

**FOR PARTICIPANTS ONLY
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**UNITED NATIONS
CENTRE FOR REGIONAL DEVELOPMENT**

In collaboration with

**Ministry of Public Works and Transport, Lao People's Democratic Republic
Ministry of the Environment (MOE), Japan
Partnership on Sustainable, Low Carbon Transport
United Nations Economic and Social Commission for Asia and the Pacific, and
United Nations Office for Sustainable Development**

**TENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST) FORUM IN ASIA,
14-16 MARCH 2017, VIENTIANE, LAO PEOPLE'S DEMOCRATIC REPUBLIC**

National Road Safety Strategy and Action Plan of the Lao PDR

(Presentation for EST Plenary Session 10 of the Provisional Programme)

Final Draft

This presentation has been prepared by Mr. Somnuk Mektakul, Ministry of Public Works and Transport, Lao PDR for the Tenth Regional EST Forum in Asia. The views expressed herein are those of the author only and do not necessarily reflect the views of the United Nations.

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Ministry of Public Works and Transport
Department of Transport



Lao Decade Road Safety Strategy and Action Plan
2011-2020

(By: Somnuk MEKTAKUL)

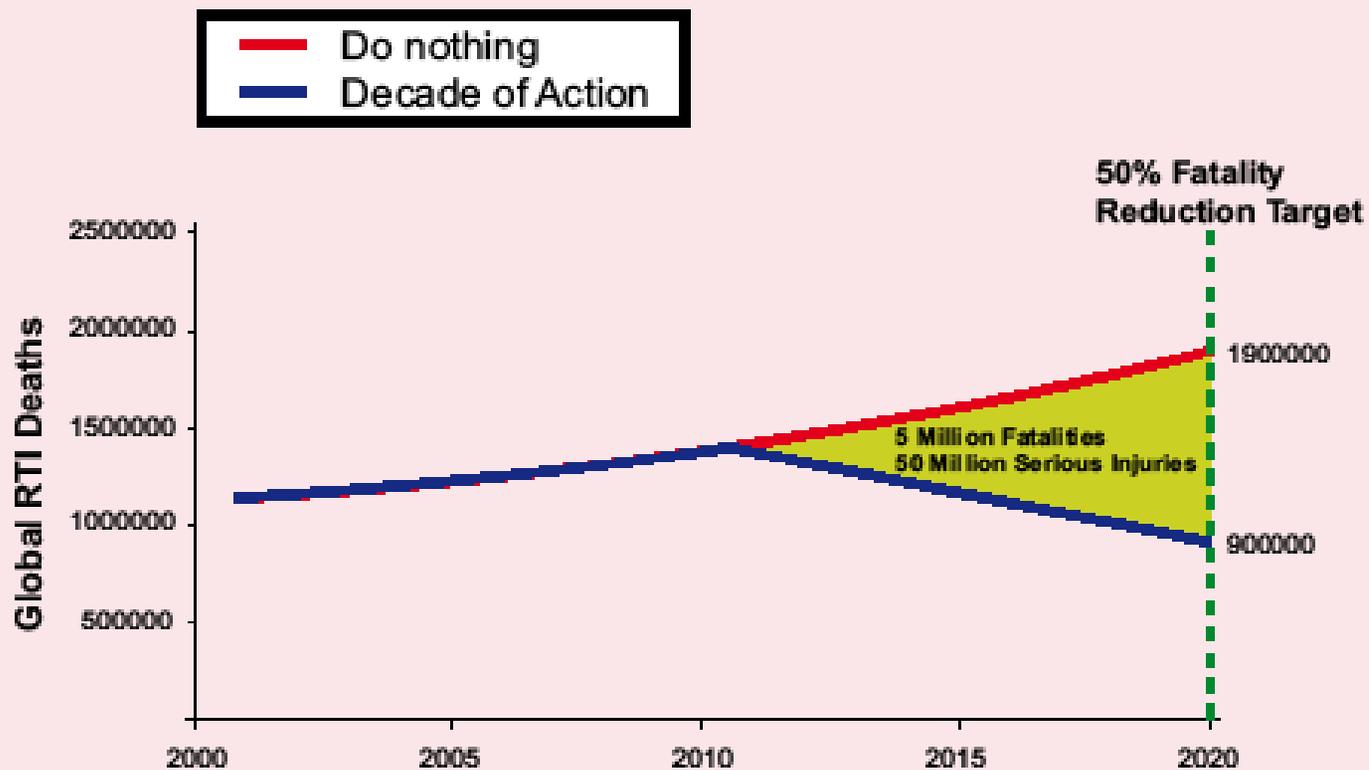
Vientiane, 16/3/2017

Outline

- 19/7/2012: GoL agreed upon Decade RS S-AP
- 12/12/12: NAoL adopted Revised Traffic Law
- Achievement

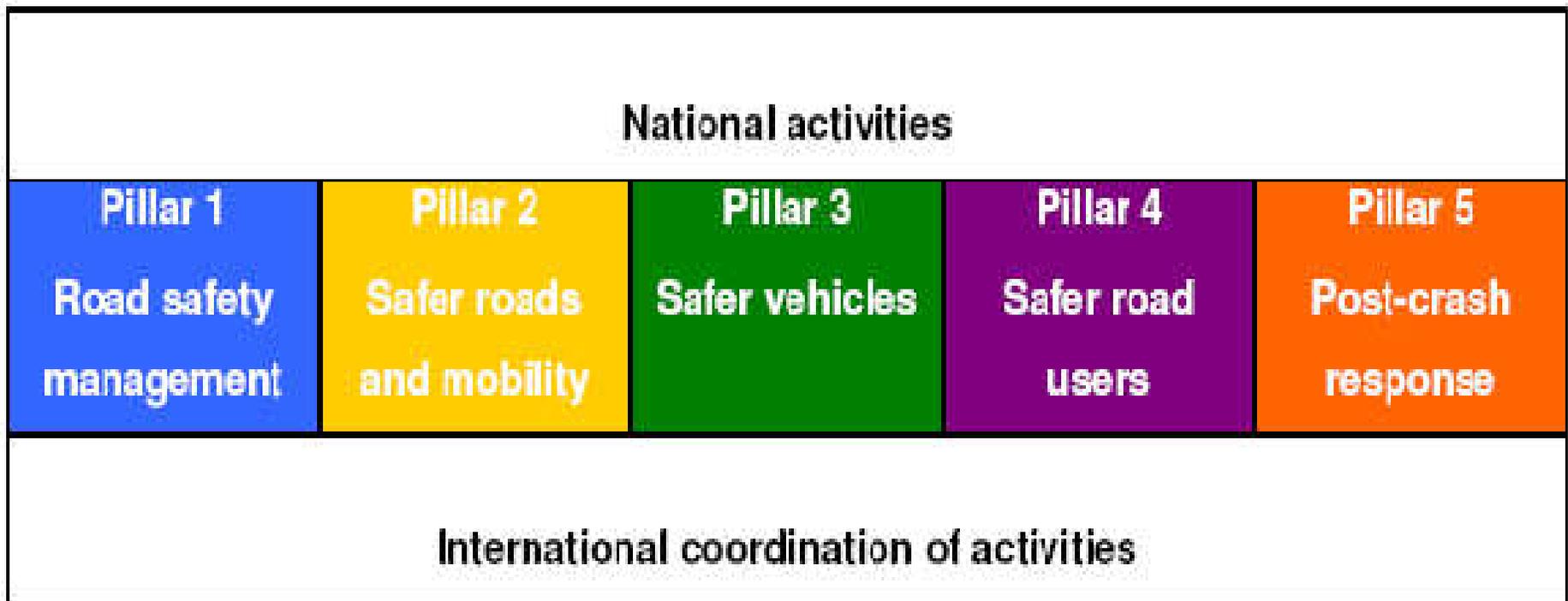
Decade of Action (2011-2020)

FIGURE 6: CHANGING DIRECTION: POTENTIAL OF A DECADE OF ACTION FOR ROAD SAFETY



Source: Guria, J (2009)

Decade of Action (2011-2020)



Facts, Assumption and Projection

Fact from **1996-2010** and projection from 2011-2020

| Year | Accident | Fatality | Fatality Rate per 10,000 pop. | Fatality Rate per 100,000 veh. | Registered Veh. | Population |
|-------------|--------------|--------------|-------------------------------|--------------------------------|------------------|------------------|
| 1996 | 3,330 | 328 | 21.0 | 7.0 | 156,302 | 4,679,560 |
| 1997 | 3,407 | 357 | 20.9 | 7.5 | 170,627 | 4,784,274 |
| 1998 | 3,617 | 332 | 18.2 | 6.8 | 182,069 | 4,888,987 |
| 1999 | 3,159 | 362 | 19.4 | 7.2 | 187,041 | 4,993,701 |
| 2000 | 4,335 | 358 | 17.8 | 7.0 | 200,756 | 5,098,414 |
| 2001 | 4,681 | 372 | 16.9 | 7.1 | 220,491 | 5,203,128 |
| 2002 | 4,634 | 387 | 15.3 | 7.3 | 252,508 | 5,307,841 |
| 2003 | 5,177 | 426 | 16.7 | 7.9 | 254,444 | 5,412,555 |
| 2004 | 4,256 | 418 | 11.4 | 7.5 | 366,139 | 5,578,973 |
| 2005 | 4,619 | 414 | 10.3 | 7.4 | 403,406 | 5,621,982 |
| 2006 | 4,620 | 480 | 8.4 | 8.4 | 568,290 | 5,747,621 |
| 2007 | 5,198 | 608 | 9.5 | 10.4 | 641,081 | 5,873,616 |
| 2008 | 5,025 | 616 | 8.0 | 10.3 | 768,606 | 6,000,380 |
| 2009 | 5,233 | 765 | 8.6 | 12.5 | 886,348 | 6,127,910 |
| 2010 | 5,638 | 790 | 7.8 | 12.6 | 1,008,788 | 6,289,042 |
| 2011 | 5,894 | 844 | 7.3 | 13.1 | 1,158,546 | 6,423,312 |
| 2012 | 6,162 | 902 | 6.8 | 13.8 | 1,330,536 | 6,560,449 |
| 2013 | 6,441 | 965 | 6.3 | 14.4 | 1,528,059 | 6,700,514 |
| 2014 | 6,734 | 1,031 | 5.9 | 15.1 | 1,754,905 | 6,843,569 |
| 2015 | 7,039 | 1,102 | 5.5 | 15.8 | 2,015,427 | 6,989,678 |
| 2016 | 7,359 | 1,178 | 5.1 | 16.5 | 2,314,624 | 7,138,907 |
| 2017 | 7,693 | 1,259 | 4.7 | 17.3 | 2,658,238 | 7,291,321 |
| 2018 | 8,042 | 1,345 | 4.4 | 18.1 | 3,052,863 | 7,446,990 |
| 2019 | 8,407 | 1,438 | 4.1 | 18.9 | 3,506,071 | 7,605,982 |
| 2020 | 8,789 | 1,537 | 3.8 | 19.8 | 4,026,560 | 7,768,369 |

%tage increased

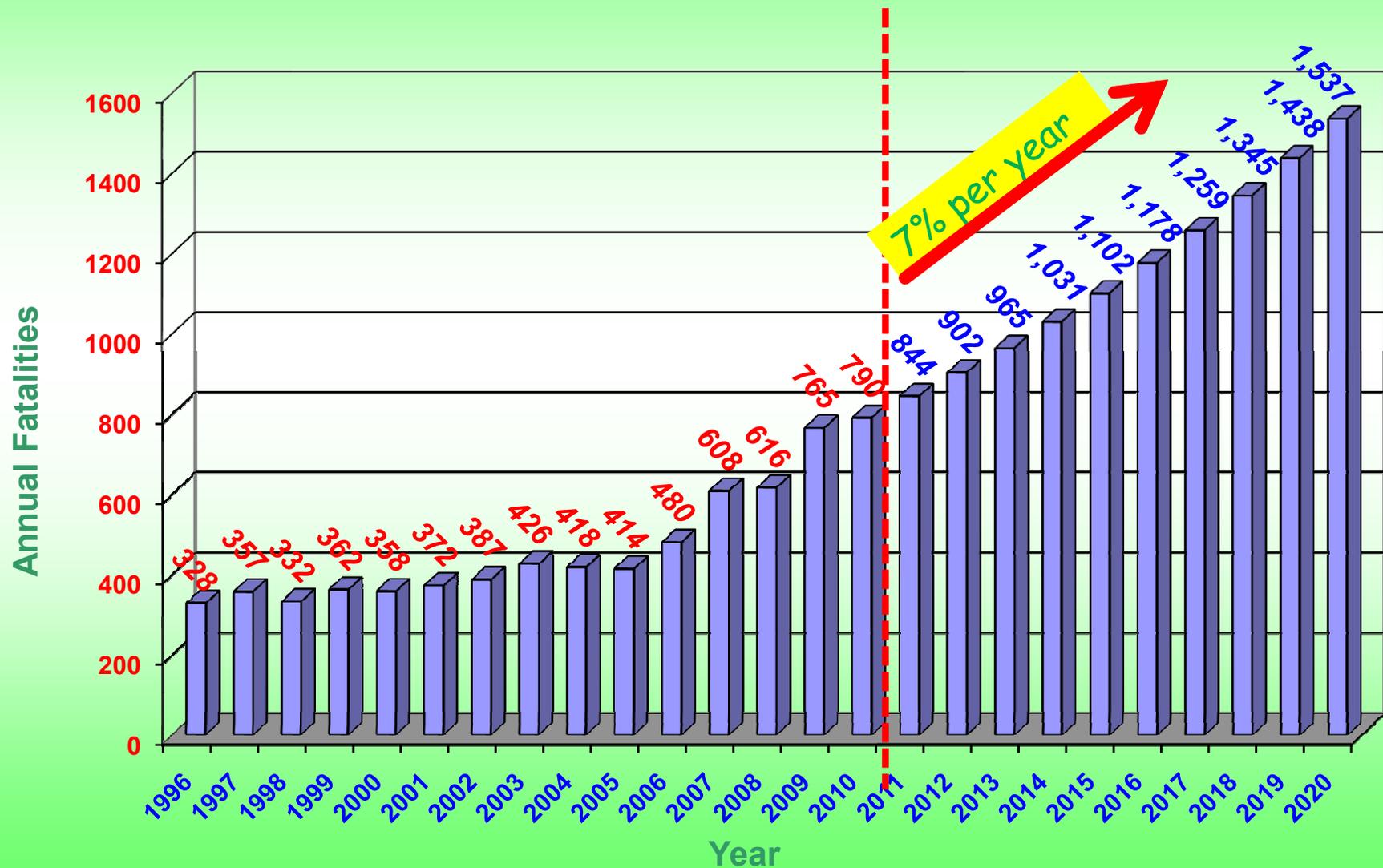
(4.54%/Y)

(6.88%/Y)

(14.85%/Y)

(2.13%/Y)

Fatalities over the Past Decade and Projection

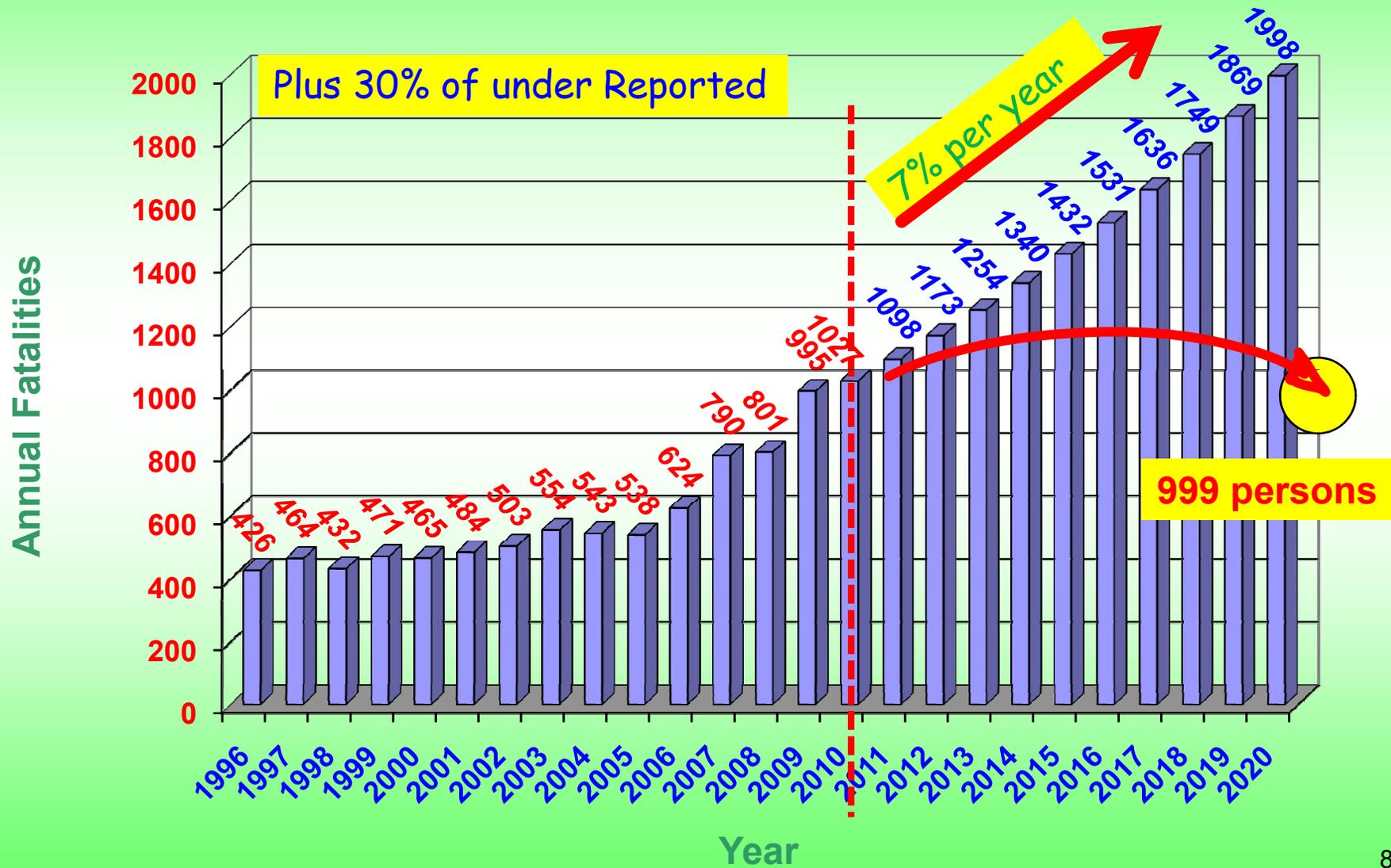


Source: NRSC Sec. Off./DOT JULY 2011

Fatalities over the Past Decade and Projection (+30%)



Targeted Figure of 50% Reduction



Strategies (A)

1. 50% Reduction of Fatality by year 2020
(equiv. 999 persons)
1. Adaptation of Fatality Rate per 100,000 pop.
(equiv. 12.86 persons/100,000 pop.)
3. Road Safety Committee of 3 levels:
(National, Provincial, District)

Strategies (B)

4. Adaptation of 5 Pillars:

- ⇒ P1: RS Management,
- ⇒ P2: Safer Roads and Mobility,
- ⇒ P3: Safer Vehicle,
- ⇒ P4: Safer Road Users
- ⇒ P5: Post-Crash Response

Strategies (C)

5. Seven Primary Focuses:

- ⇒ **Helmet Wearing,**
- ⇒ **Drink-drive,**
- ⇒ **Speed Management,**
- ⇒ **Seat Belt,**
- ⇒ **Driving Licensing,**
- ⇒ **Night-Time Visibility,**
- ⇒ **Traffic Management,**

Action Plan (A)

- **15 Areas:**
 - ⇒ 1. Coordination & mngmt
 - ⇒ 2. Traffic Accident Data sys.
 - ⇒ 3. Source of funding
 - ⇒ 4. Safe Rd: Planning, Design, Construction
 - ⇒ 5. Black spot improvement
 - ⇒ 6. Education
 - ⇒ 7. Driver training & testing
 - ⇒ 8. Public awareness

Action Plan (B)

- 15 Areas:
 - ⇒ 9. Vehicle standard
 - ⇒ 10. Legislation (New Traffic Law)
 - ⇒ 11. Enforcement
 - ⇒ 12. Emergency ser. (AH/NR)
 - ⇒ 13. RS research
 - ⇒ 14. Acc. costing
 - ⇒ 15. Partnership

**Renewing Regional
Road Safety Goals and Targets for
Asia and Pacific**

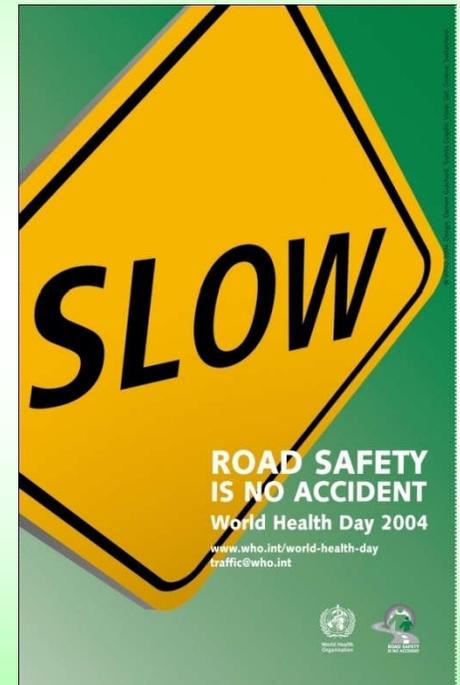
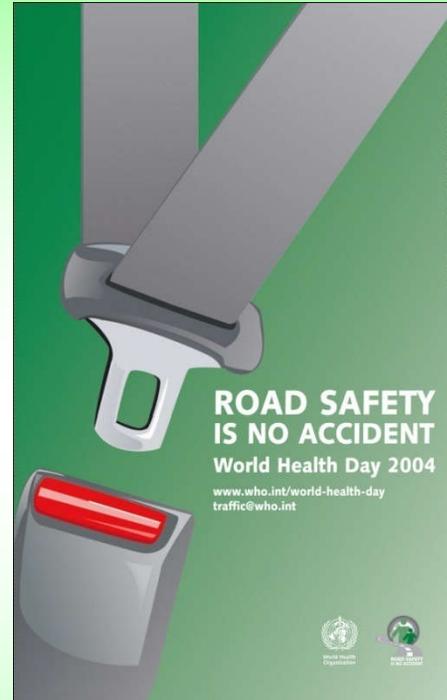
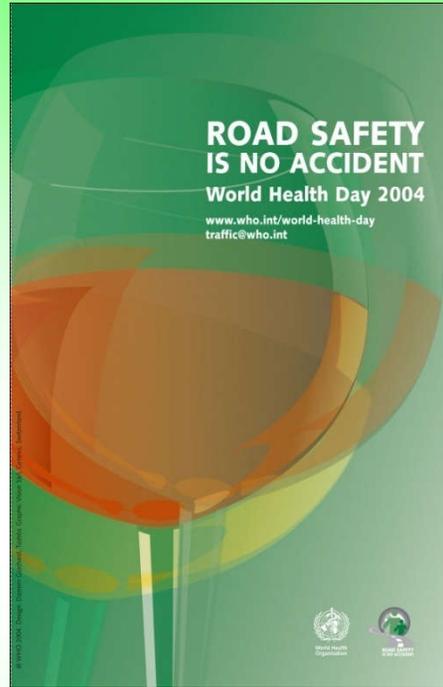
Soul, 28-29 July 2016

Revised Traffic Law

Revised Traffic Law adopted 12/12/12.

- Swop walking direction from R to L (against TRAFFIC Flow).
- Re-Define Ages for DL of each Categories.
- Address: Alcohol Concentration (3x3), Speed Limit, Helmet, Seatbelt.
- Define Road Safety Institution of 3 levels and its composition.
- Combine RMF and RSF into RF (5131/PWT 22/4/2013, 130/PM 10/602016).

Fact & Achievement



**What we have spent
and what we have
done in BRIEF**

Allocation

- Local Fund (approx. 1 Mil \$/year):
 - ⇒ Black Spot Treatment in towns
 - ⇒ Installation of Traffic Sign and Signal
 - ⇒ Public Campaign/Community Dialog
 - ⇒ Law Enforcement



Allocation

- WB Fund (1.6 Mil \$):
 - ⇒ Black Spot Treatment in town and NR 13N
 - ⇒ Install Guardrail, Chevron, Warning Sign
 - ⇒ Line Marking, Zebra Crossing at School/Market
 - ⇒ Capacity Building
 - ⇒ Public Campaign



Allocation

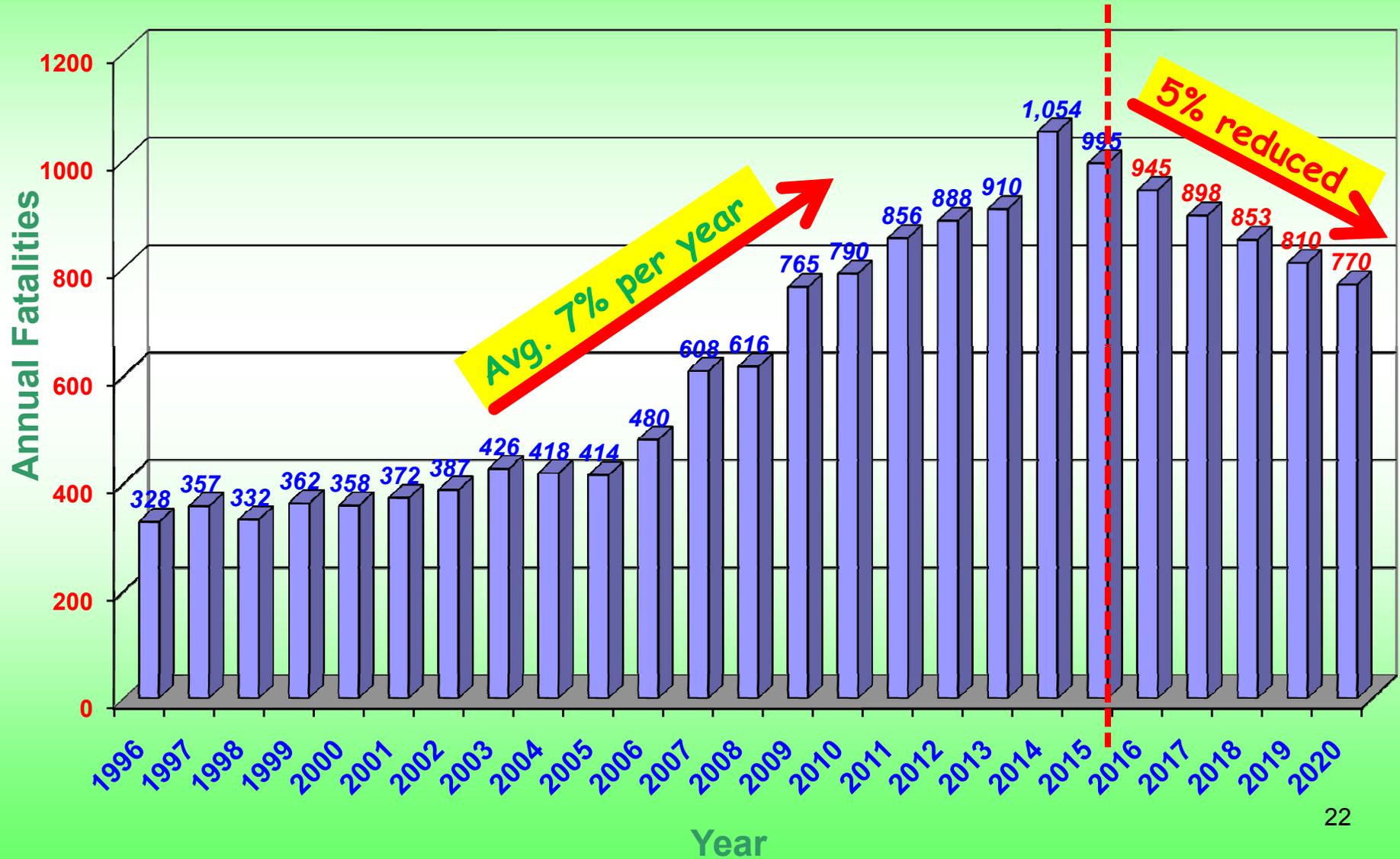
- ADB Fund (0.4 Mil \$):
 - ⇒ Black Spot Treatment Kaison Road
 - ⇒ Capacity Building and Training Course



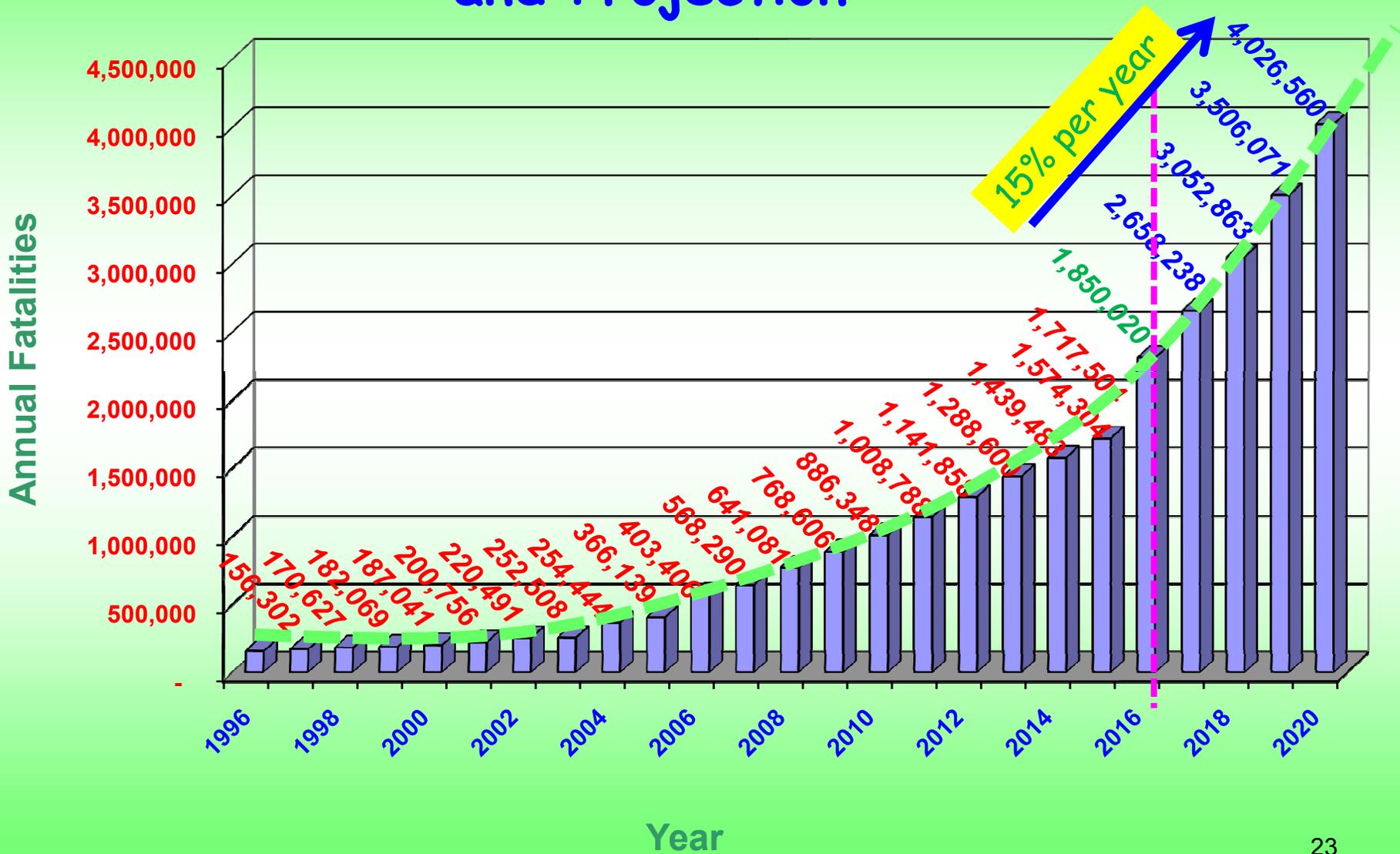
RS activities with WHO and ESCAP

- Technical and Financial supports:
 - ⇒ 1st Aid Training for Traffic Police Nationwide
 - ⇒ Workshop on the Decade Road Safety Strategy and Action Plan 2011-2020
 - ⇒ Workshop on Drink-Drive and Helmet Use
 - ⇒ Donation of Alcolizer and Training (How-to-use)
 - ⇒ Motorcycle Safe Riding - Helmet Campaign
 - ⇒ Bicycle Safe Riding - Helmet Campaign
 - ⇒ Safe Walking Carrying Reflective Object Campaign
 - ⇒ 2nd and 3rd Global Road Safety Weeks

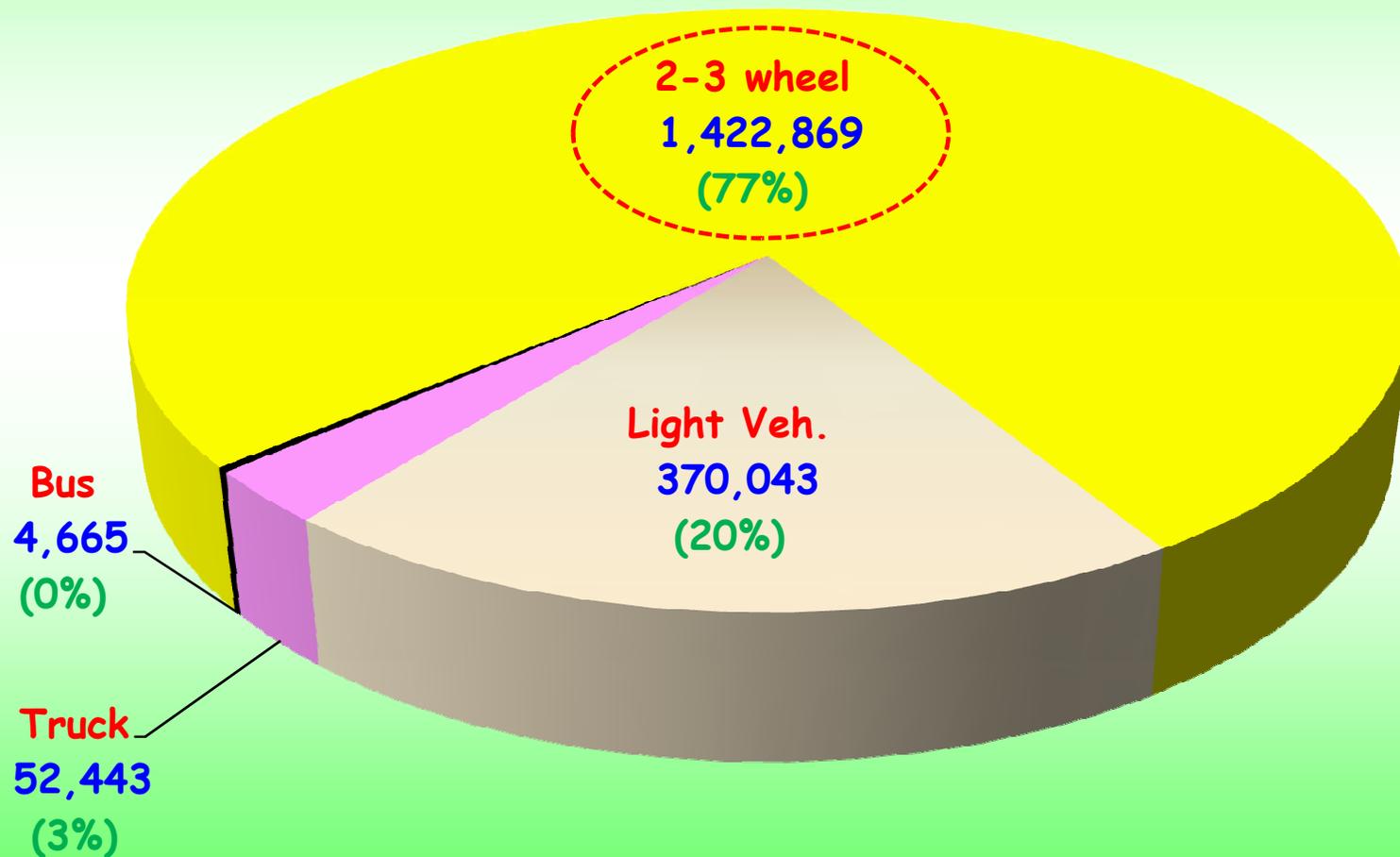
Can We Maintain 5% Reduction ?!?



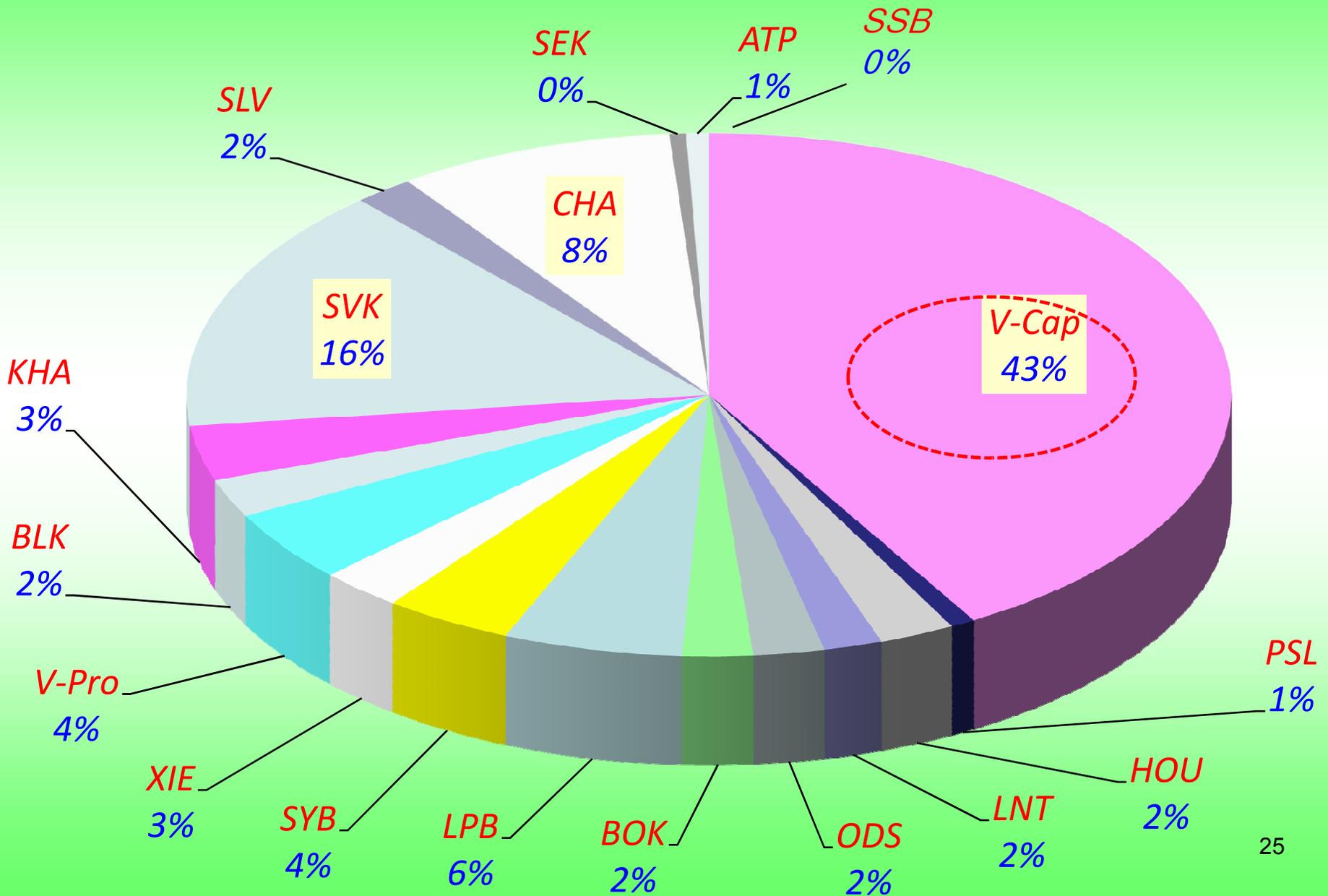
Veh. Registration over the Past Decade and Projection



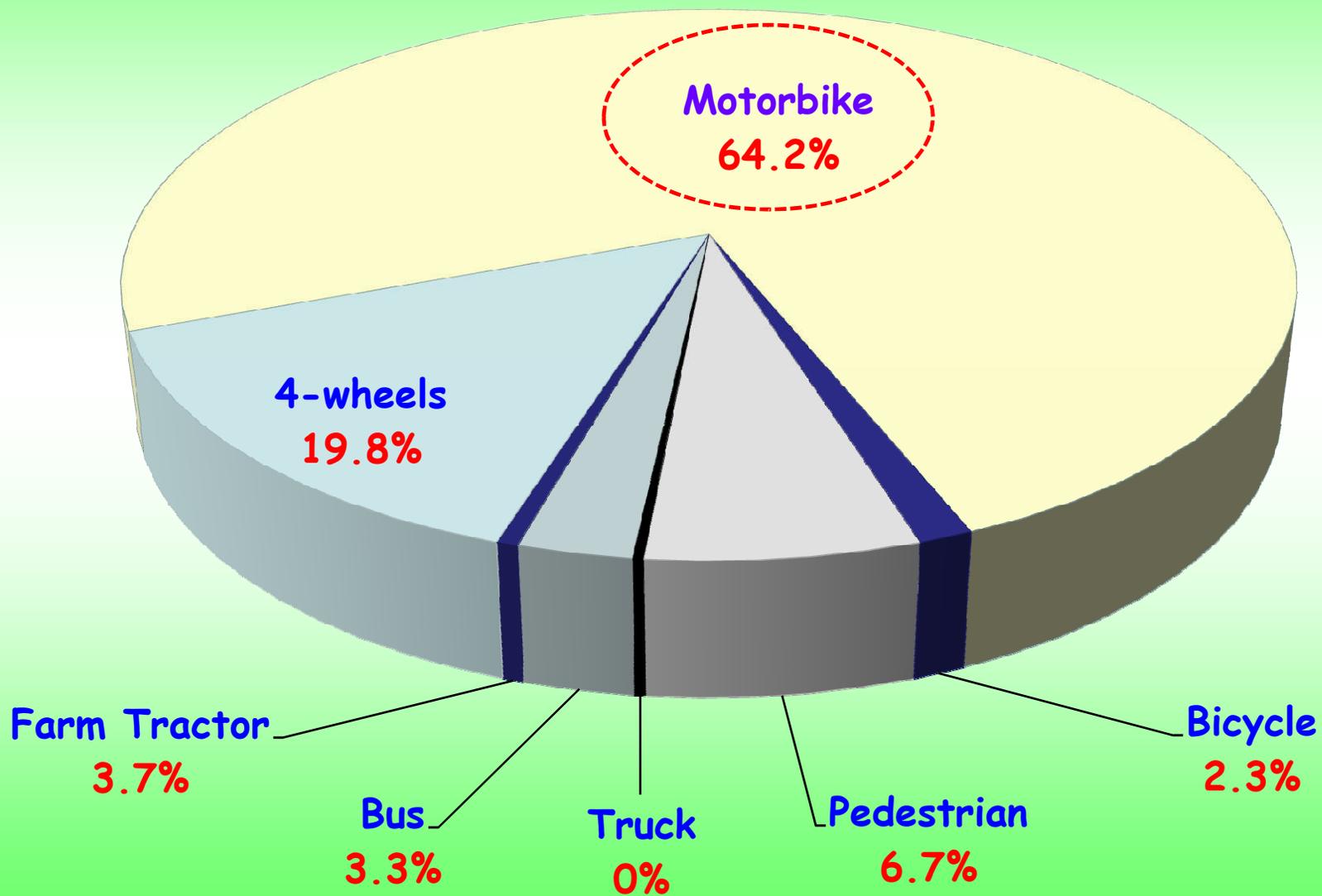
2015 and 2016 Vehicle Composition by Types



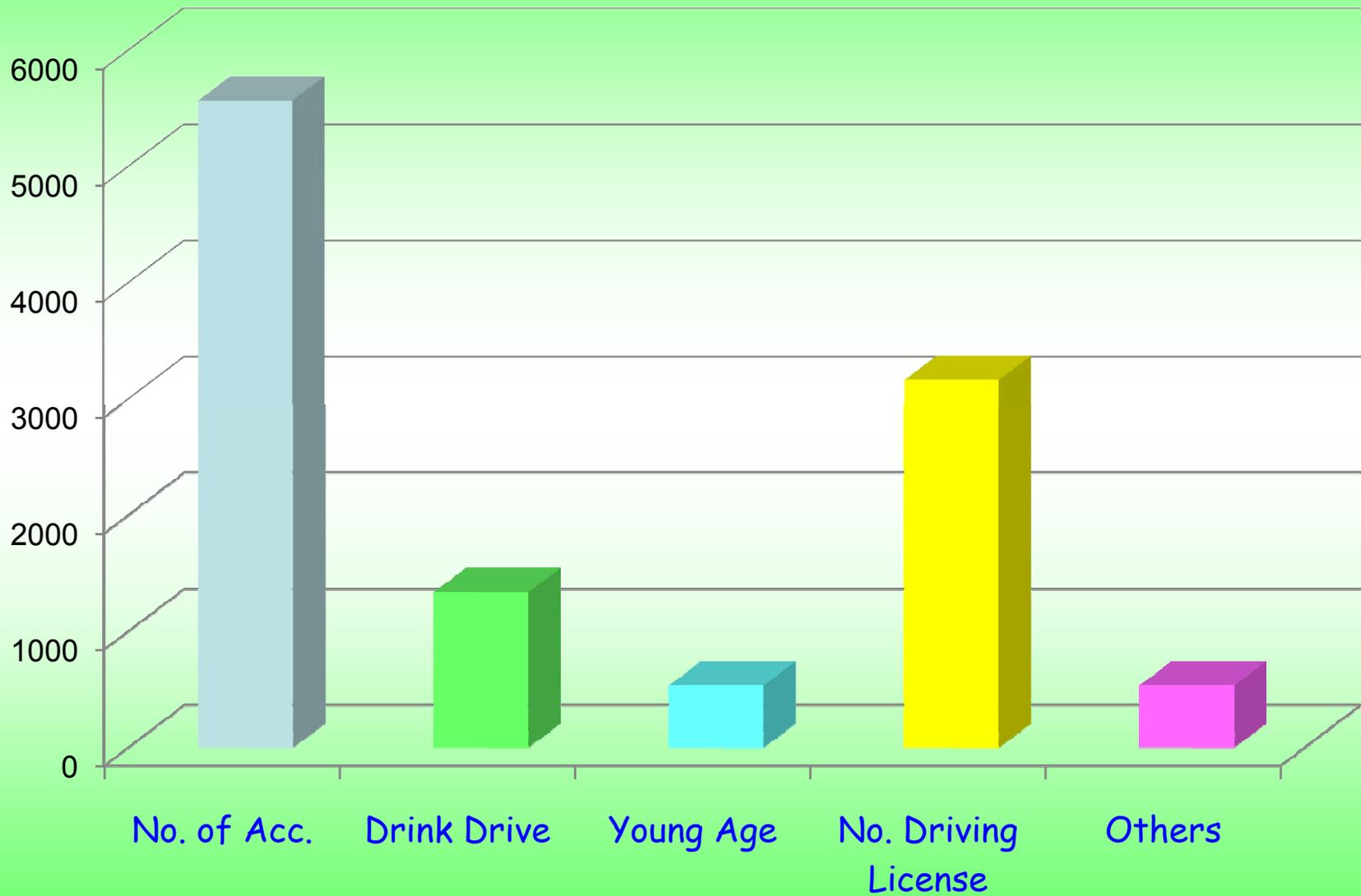
2015 and 2016 Veh. Composition by Province



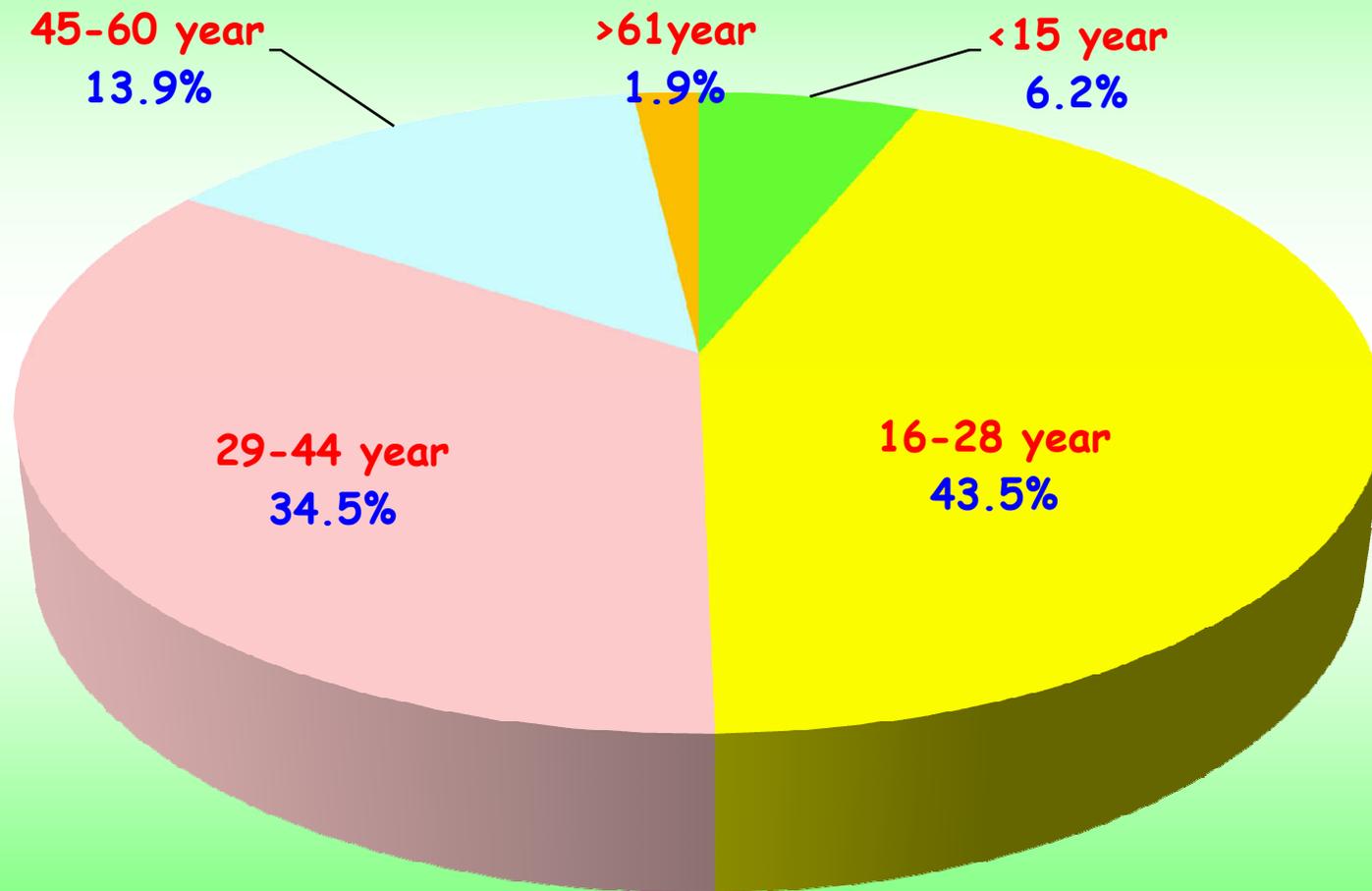
2015 Fatality by Type of Veh.



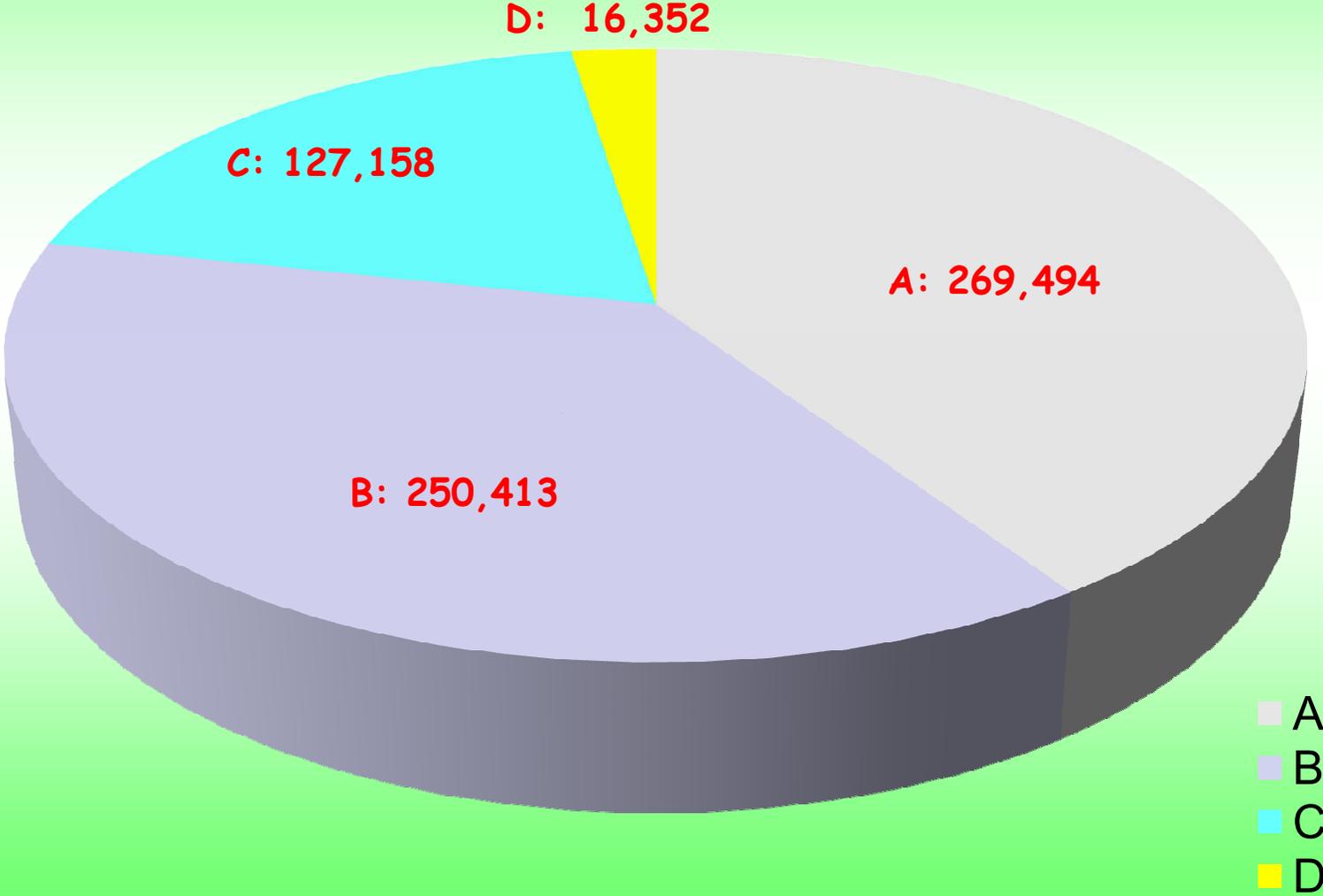
Main Causes of Accident 2015



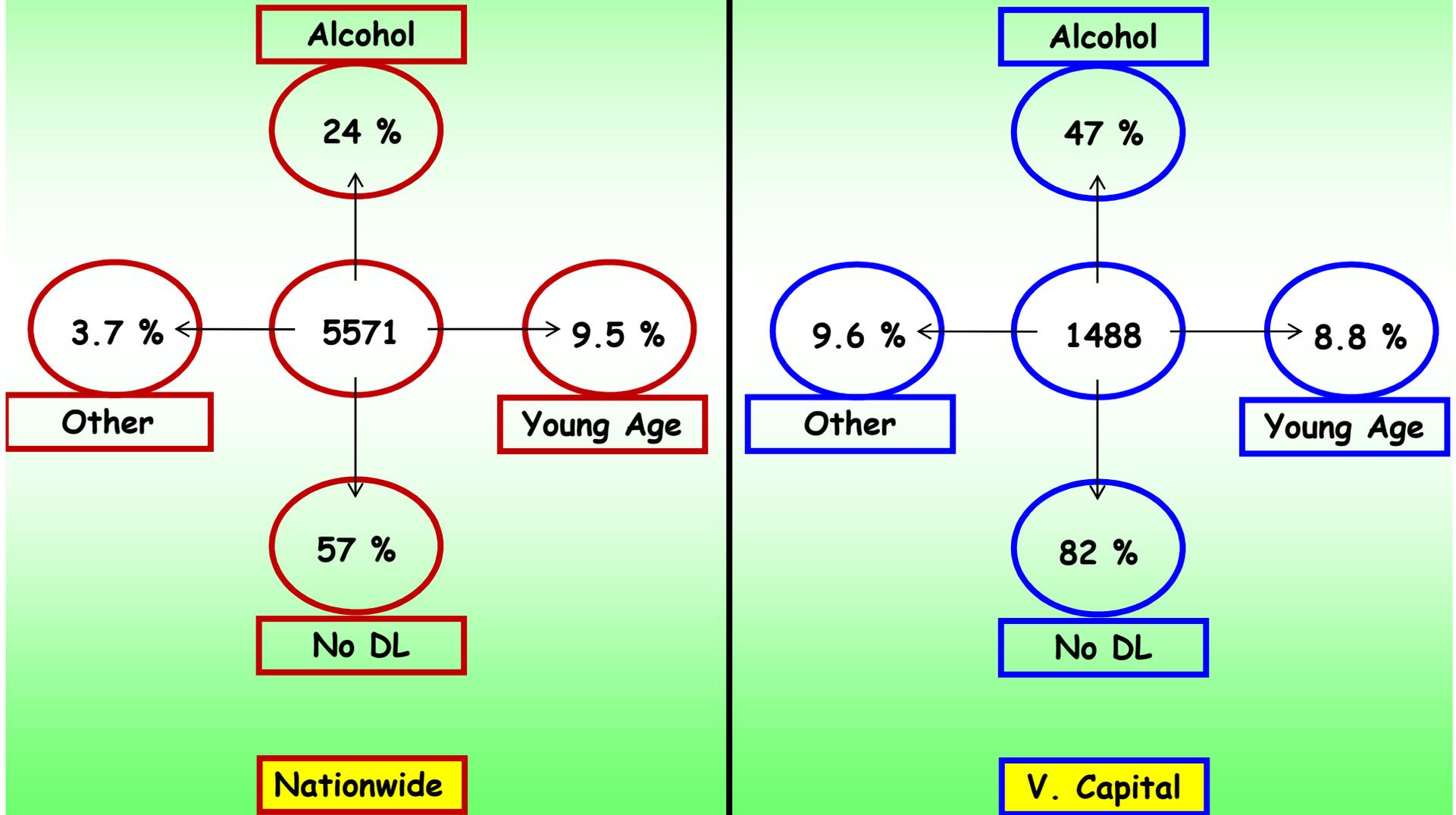
2015 Accident by Age Group



Driving License of ALL TYPES by Categories (Up to Dec. 2015)



2015 Comparison of Offensiveness



Analyzing 2015 Records (x 1,000,000)

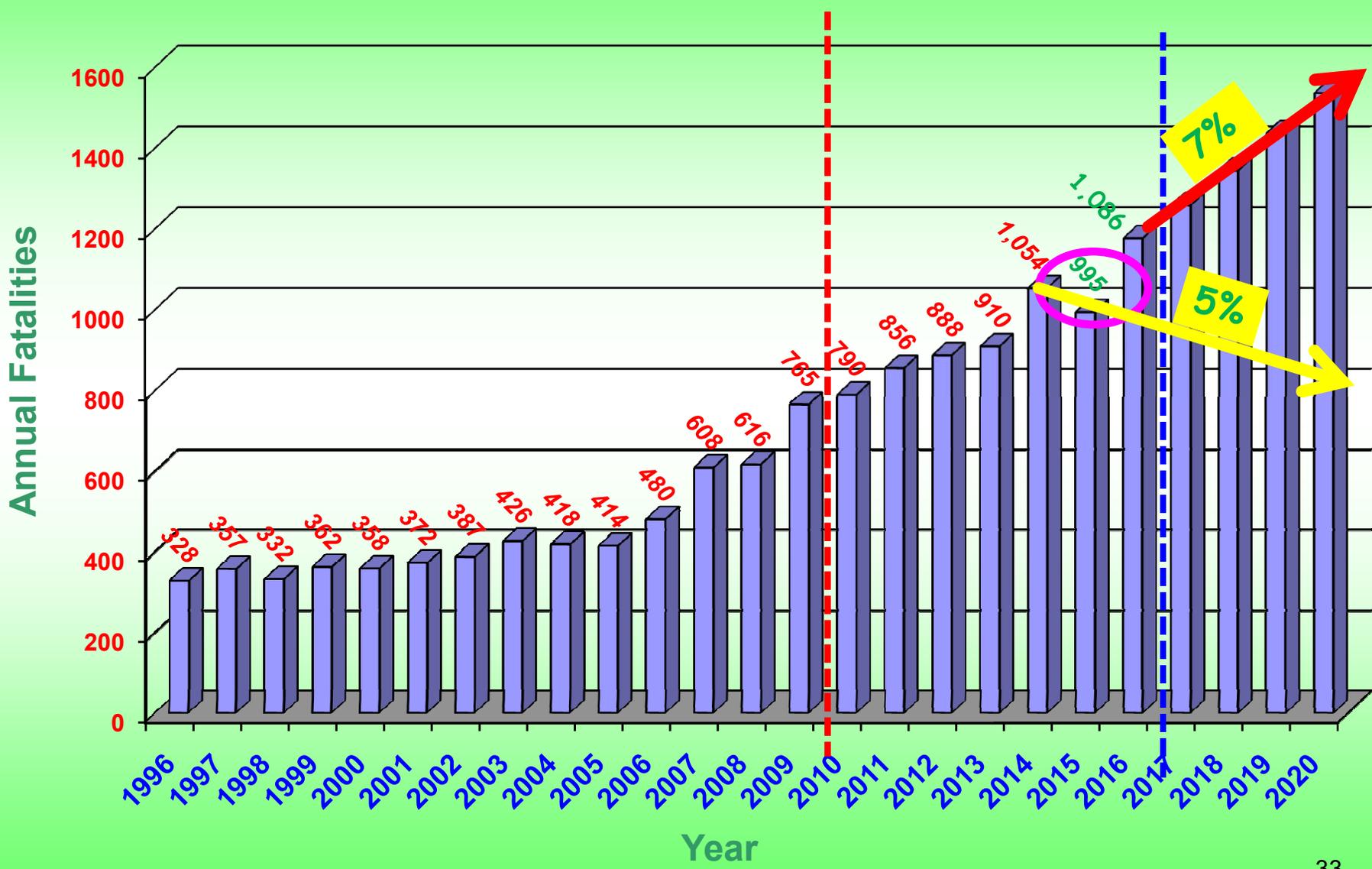
| | N-wide | V-cap | %tage |
|---------------------------|--------|-------|------------------|
| Vehicle all types | 1.72 | 0.72 | 42 |
| Motor Cycle | 1.32 | 0.50 | 38 |
| Population | 6.49 | 0.82 | 13 |
| Driving License all types | 0.66 | 0.28 | 42 |
| Driving License A type | 0.27 | 0.10 | 38 ³¹ |

What are the messages ?!?

What can we interpret from the
messages ?!?

What are the REAL focuses then ?!?

The Answer is "NO" for 2016



**Thank you for your
Attention**