao PDR. The volume is increasing rapidly.

Along with the increase in the number of vehicles every year, the number of accidents has also increased, resulting in injuries, loss of limbs, and deaths, as well as damage to state and people properties, estimated to be worth billions of kip per year. In the previous implementation, the Ministry of Public Works and Transport issued laws and regulations on land traffic to solve the problem of such accidents. The Ministry of Public Security has also performed the task of inspecting the users of vehicles on the road, along with the enforcement of laws and regulations on land traffic as well as providing education.

In order to continue to reduce the occurrence of accidents, it is necessary to have organization, personnel, budget, tools and management methods that are in line with the actual accident situation in our country combined with lessons learned in solving international accidents, which are defined in the strategic plan in detail and clearly.

The United Nations Decade of Action for Road Safety 2011-2020 plays an important role in the preparation of this strategy. The goal of the Decade of Action is to make the world stable in terms of safety and reduce the number of deaths from road accidents to 50% in 2020. An important role and for the first time that road safety work has been identified in the United Nations Sustainable Development Goals by 2030. There are also other goals related to road safety work so that many countries will implement it willingly in the coming decade.

This strategy focuses on resolving the serious effects of road accidents that are in line with the development of a sustainable transportation system and the principle of promoting the good health of the people along with creating a safe environment as well as mobilizing the entire society to participate. Data and educational results in each aspect of this strategy will be important elements to base its implementation on.

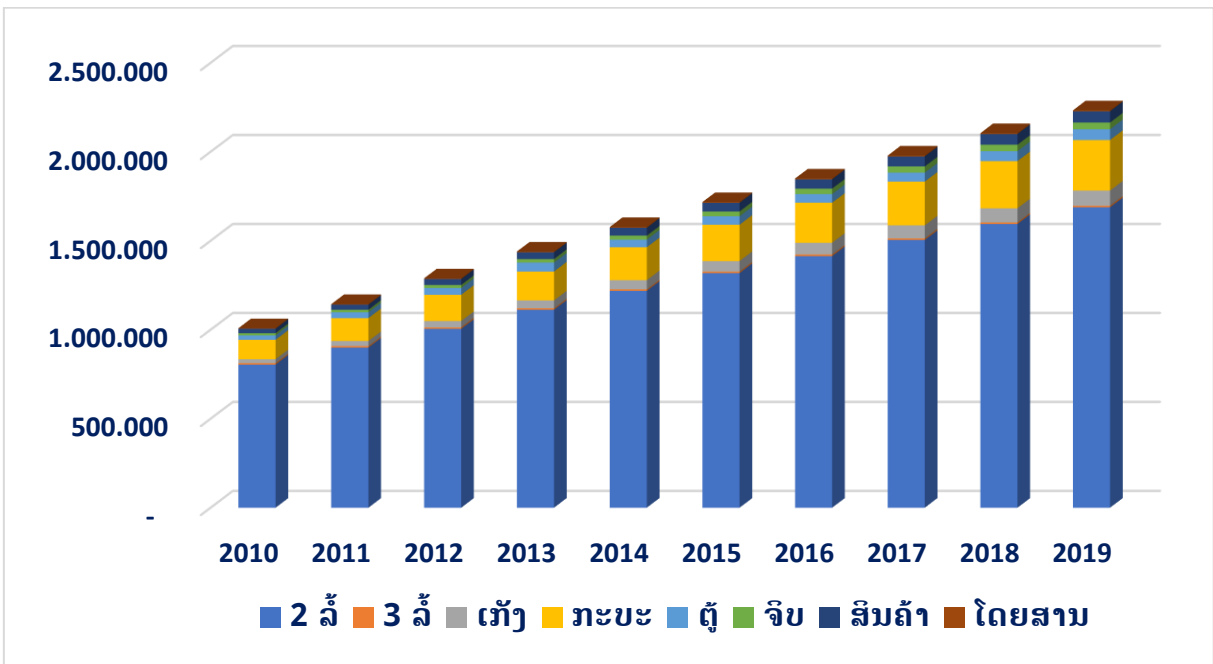


Improving the public transportation system will help reduce the amount of individual vehicle use and overall safety risks.

1.1 Traffic conditions

The amount of traffic on the road is increasing day by day, causing the number of motorcycles to increase more than other vehicles, especially in Vientiane. In 2019, the number of motorcycles accounted for 76% of all vehicles in the country.

Figure 1: Vehicle increase in Lao PDR from 2010-2019



Over the past 10 years, the number of two-wheelers has increased (140%), cars (250%), trucks and buses (185%).

1.2 Circumstances of Accident

1) Accident statistics

The occurrence of road accidents in Lao PDR has increased every year according to statistics with an average number of deaths of 553 people in 2002-2010 and 980 people in 2011-2019, an increase of 44%, causing the number of deaths to triple, while at the same time, the number of vehicles has increased by 2.5 times.

In 2019, there were 6,616 accidents across the country, 1,516 people were injured, 1,134 people died, 276 vehicles were damaged; on average there were 15-17 accidents every day, 3-4 people died, 4-5 were injured and 24 vehicles were damaged.

In the number of road vehicles that have accidents, most of them are motorcycles, followed by cars, pickups, trucks and other types.

Most of the victims are in the age range of 19-31 years, in which the highest rate is between 25-30 years old; The most frequent accident times are between 17:00-22:00 and 1:00 at night.

The statistics and causes of accidents in the past are shown in the picture and table below:

Figure 2: Road fatalities from 2010-2019

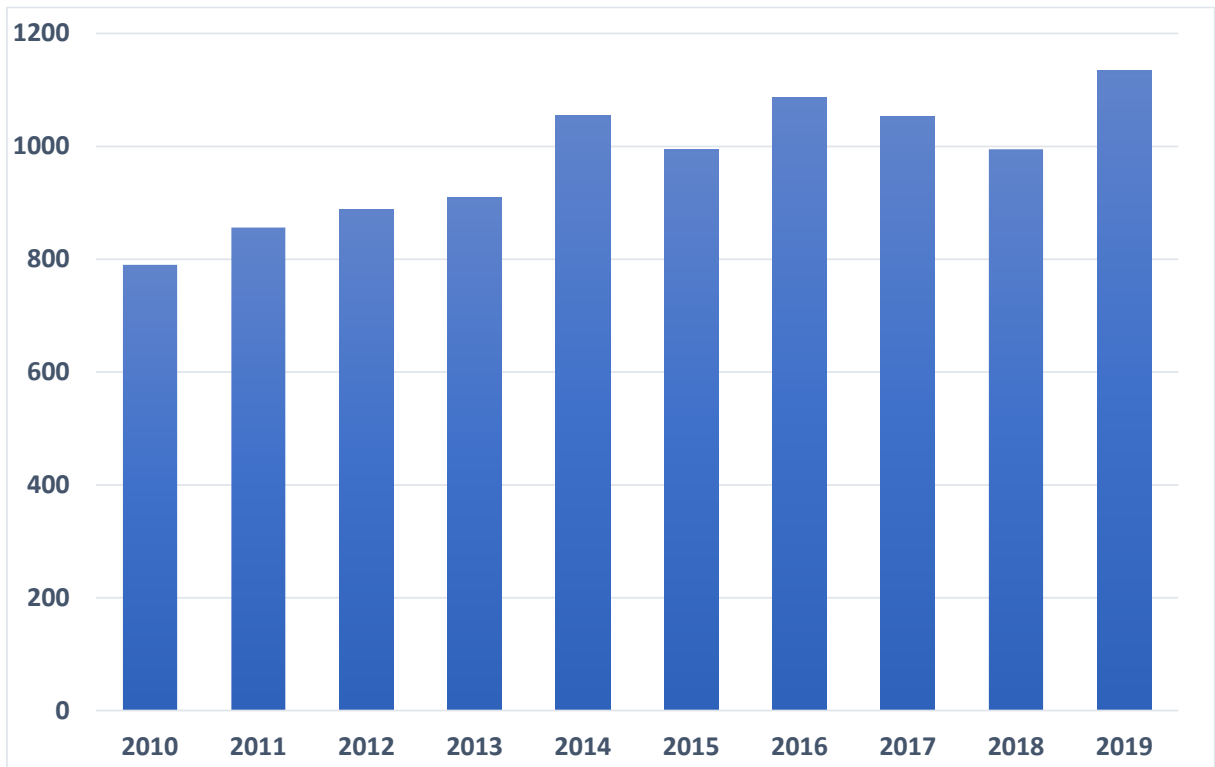


Table 1: Assessment of the cost of economic and social damage caused by road accidents in 2019 in Lao PDR

Value of the death penalty	1.474 billion kip
Value of damages for serious injuries	3.685 billion kip
Value of all the damages from traffic congestion along the road	5.98 billion kip

Note: See the calculation formula for deaths and injuries in the appendix

Figure 3: Fatality rate by gender from 2010-2019

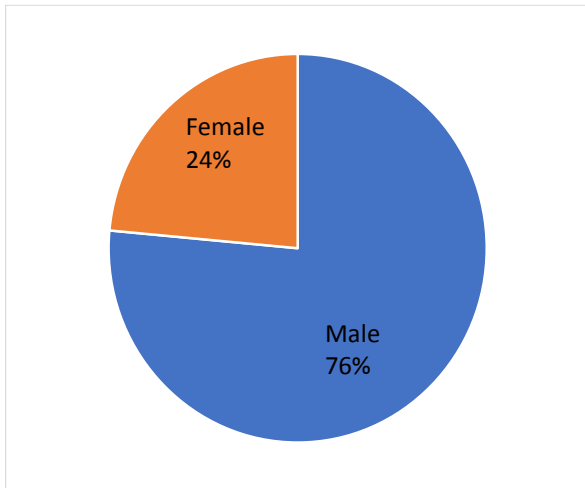


Figure 4: Fatality rate by road user category from 2010-2019

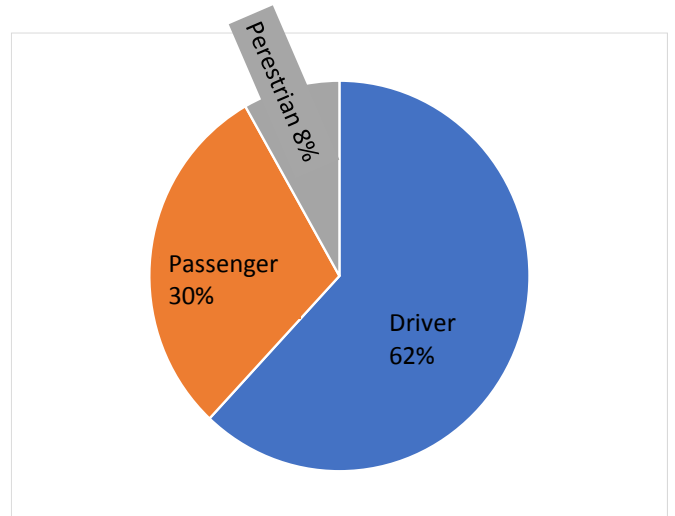
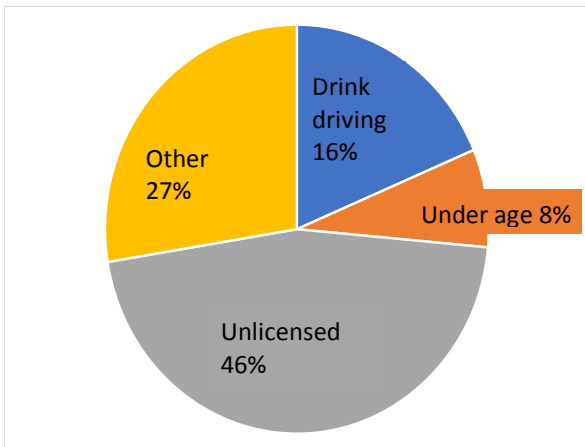


Figure 5: Fines issued after accidents from 2010-2019



- 4 out of 5 fatalities are male
- Most fatalities are drivers/riders
- Unlicensed driving/riding is a major problem
- Side and front impacts are the major crash types
- Most crashes are either on a straight road or at an intersection

Figure 6: Types of accidents from 2010-2019

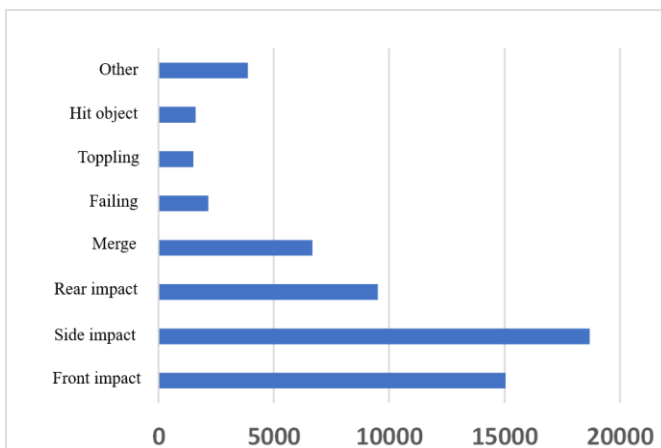


Figure 7: Road accident situation from 2010-2019

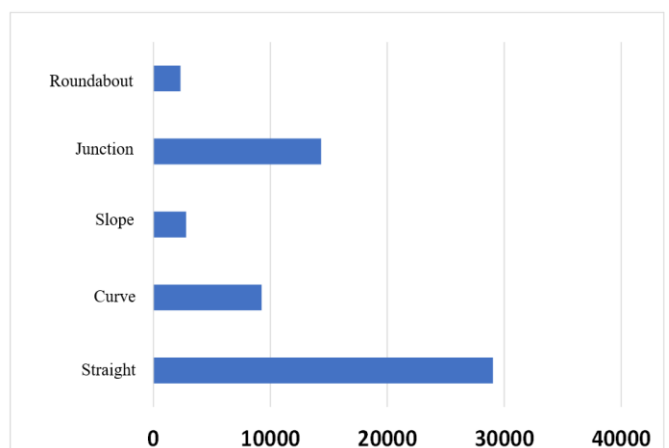


Figure 8: Average annual fatality rate in each province between 2010-2019

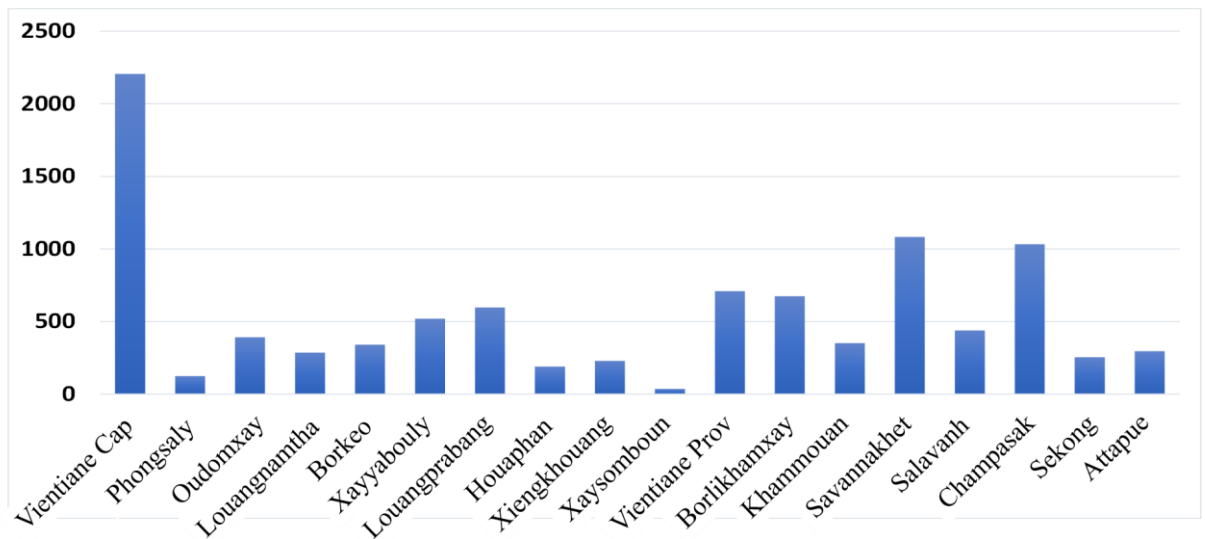
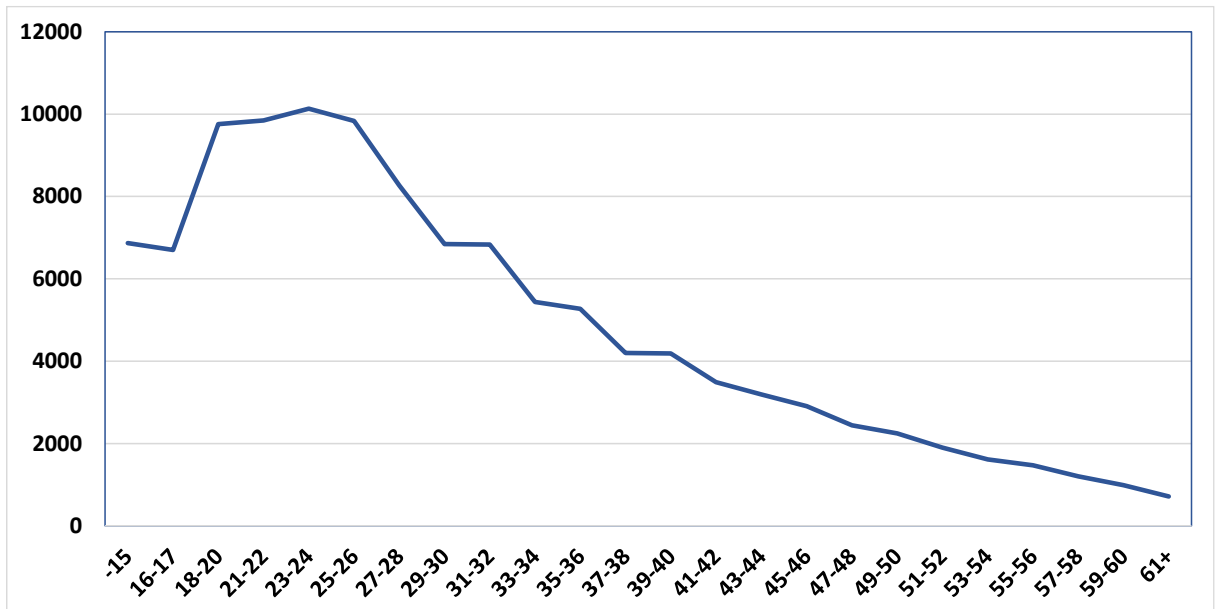


Figure 9: Age of drivers involved in accidents from 2010-2019



The main cause of the increase in accidents and deaths is caused by the number of vehicles which has increased significantly. The number of motorcycles has an accident risk rate of up to 240%.

2) Main Factors Causing Accident

The accidents that happen each time are caused by the following main factors: speeding, drunk driving, changing direction, failure to give way, overtaking, and traffic rules breaking. Accidents also occur from other factors such as vehicle condition, road structure conditions, and other environmental factors.

Figure 10: Factors causing accidents from 2010-2019

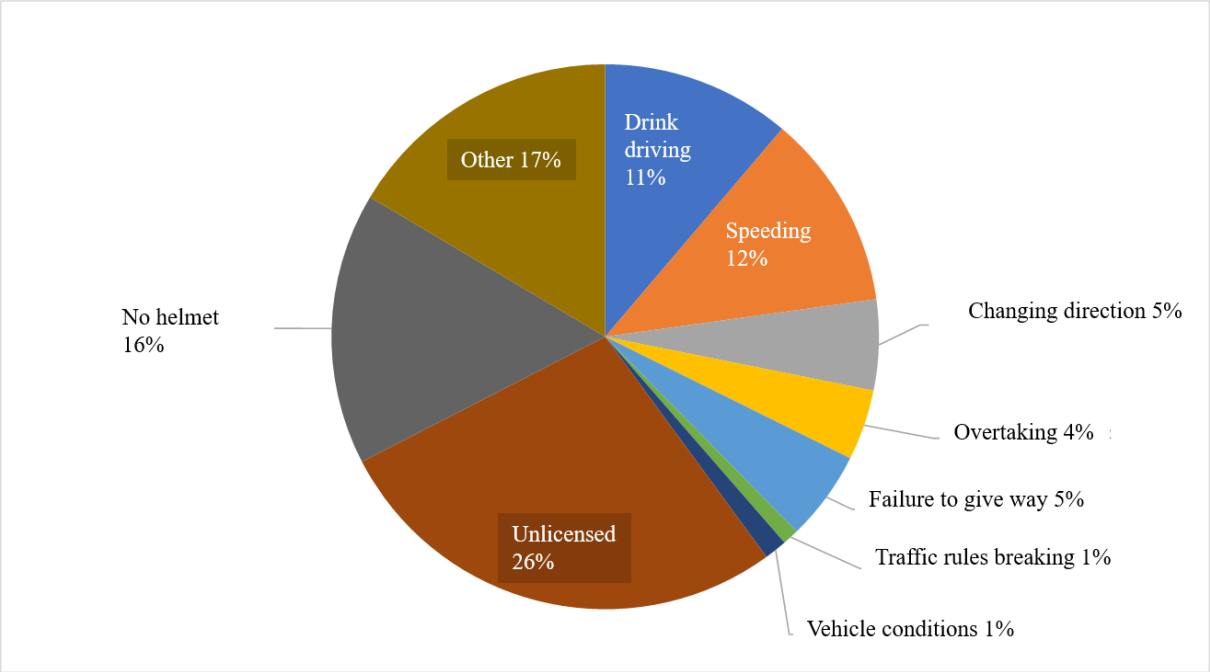


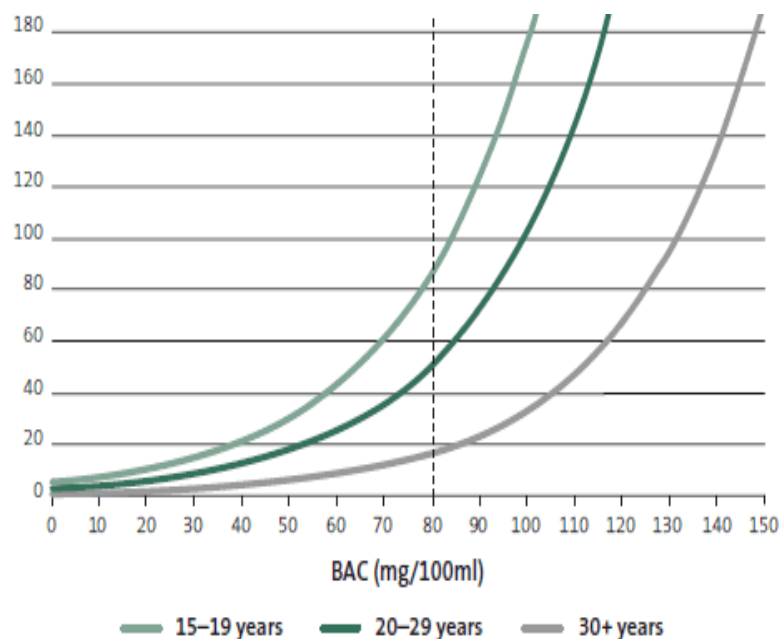
Figure 11: Compliance with speed limit signs in villages, towns and roads

We must follow the speed limit signs in the villages, towns and roads

Crash Type	Impact speed
head on	70 km/h
side-impact	50 km/h
side impact with tree	30 km/h
pedestrian	30 km/h

The risk of death increases if the speed exceeds the above limit

Figure 12: Risk of death as a function of age and blood alcohol level



Alcoholic beverages are a major issue affecting road safety in all areas where alcohol consumption is high. Drinking alcoholic beverages before driving increases the risk of accidents. Any society where there is a lot of alcohol consumption will pose a high risk to road safety.

According to the World Health Organization, it has been estimated that between 2010-2016, the consumption of alcoholic beverages per capita of males in the Lao PDR has increased by almost 50% from 7 liters to 10.4 liters. Consumption of alcoholic beverages per capita in Lao PDR is more than Vietnam and Thailand (8.3 liters per capita) and more than Cambodia (6.7%) and Myanmar (4.8%).

1.3 Previous Traffic Management to Reduce Accidents

The government of the Lao PDR considers road safety as the main problem that must be addressed in order to reduce the number of accidents on the road. Therefore, the Ministry of Public Works and Transport has researched to propose the government and the National Assembly to issue a number of laws such as the laws on land traffic, land transport, multi-modal transport, roads, urban planning, land vehicles; and has issued regulations on land traffic and in addition, in the actual traffic management, the Ministry of Public Works and Transport has collaborated with relevant parties to implement five pillars on measures to solve accidents, namely: road safety management, infrastructure safety improvement, vehicle technical standards management, vehicle user behavior management and emergency assistance after an accident.

1) Road Safety Management

The National Road Safety Committee has focused on setting policies, improving organization, developing personnel, managing the use of budgets and monitoring the implementation of road safety projects as well as mobilizing funds, promoting relationships and coordination with all related parties both domestically and internationally. In addition, the committee also created and updated a number of important legislations such as:

- Creating a law on land vehicles
- Amendment of the Decree on Land Traffic Rules

- Amendment of the decree on fines and other measures for violators of laws and regulations on land traffic;
- Creation of training course, driving test for drag and trailer type (E1) both theoretical and practical;
- Improving the agreement on the management of driving schools and the agreement on the management of driving licenses for land transport vehicles;
- Creation of a road safety inspection manual.

2) Infrastructure Safety Improvement

The National Committee for Road Safety has cooperated with relevant parties to improve the dangerous points and traffic on the road, such as widening right-turn angles, installing traffic lights, constructing roundabouts, constructing parking lots, dividing traffic directions, constructing medians, installing navigation signs, installing traffic signals, installing guardrails, installing street lights, drawing zebra crossings, installing hazard warning lights, installing curved mirrors, installing CCTV cameras, installing guideposts, draw speed reduction lines, divide traffic lanes, paint road edges. In addition, the construction of road 13 North from Oudomxay-Pakmong, repair of road No. 9 from Savannakhet-Vietnam border, construction of road 16B from Sekong-Dak Chueng-Vietnam border, construction of road No. 1 A from Boun Nuae-Lan Tui, construction of extension of road No. 21 from Phamuaeng-Tasi, construction of the bridge over the river of Kok Khao Dor-Pak Lai, construction of road 16A from Paksong-Km 52 Attapue Province, Road 6A from Hang Long-Sob Bao, Road 6B from Sob Bao-Pahang, Road No. 4 from Hongsa-Xieng Man, Road No. 5A from Nam Yon Bridge-Long Cheng-Border in Xiengkhouang Province and others.

3) Vehicle Technical Standards Management

In order to ensure the safety of vehicles traveling on the road, the Department of Transport has improved the vehicle inspection system from a bare eye inspection to an inspection with a modern technical system by involving the private business sector, which currently has a total of 22 technical inspection centers across the country, of which 20 are private businesses. For the management of the third pillar, measures, mechanisms and methods of implementation by the relevant authorities have been rigorously researched.

4) Vehicle User Behavior Management

The National Committee for Highway Safety has implemented an awareness campaign about the safe use of roads, spreading laws and regulations, and spreading safety information through various media throughout the country. In addition, it has been determined that those who will take the driving license test must go through a driving school, improve the standards and quality of the driving school, the driving license test both theoretical and practical with computer systems and modern technology, in conjunction with the traffic police department to implement road traffic inspections such as speed, alcohol, helmet wearing and road traffic enforcement. In addition, in conjunction with the International Organization for the Disabled People (Handicap International) and the National Research Institute of Educational Sciences, create a road safety textbook to be included in the teaching curriculum for primary education years 1-5 and continue to create the middle and high school curriculum in order to raise awareness of road safety for students in urban areas, suburbs and rural areas.

5) Emergency Assistance After Accident

The National Road Safety Committee has promoted the creation of an emergency rescue team after an accident. The National Highway Safety Commission has promoted emergency response teams after accidents. Each year, in cooperation with the Department of Treatment and Rehabilitation, the Lao National Red Cross, and the Friendship Hospital, the training workshop on emergency assistance after road accidents has been provided to 43 associations and emergency rescue teams. Nowadays, in big cities, accident victims receive first aid about 10-15 minutes after the accident. Compared to before, it is much better.

1.4 Advantages

Through the implementation of road safety work in the past years, we have been able to achieve the following achievements:

- 1) Establish the National Road Safety Committee, Provincial and Capital City Road Safety Committees, and the Secretariat of the National Road Safety Committee;
- 2) Define policies, legislation, strategic plans and action plans as a basis and as a tool in the management and implementation of road safety;
- 3) Organize, disseminate, advertise, and educate the vehicle and road users. The national seminar on road safety has been organized every year;
- 4) Coordinate with related sectors to monitor the implementation of laws and regulations on road traffic;
- 5) Organize driving license test both theoretical and practical with computer system and modern technology;
- 6) Receive financial support, equipment, tools and vehicles from the public sector and international organizations to be used in road safety work.

1.5 Pending Issues

In addition to the advantages and achievements mentioned above, we still have a number of pending issues that must continue to be improved and corrected as follows:

- 1) The National Road Safety Committee and the Secretariat of the National Road Safety Committee have not been active regularly;
- 2) The creation and improvement of legislation has not yet responded to the needs of each period, especially the inspection of law enforcement has not been strict, such as wearing a helmet, drunk driving, speeding, etc.;
- 3) The road safety management system has not yet been established as a complete system, such as the creation of a modern centralized database, vehicle technical inspection is not yet standardized;
- 4) The design and management of the road has not yet focused on solving safety issues such as safety checks, protecting the road users, and controlling the speed of drivers in community areas and villages.
- 5) Most of the drivers do not have a driver's license or have an invalid driver's license; Also, most of the motorcyclists and their attendants do not wear helmets; The use of motorcycles and some helmets are not technically standardized;
- 6) Attracting funds from all parts of the society and the world to solve the problem is not enough and does not meet the demands from time to time.

1.6 Lessons Learned

1) The planning and management of road safety must start from planning the strategy to reduce accidents at the central, provincial and district levels, then there must be a complete action plan with detailed priority projects and a focus from time to time;

2) In the process of planning and implementation of road safety projects, it must be consistent with the national socio-economic development plan and the Nations Decade of Action for Road Safety 2011-2020. In the actual implementation, all public and private sectors must participate proactively, extensively and comprehensively;

3) Legislation must be made complete enough and oriented to be a basis for the implementation of reducing accidents according to the goals and vision set;

4) Personnel with the knowledge and skills must be developed in order to plan, control, manage and assist in road safety work;

5) Coordination between sectors, central and local areas must be regularly made in order to make the implementation of road safety work efficient and highly effective;

6) There must be sufficient budget to be used in the implementation of the road safety action plan. Enhancing internal strength and bringing aid and loans from other countries and international organizations.

Chapter II

National Road Safety Strategy for Period of 2021-2030

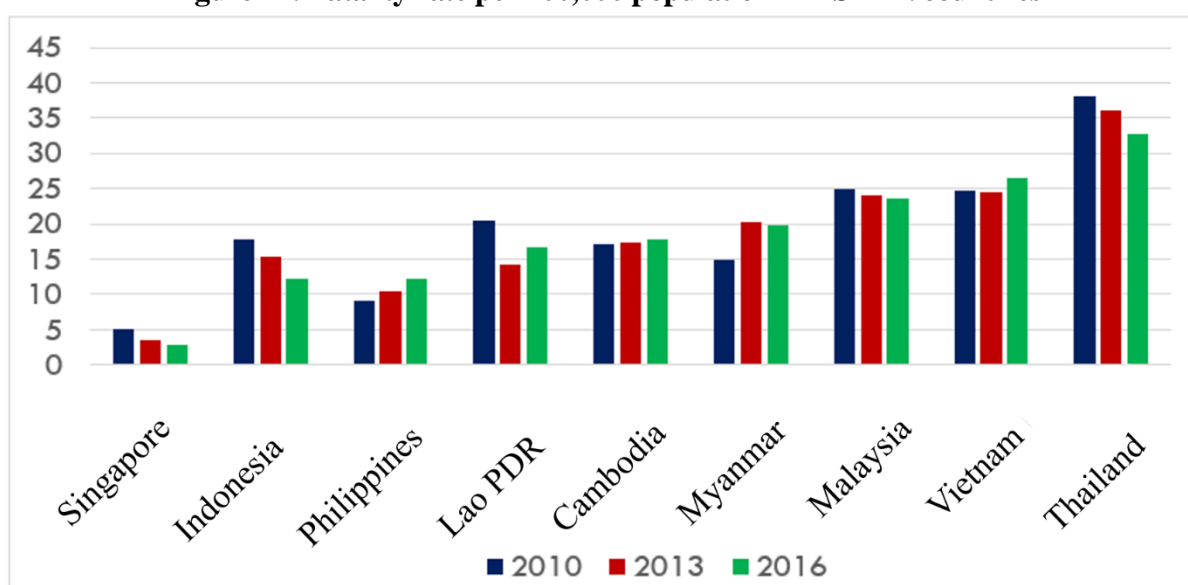
2. Opportunities and Challenges

2.1 International environment

In general, the serious effects of road accidents have improved in high-income countries and worsened in low- to middle-income countries such as Lao PDR. The continuous increase in population combined with the rapid increase in the number of vehicles makes the traffic infrastructure system unable to support it, thus leading to the occurrence of accidents resulting in increased deaths and injuries.

In the ASEAN member countries, each country has different methods and levels to plan for measures to reduce accidents. For Lao PDR, the accident rate is still lower than some other countries.

Figure 11: Fatality rate per 100,000 population in ASEAN countries



For the Lao PDR, the increase in population from 6.0 million people in 2008 to 6.9 million people in 2017 (increased by 15%), causing the number of vehicles to increase from 768,606 in 2008 to 1,979,007 in 2017 (an increase of 157%).

2.2 Uniques and Domestic Reality

1) Issues

In the past five years, the serious effects of road accidents are still at the same rate, and there is no tendency to decrease. The increase in vehicles is not the main cause and not directly related to the number of road accidents. But in the future, Lao PDR may be at risk of increasing the serious effect of road accidents.

This strategy encourages and promotes the implementation of road safety work to ensure that the traffic, use of vehicles, use of the road is convenient, easy, safe and orderly in the next decade in Lao PDR.

2) Impact of Accident on Development in Lao PDR

Road safety work is one of the goals of sustainable development. The World Health Organization has estimated that 1.35 million people around the world die from road accidents every year. The organization's research called "The Global Burden of Disease" estimated that in 2017, road traffic injuries were the main cause of death for people aged 5-14 years and followed by those aged 15-49 years.

The poor people are a group that is at high risk of accidents that cause them to suffer more. Most of their income must be spent on health care and there is no other income to replace these expenses.

The occurrence of accidents on the road partly affects vulnerable groups of people and productive workers causing disability, loss of productivity and death.

2.3 Vision Until 2035

Based on the international environment, uniqueness, the reality and the direction of the national strategy for road safety, the vision until 2035 has been set as follows:

By 2035, the road safety vision of Lao PDR is to reduce the rate of deaths and serious injuries to 70% in 2035.

Final safety results	Data in 2019 (people)	Expected to decrease by 70% by 2035 (people)
Death rate	1.134	Remain 341
Death rate per 100,000 people	15	Remain 6-7
The rate of serious injuries	10.644	Remain 3.450
The death rate from driving a motorcycle	728	Remain 219

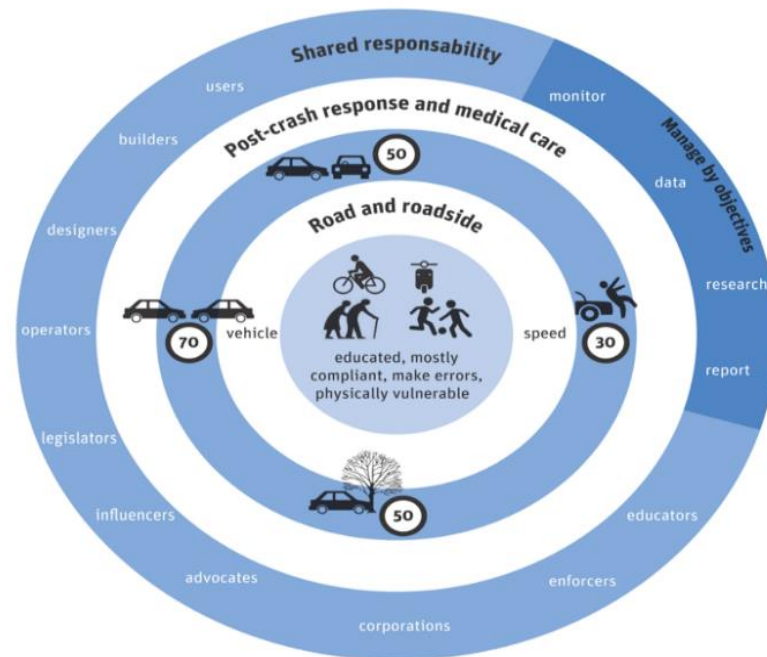
2.4 Strategic Directions

To implement the resolution of the 4th General Conference of Party Committee representatives of the Ministry of Public Works and Transport as well as the resolution of the 10th General Conference of the Lao People's Revolutionary Party as a socio-national economic development plan.

In order to achieve the goals and direction of this strategic plan, the government has determined the direction of the detailed action plan until 2030, namely:

1) Promotion of Safety System Management Approaches

Investing in the development of human resources and organizations, especially the development of a national road safety committee with the ability to improve safety.



Ongoing road safety capacity building programs must be delivered which emphasise and reinforce the safe system approach to road safety. They need to encourage learning by doing, cross-fertilisation amongst agencies, and harmony in our strategic approach.

The safety system approaches are as follows:

1. The safe system approach seeks to address every element of the road traffic system (management, road, vehicle, user, speed, medical care) to eliminate serious injuries (even though crashes may still occur) by controlling the impact on the human body when a crash occurs.

2. Promote and expand the use of electric and clean energy vehicles such as public and private vehicles to maintain the urban environment. In addition, the import and use of private vehicles must be adjusted to create a balance between the increase in population and the use of private vehicles in order to reduce traffic congestion, accidents on the road as well as reducing the emission of greenhouse gases from the use of vehicles.

3. Develop and improve a modern road traffic monitoring and management system, such as a traffic command center with a closed-circuit camera system to strictly control traffic.

Once the strategy is embedded and being actioned at a national level, training and development can be expanded to focus on leadership within provinces. It can also be deepened to focus on technical leadership within professions such as policing, engineering and post-crash response. Community information and education can also be strengthened to build support for the elimination of serious road trauma.

2) Strengthen Road Safety Governance and Leadership

The National Road Safety Committee must be active in a systematic and regular manner in managing, monitoring, encouraging, and facilitating organizations responsible for road safety, so that they can fully perform their roles in accordance with the Decree on the Organization and Activities of the Road Safety Committee No. 61/NY, dated February 4, 2022.

The Secretariat of the National Road Safety Committee consists of representatives of the Ministry of Public Works and Transport, Ministry of Public Security, Ministry of Education and Sports,

Ministry of Health, Ministry of Culture and Tourism, Ministry of Finance, Lao National Red Cross, Lao Federation of Workers' Union, Lao Women's Union, Lao People's Revolutionary Youth Center and the Association of Road Safety Supporters.

3) Upgrade Data, Monitoring and Evaluation Systems

Significant investments will be made in road safety data, monitoring and evaluation which will continue through the life of this strategy. Baseline surveys will be undertaken and followed up at least every two years on the four key behavioural targets which have been set (speeding, drink driving, helmet and seatbelt wearing), as well as unlicensed driving.

Surveys will be undertaken in cooperation with, but independently of Traffic Police, to ensure that the results can be used to effectively monitor and evaluate progress over time. Surveys will also be developed regarding the safety of the road infrastructure and the speed of post-crash emergency medical responses.

Ongoing investment will also be made to ensure that Police can attend more crashes and collect better road crash and injury data across the country. The crash data form will be improved and a complementary system established with the health sector to provide the best possible collection and collation of data.

An electronic database will be needed to receive road crash and injury data, and allow better decisions in the future about safety priorities.

Table 4: Results of a recent observational survey

Motorcycle Helmet Use		
Drivers	Drivers	
44.1%	44.1%	
Seatbelt Use		
Drivers	Drivers	Drivers
9.25%	9.25%	9.25%

Source: Chika Sakashita (2018) Global Road Safety Solutions, Observational survey (Vientiane & rural villages).

4) Tackle Motorcycle Safety

Powered two and three wheelers are involved in more fatal crashes than all other vehicles combined, and motorcycle safety will be a major focus of all road safety action plans prepared under this strategy.

A comprehensive approach will be taken to the issue, starting with the most simple and easily enforced actions – the Department of Traffic Police will fine motorcycle riders not wearing helmets, and seize any motorcycle that drivers break traffic rules.

The Ministry of Education and Sports must direct schools, educational institutions both public and private, to raise awareness about the basic knowledge and activities related to road traffic rules as well as educate secondary school and high school students to drive safely and pay attention to traffic rules. In order to prevent accidents, teachers and students must be trained. The basic knowledge and activities related to road traffic rules must be involved in activities and curriculum from kindergarten

to university, and the road safety information must be spread online such as magazines, television, education-sports television.

Further, more systemic change, must also occur. Many countries require anti-lock braking systems on all new motorcycles which significantly reduce the number of crashes, clamp down on the sale of poor quality motorcycle helmets, and build highways that provide separate lanes for motorcycles. These and many other safety opportunities will need to be explored and adopted to tackle motorcycle safety.



Our target is 95% helmet wearing for all motorcycle drivers and passengers, across the country

5) Campaigns for Driver Safety and Enforcement of Traffic Laws

A critical part of this strategy is to focus on six key behavioural issues in Laos, in support of our targets through to 2030:

- 1) Motorcycle riders and passengers alike are not wearing helmets, and they are not properly fastened when they are worn;
- 2) Drinking and driving is still a very common phenomenon in the Lao PDR, so an ongoing drink driving enforcement campaign is needed, with complementary communications and alcohol restrictions;
- 3) Speeding is the number one behavioural issue around the world. Exceeding the speed limit is very dangerous, and is associated with many other violations. Achieving our targets will require investment in enforcement technology.
- 4) Drivers and passengers must wear seat belts, which is the best safety measure;
- 5) The driver must be sure to overtake and change the driving direction;
- 6) Issuance of driving license to individuals must comply with strict safety requirements. The driving license must be removed from repeat or serious traffic offenders.

The six issues mentioned above will be important improvement and correction measures throughout the implementation of this strategy.

In order to make the solution of the six issues a reality, we must implement the following:

1. Review the standards for issuing driving licenses and monitor important behavioral issues;
2. Use a modern database system to monitor and enforce the law to solve the problem of driving without a driver license and dangerous driving;

3. Promote and support traffic police officers in creating awareness and understanding for the enforcement of traffic rules for individuals who are at risk of being punished, and the participants will be from relevant parties such as the Ministries of Education and Sports and Public Health;

4. Applying measures to restaurants (for alcohol consuming) by setting selling times and the age of people entering the restaurant.

6) Regulate Vehicle Safety Technology

Vehicles are not the cause of many fatal or serious injuries in Laos, but it is the behavior of drivers who break traffic rules. Technological advances mean they can play a critical role in preventing injury in the future.

As part of, or alongside, the slow movement by ASEAN through a mutual recognition process aligned with the UN system, Laos will therefore accelerate its move to adoption of the following UN vehicle safety regulations, as promoted by WHO:

- 1) Frontal impact protection (Regulation 94)
- 2) Side impact protection (Regulation 95)
- 3) Electronic stability control (Regulation 140)
- 4) Pedestrian front protection (Regulation 127)
- 5) Seat-belts (Regulation 14)
- 6) Seat-belt anchorages (Regulation 16)
- 7) Child restraints (Regulation 129)
- 8) Motorcycle anti-lock braking systems (Regulation 78).



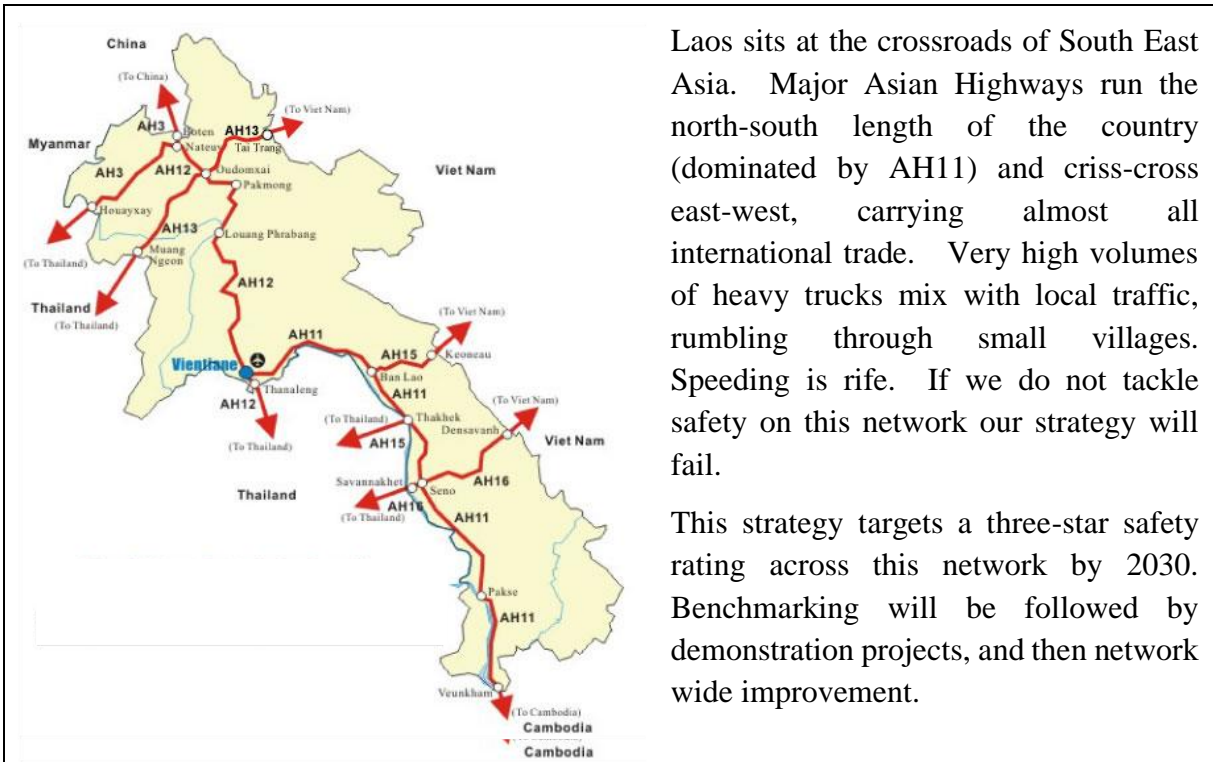
All cars and motorcycles entering the Laos fleet must meet UN safety standards promoted by WHO

This will support an essential element of our intermediate safety outcome targets to 2030. A whole new set of regulatory instruments and processes are needed to ensure Laos benefits from these essential safety controls. These processes are also needed to introduce motorcycle helmet safety standards which are consistent with UN Regulation 22 which addresses this issue.

7) Demonstrate and Rollout Safe Road Environments

Underpinning every aspect of our road safety strategy is the road itself. Signs and markings are important safety features of a road, and maintenance is needed to help ensure drivers and riders are not encouraged to undertake risky manoeuvres. But these will not deliver the transformation that is needed to protect the Lao people when using the road.

This protection needs to take different forms depending on the function and use of the road. For example:



Laos sits at the crossroads of South East Asia. Major Asian Highways run the north-south length of the country (dominated by AH11) and criss-cross east-west, carrying almost all international trade. Very high volumes of heavy trucks mix with local traffic, rumbling through small villages. Speeding is rife. If we do not tackle safety on this network our strategy will fail.

This strategy targets a three-star safety rating across this network by 2030. Benchmarking will be followed by demonstration projects, and then network wide improvement.

- 1) Busy urban roads need to include safe public transport stops, safe pedestrian footpaths and crossings, and safe intersections with roundabouts or controlled right turns
- 2) Busy national highways need to provide barrier protection from run-off road or front-impact crashes, and junctions with access roads need to allow safe movement on and off the highway
- 3) Speed reduction treatments are critical in all environments, particularly focusing on slowing motor vehicle traffic in dense urban environments, or highway villages – physically slowing vehicles is critical alongside reduced speed limits.

Reducing the speed of vehicles is important along with speed limits. Transforming our road environment so that it protects road users from death or serious injury if they make a mistake will require a new level of understanding and major new investment.

To ensure we learn as we go, a series of demonstration projects will be initiated, alongside the development of technical safety standards.



At least two different sections of the Asian Highway network:

- 1) One will focus on AH11, between Vientiane Capital and Champasack, which is largely flat, is heavily exposed to truck traffic, and has excessive speeding
- 2) Another will focus on one of the mountainous sections of the network where the safety issues are different.

Major urban roads in Vientiane, Savannakhet, and Pakse, where pedestrians, motorcyclists, buses, trucks and cars are moving through dense commercial and residential areas, and the most serious road trauma is occurring.

These infrastructure safety demonstration projects will be developed on safe system principles, working within a sustainable mobility perspective which ensures that death and serious injuries will not occur as a result of road traffic crashes and conflicts. Additional investment will be sought to apply them systematically across the country.

8) Invest in Post-crash Response

The health sector has a major role to play in the safety of our roads, particularly in responding to crashes with emergency medical treatment, and ongoing patient care. There are many critical elements which need to work effectively together. This includes:

- 1) Emergency alerts to the crash incident
- 2) Transport from the crash site to a health facility
- 3) Medical treatment from well-equipped and trained staff
- 4) Recovery and return to fitness for the crash victim.



A comprehensive assessment of the necessary road trauma response capacity within Laos will be undertaken. Significant new investments in a single national emergency number, ambulance services, treatment facilities and emergency medicine professionals will provide wider benefits to the health and wellbeing of the Lao people, and not just benefit road safety efforts.

Investment in post-crash improvements will be a feature of each action plan. National injury insurance systems have proven to be important means of ensuring that these services are adequately funded, and indeed be a source of revenue for wider safety investment.

To invest in post-crash response, establish an emergency medical center at the central and local levels, provide vehicles to transport patients and necessary equipment, and improve the system of transporting patients from the city to the province.

2.5 Goals and Objectives

Defining clear goals is an important issue for implementing road safety strategy. In 2015, the United Nations Organization set the Sustainable Development Goals in 2030. The Sustainable Development Goals (SDGs) recognized the serious impact of road accidents as an important development issue and the first obstacle to the development of people's lives and society. The specific road safety goal combines two goals: goal three (good health and well-being) and goal eleven (build sustainable cities and communities).

	
<p>Reduce deaths and accidents by half (50%) by 2020</p>	<p>Building cities and human settlements in a participatory, safe, and sustainable way by 2030</p>

This strategy is in line with the Sustainable Development Goals (SDGs). However, the vision has not yet been able to be implemented into reality, which is to reduce deaths and serious injuries from road traffic by 70% in 2035. For this reason, a mid-term goal has been set from now until 2025 to drive this work forward. Setting such goals also helps us to monitor the progress of the implementation of those tasks to achieve the vision. The established goals must have a supporting action plan with duties and responsibilities assigned to each task.

<p>Ranking of road safety objectives This strategy is divided into three objectives as follows:</p> <ol style="list-style-type: none"> 1. Objectives of Safety Outcomes (by 2030) The final safety outcome is the desired outcome at the highest level with a focus on reducing deaths and serious injuries from road crashes. To compare with the goal of the ASEAN countries which aims to reduce the number of deaths per 100,000 people. To ensure that we can address the primary safety issues, specific targets have been set for motorcyclists. 2. Objectives of medium-term safety results from 2021-2025 The objectives of the medium-term safety results are the need to focus resources and monitor progress on key safety issues. This medium-term result is based on the results of the implementation of the voluntary road safety goals developed by the United Nations. Research evidence suggests that if these outcomes improve, it means that safety has improved. 3. Objectives of operational results In order to improve the mid-term safety results and to achieve the final safety goals by 2030, there are many important and necessary tasks that will need to be implemented to complete the first set of tasks and goals set out in the action plan of this strategy.

Table 2: Expected long-term safety outcomes

Final safety results	Data in 2019 (people)	Expected to decrease by 50% by 2030(people)
Death rate	1.134	Remain 567
Death rate per 100,000 people	15	Remain 7-8
The rate of serious injuries	10.644	Remain 5.322
The death rate from driving a motorcycle	728	Remain 364

We have adopted a method to achieve the goal, starting from reducing the rate of death and serious injuries to 50% by 2030. According to the voluntary road safety performance goals created by the United Nations, we have set eight goals for medium-term safety results on the basis of direct support from the public sector and society to reduce accidents by 50%.

Table 3: Expected medium-term safety outcomes

Intermediate-term safety results	Target until 2025
The driver uses excessive speed	more than 25% decrease
Car drivers use seat belts properly	at least 95%
Motorcyclists wear helmets properly	at least 95%
Detected drivers drinking alcohol more than the amount prescribed by law	less than 0.1%
Safety classification of the International Safety Assessment Agency (iRAP) for the ASEAN highway network	At least 3 stars
Traveling on major roads in the city requires a safety rating of three stars or higher	> 75%
New vehicles must meet UN safety standards at least 7 out of 8 priorities.	87,5 %
The time from the accident to receiving first aid by a professional	5-10 minutes

Next-level performance indicators and targets will be determined in the action plan that will be created, which will focus on "operational performance" indicators, especially indicators that will help achieve the goals of medium-term results.

Chapter III

Action plan for Period of 2021-2025

3 2021-2025 Programs and Priority Projects from 2021-2025

The road safety action plan until 2025 has identified important projects and arranged priorities to implement the road safety strategy for Lao PDR to achieve the goals by 2030 as follows:

3.1 Investment Plans

road safety action plan is in line with the phase of the IX National Economic-Social Development Plan (2021-2025) namely:

Period of Years	2021	2022	2023	2024	2025
Capital (billion kip)	55.496	184.176	37.587	134.871	554.961
Total (billion kip)	967.091				

The budget shown in the table above is divided into two parts as follows:

1. Internal investment from the state budget and road fund covers about 12-20%;
2. The rest is aided from abroad.

3.2 Prioritization

This action plan has been prioritized based on the following questions:

- 1) Is it consistent with the vision and strategy of road safety?
- 2) Is it important to achieve the goal of reducing injuries from road accidents in Lao PDR?
- 3) Have vehicle and road users been protected from death or serious injury?
- 4) Does it help the road safety investment to have a higher value?
- 5) Has it been implemented through the National Road Safety Committee?
- 6) Is the investment suitable for the actual economic situation in Lao PDR?

The results of the action plan show the steps in focusing on solving the safety problems along the roads. Along with the national strategy, the action plan also offers options for investment decisions by the government of Lao PDR and development partners. For organizations that are interested in making a significant contribution to the road safety work in Lao PDR, they should have a detailed determination of which work to invest in the action plan, with discussions with the sector responsible for or directing the road safety work and related parties defined in this action plan.

3.3 Funding sources

Funding for the implementation of the road safety action plan until 2025 comes from 4 sources:

- 1) Government budget;
- 2) Road Safety Fund;
- 3) Loans from the transportation sector to invest in road safety;
- 4) Grants from domestic, foreign and international organizations.

3.4. Detailed Action Plan and Prioritization

The following are the detailed action plans and priorities that will be implemented until the end of the Year 2025 of the relevant sectors that have been assigned responsibility and the budget to invest.

Program	Responsible Sector	Investment (Kip)	Time of Implementation
1. Promotion of road safety system management			
1) Road Safety Leadership Program - Learning from the implementation of road safety works from developed countries; - Organize a seminar on road safety for the national road safety committee, provincial road safety committee, and capital city.	Ministry of Public Works and Transport	1.768.800.000	Year 2021
2. Strengthening the administrative management and leadership of road safety			
2) Program of capacity building in road safety management - Establish a unit of the secretariat of the national committee on road safety, the committee on road safety of the province and the capital city under the public works and transport sector, improve the role and work plan of the secretariat of the national committee on road safety and the committee on road safety of the province and capital city; - Create a manual for road safety management for the national road safety committee and the provincial and capital road safety committees; - Prepare plans, budgets for national road safety work.	Ministry of Public Works and Transport	442.200.000	Year 2021
3. Improve the information, monitoring and evaluation system			
3) Create a data collection system for national road accidents with a modern system - Allow all relevant sectors, central and local access the system to collect data on accidents along the road; - Improve the accident data collection form of traffic police officers; - Integrate the accident data collection system of the traffic police officers and the Friendship Hospital; - Use accident statistics along the national road to implement related investment projects.	The Ministry of Public Works and Transport, in consultation with the Ministry of Public Security and the Ministry of Health	663.300.000	Year 2021
4. Solving safety issues for motorcyclists			
4) Apply strict enforcement of road traffic laws, publicity, and awareness raising for motorcyclists focusing on wearing helmets for drivers and passengers and driver's licenses by conducting experiments in 2 provinces and then expanding to other provinces.	The Ministry of Public Security, in consultation with the	2.211.200.000	Year 2021

Program	Responsible Sector	Investment (Kip)	Time of Implementation
<ul style="list-style-type: none"> - Prepare an action plan to enforce road traffic laws against motorcyclists; - Prepare a publicity work plan, and raise awareness, focusing on the requirements of road traffic laws and increase awareness of the risk of fines from traffic police officers. 	Ministry of Public Works and the Ministry of Health		
5. Advocacy to encourage drivers to be safe and strictly enforce traffic laws			
<p>5) Initiate an action plan to develop the capacity of traffic police officers</p> <ul style="list-style-type: none"> - Enforce and create road safety programs with emphasis on the head of provincial traffic police department; - Training to be a trainer based on the action plan for capacity development of traffic police officers; - Prepare strategies for prevention and control of general enforcement, including preparation of other forms; - Expand the action plan on prevention and enforcement against those who are drunk and drive over the speed limit by testing the concentration of alcohol in the body of drivers of all types of permitted vehicles with 3 methods: breath, blood and urine. 	The Ministry of Public Security, in consultation with the Ministry of Public Works and the Ministry of Health	44.220.000.000	Year 2021
<p>6) Road traffic laws enforcement is a widely recognized response to road crash prevention that has been used for decades in communities across the country to achieve positive road safety outcomes such as drunk driving, over speeding, helmets, seat belts, and driver's licenses.</p> <ul style="list-style-type: none"> - Use the DRIVER system to record road traffic laws enforcement at target points with drunk drivers, over speeding and helmet use and seat belt use during accidents; - Mandating that the driver must have a valid driver's license according to the type of vehicle he/she drives; - Use a widely recognized information system for traffic police officers with high success; - Report on monthly income to the national road safety committee; - Report the number of drunk drivers and over speeding; - Recommend revenue targets for each province regarding the enforcement of road traffic laws against drunk drivers and over speeding; - Limit a speed of 30 kilometers per hour by recommending and enforcing the speed limit of 30 kilometers per hour in Vientiane in areas with a lot of pedestrians; 	The Ministry of Public Security	6.190.800.000	Year 2021

Program	Responsible Sector	Investment (Kip)	Time of Implementation
<ul style="list-style-type: none"> - Set targets for the enforcement of road traffic laws for drivers with risky behavior such as using mobile phones while driving; - Fine or buy helmets at checkpoints as well as increase publicity, raise awareness for motorcyclists to buy helmets or force people to buy helmets at a low price; - There must be a budget for Vientiane and 17 provinces to set up checkpoints and buy equipment such as alcohol meters, speed detectors, communication devices, signs and have overtime funds. 			
6. Promotion of road safety system management			
7) Continue the road safety leadership program until 2022 and the capacity building program for comprehensive road safety management until 2030.	Ministry of Public Works and Transport	1.105.500.000	Year 2022
7. Strengthening the administrative management and leadership of road safety			
8) Invest in capacity development for the main responsible departments to be able to fully supervise road safety works in Lao PDR.	Ministry of Public Works and Transport	221.100.000	Year 2022
8. Improving the information, monitoring and evaluation system			
9) The implementation of large-scale development projects should be based on data on the occurrence of accidents along the road as an evaluation <ul style="list-style-type: none"> - Develop an electronic database that can search for accidents and injuries; - Organize training, analyze and report to relevant sectors; - determine the source of information and equipment installation; - Start implementing and testing the database system in 2 provinces. 	The Ministry of Public Works and Transport, in consultation with the Ministry of Public Security and the Ministry of Health	8.844.000.000	Year 2022
9. Advocacy to encourage drivers to be safe and strictly enforce traffic laws			
10) Review policies and regulations comprehensively to be used in issuing driver's licenses and adjust the behavior of vehicle drivers to ensure safety. <ul style="list-style-type: none"> - Analyzing the vehicle driver's license system in a comprehensive way starting from the driving training, passing the test, issuing and revoking the vehicle driver's license; - Exam criteria for theory and practice; - The option to issue a vehicle driver's license with a fixed period to reduce and manage the risks that may occur; 	Ministry of Public Works and Transport	442.200.000	Year 2022

Program	Responsible Sector	Investment (Kip)	Time of Implementation
<ul style="list-style-type: none"> - The option of suspending a vehicle driver's license in case of punishment for serious and repeat offenders; - Options for strengthening the laws to adjust the behavior of vehicle drivers to be safe. 			
10. Issuance of regulations on vehicle safety technology			
<p>11) Initiate an action plan on the use of vehicle safety technology</p> <ul style="list-style-type: none"> - Explain and promote the important regulations of the United Nations on vehicle safety; - Prepare a statement on the effects of the regulations in determining the scope necessary for change, which includes: <ol style="list-style-type: none"> 1) Demand for legal reform; 2) Demand for inspection and management of vehicle safety systems; 3) Demand for a budget to be spent in the operation; 4) Demand for fees and service charges of vehicles to be used as expenses for managing and implementing safety regulations. 	Ministry of Public Works and Transport	442.200.000	Year 2022
11. Testing and creating a safe road environment			
12) Implementation and research study of the international road safety assessment program (iRAP), the Asian highway network and major roads in the cities of Vientiane, Savannakhet and Champasak to determine the baseline data for the current infrastructure safety operations.	Department of Roads, Ministry of Public Works and Transport	8.844.000.000	Year 2022
<p>13) Develop and prepare a model project for infrastructure safety</p> <ul style="list-style-type: none"> - Asian Highway AH11 between Vientiane and Champasak Province; - National roads in the mountainous area of the Asian highway network along major roads in the cities of Vientiane, Savannakhet and Champasak. 	Department of Roads, Ministry of Public Works and Transport	154.770.000.000	Year 2022
<p>14) Determining the location of head-on collisions by using the national road maintenance and repair budget</p> <ul style="list-style-type: none"> - Use information that simulates incidents that may occur on the road, evaluate and report accident data of DRIVER and traffic police to identify and prioritize high-risk points that cause head-on collisions to be used for subsequent investment on priority points; - Carry out national road safety checks, using DRIVER information as part of planning for road 	Department of Roads, Ministry of Public Works and Transport	8.844.000.000	Year 2022

Program	Responsible Sector	Investment (Kip)	Time of Implementation
<p>maintenance, repair and construction. Use the results of the inspection in the planning and design for the maintenance, repair and construction of roads;</p> <ul style="list-style-type: none"> - Identify activities to maintain and repair the roads as a target to prevent head-on collisions; - Determine the high-risk and targeted road rehabilitation points. 			
12. Investing and coping after an accident on the national road			
<p>15) Comprehensive assessment of capacity building in emergency assistance after an accident in Lao PDR, consisting of:</p> <ul style="list-style-type: none"> - Emergency alerts when an accident occurs; - Transporting the victims from the accident site to the medical service or hospital; - First aid and the use of tools by employees who have been trained and are ready to restore their duties for victims of accidents. 	Ministry of Health	442.200.000	Year 2022
13. Plan, monitor and evaluate			
<p>16) Publish a report on road safety in Lao PDR, based on local data for analysis and evaluation from responsible institutions or sectors.</p>	Ministry of Public Works and Transport	221.100.000	Year 2022
14. Improve the information, monitoring and evaluation system			
<p>17) Initiate survey and observation program to make annual report:</p> <ul style="list-style-type: none"> - Driving a vehicle that exceeds the speed limit (two-wheeled vehicles, light vehicles, cargo trucks and passenger vehicles); - Use the helmets for two-wheelers (driver and passenger); - Wear seat belts (driver and passenger); - Having an amount of alcohol in the body related to the accident, including the driver who died due to alcohol in the body; - No vehicle driver's license (two-wheeled vehicles, light vehicles, cargo trucks and passenger vehicles). 	Ministry of Public Works and Transport In consultation with the Ministry of Public Security	8.844.000.000	Year 2023
15. Solving safety issues for motorcyclists			
<p>18) Prepare a motorcycle safety plan and other programs:</p> <ul style="list-style-type: none"> - Strengthen the procedures for enforcing measures to wear standard helmets; - Create regulations on setting technical standards for installing ABS braking systems for 	Ministry of Public Works and Transport	442.200.000	Year 2023

Program	Responsible Sector	Investment (Kip)	Time of Implementation
2-wheeled motorcycles manufactured or assembled in the Lao PDR. - Use standards for new road construction and improvement of old roads to promote the safety of motorcycle users.			
16. Testing and creating a safe road environment			
19) Based on the above project, continue to prepare long-term infrastructure safety investment plans to achieve medium-term safety results.	Department of Roads, Ministry of Public Works and Transport	442.200.000	Year 2023
20) Develop a manual on road safety engineering that will impact road safety systems, principles and capacity building.	Department of Roads, Ministry of Public Works and Transport	884.400.000	Year 2023
21) Develop and implement the "Black spot" program.	Ministry of Public Works and Transport	22.110.000.000	Year 2023
22) Develop curriculum and manuals on road safety in school training to increase students' understanding of road safety and improve traffic safety in schools (including banning the use of motorcycles and improving the road safety environment).	The Ministry of Education and Sports consults with the Ministry of Public Works and Transport and the Ministry of Public Security	2.211.000.000	Year 2023
17. Investing and handling after accidents on the road			
23) Implement assistance to victims of road accidents by deducting 2.5% of vehicle insurance fees into the road safety fund.	The Ministry of Finance, discuss with the Ministry of Public Works and Transport	442.200.000	Year 2023
18. Public awareness campaigns for driver safety and strict enforcement of traffic laws			
24) Develop school training courses to increase students' understanding of road safety and improve traffic safety in schools (including banning the use of motorcycles and improving road safety environments).	The Ministry of Education and Sports consults with the Ministry of Public Works and Transport and	2.211.000.000	Year 2023

Program	Responsible Sector	Investment (Kip)	Time of Implementation
	the Ministry of Public Security		
19. Issuance of regulations on vehicle safety technology			
25) Prepare an investment plan for first aid to coordinate internally and deliver accident victims to medical service facilities or hospitals as well as issue quality emergency medical vehicle management regulations.	Ministry of Health	442.200.000	Year 2023
26) Based on the statement on the impact of regulation, bidding and implementation of large-scale development projects: - Start preparing to introduce important road safety regulations when the law on road traffic is revised; - Prepare a budget plan for the income-expenditure necessary to prepare for the implementation of the new regulatory management system; - Determine the number of employees and resources needed in the public works and transport sectors to manage the system of the new regulations; - Determine and prepare tender documents to introduce the inspection and management of the new vehicle safety system.	Ministry of Public Works and Transport	884.400.000	Year 2023
20. Plan, monitor and evaluate			
27) Carry out a comprehensive evaluation based on the goals and results from the implementation of the road safety strategy.	Ministry of Public Works and Transport	663.300.000	Year 2023
28) Review and update the road safety action plan every 2 years.	Ministry of Public Works and Transport	221.100.000	Year 2023
21. Solving safety issues for motorcyclists			
29) Initiate the implementation of a safety plan for motorcyclists.	Ministry of Public Works and Transport	44.220.000.000	Year 2024
22. Public awareness campaigns for driver safety and strict enforcement of traffic laws			
30) Prepare a comprehensive reform of road safety regulations, including vehicle driver's licenses and major safety behavior adjustments for drivers.	Ministry of Public Works and Transport	2.211.000.000	ၷ 2024
31) Review and work together comprehensively on operational plans and enforcement of traffic safety regulations and prepare large investments for capacity building work.	Ministry of Public Security	88.440.000.000	Year 2024

Program	Responsible Sector	Investment (Kip)	Time of Implementation
23. Testing and creating a safe road environment			
32) Start an action plan for infrastructure safety.	Department of Roads, Ministry of Public Works and Transport	442.200.000.000	Year 2025
24. Issuance of regulations on vehicle safety technology			
33) Completion of creating regulations and starting to implement the new vehicle safety regulations management system.	Ministry of Public Works and Transport	22.110.000.000	Year 2025
25. Investment and handling after the accident on the road			
34) Start investing in post-accident emergency response and prepare to improve regulations for accident insurance.	Ministry of Health	88.440.000.000	Year 2025
26. Planning, monitoring and evaluation			
35) Develop a road safety action plan until 2030, based on the policies and necessary investments to achieve the 2030 goals.	Ministry of Public Works and Transport	2.211.000.000	Year 2025

Chapter IV

Responsible Organizations and Measures for Implementation of Strategy

4. Responsible Organizations

4.1 National Road Safety Committee

The National Road Safety Committee is responsible for macro-level management, is the chief executive officer for the government in the implementation of strategies and action plans for road safety. It defines various policies and legislations, improves the organization and development of personnel, communicates and coordinates with all relevant parties both domestically and abroad to mobilize budgets, support as well as manage the use of budgets and monitor the implementation of road safety projects.

4.2 Provincial and Capital Road Safety Committees

The provincial and capital road safety committees are responsible for guiding their relevant sectors to expand the road safety strategy and action plan into detailed plans, programs and projects in accordance with the local reality at each stage. It also coordinates with the Secretariat of the National Road Safety Committee to prepare a budget plan, soliciting cooperation, helping and mobilizing the contributions of various parties to implement it to get good results.

4.3 Ministries, Sectors and International Organizations that are not part of the National Road Safety Committee

Ministries, sectors and international organizations that are not included in the National Road Safety Committee have the duty to contribute, advertise and provide financial assistance in the implementation of road safety work to get good results.

5 Measures for Implementation of Strategy

In order to ensure the implementation of the road safety strategy and plan, the main monitoring measures must be implemented as follows:

1) The National Road Safety Committee must have regular meetings to monitor and inspect the implementation of strategies and action plans in each period to ensure that they are effectively implemented, as well as coordinate with the Provincial and Capital Road Safety Committees;

2) The Secretariat of the National Road Safety Committee must manage, plan, allocate the budget, create a plan for the meeting and summarize the report to its superiors;

3) The road safety committee at each level must publicize, raise awareness, recommend strategies and action plans in a wide range as well as assign targets and projects to relevant sectors to implement;

4) The road safety committee at each level must regularly monitor, evaluate, and report on the road safety tasks that have been assigned to the relevant sectors at each level;

5) Road safety committee at each level must evaluate their activities as well as offer praise to outstanding organizations and individuals;

6) The road safety committee at each level must seek for funds both locally and abroad to implement strategies and action plans to make them a reality;

7) Announce all economic sectors, groups and individuals to participate in the development of road safety to reduce the number of deaths and serious injuries from road accidents.