

ROAD SAFETY SITUATION IN BHUTAN

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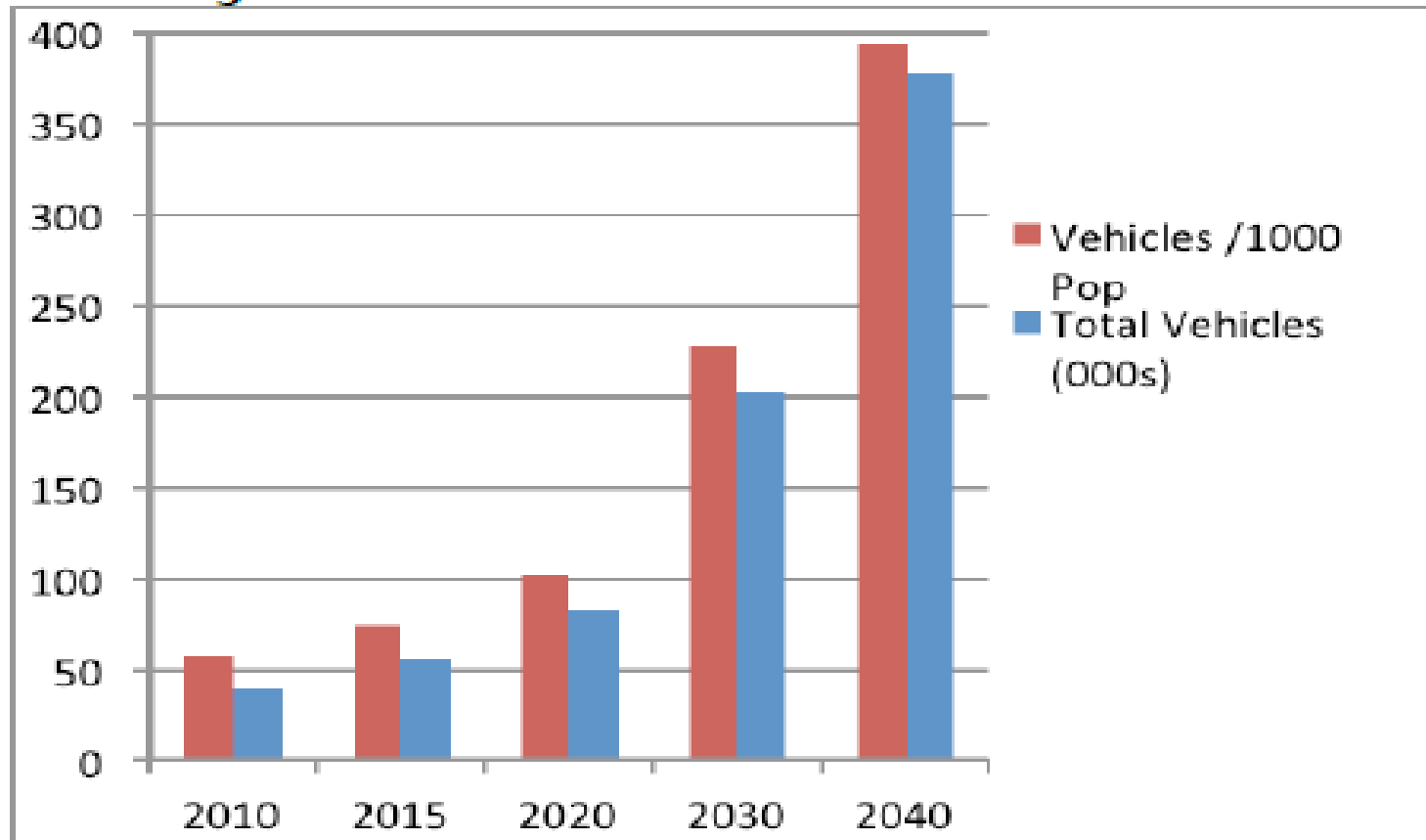
BRIEF BACKGROUND

Motorization in Bhutan

Year	No. of motor vehicles	% Increase
1997	13584	-
1998	15629	15.05
1999	18288	17.01
2000	19463	6.42
2001	22494	15.57
2002	24430	8.61
2003	25003	2.35
2004	26740	6.95
2005	29914	11.87
2006	33241	11.12
2007	35703	7.41
2008	40659	13.88
2009	45819	12.69
2010	53282	16.29
2011	62697	17.67
2012	67,449	7.58
2013	67926	0.71
2014	69602	2.47
2015	75190	8.03
2016 (June)	80389	6.9

Forecast of Vehicle Fleet in Bhutan

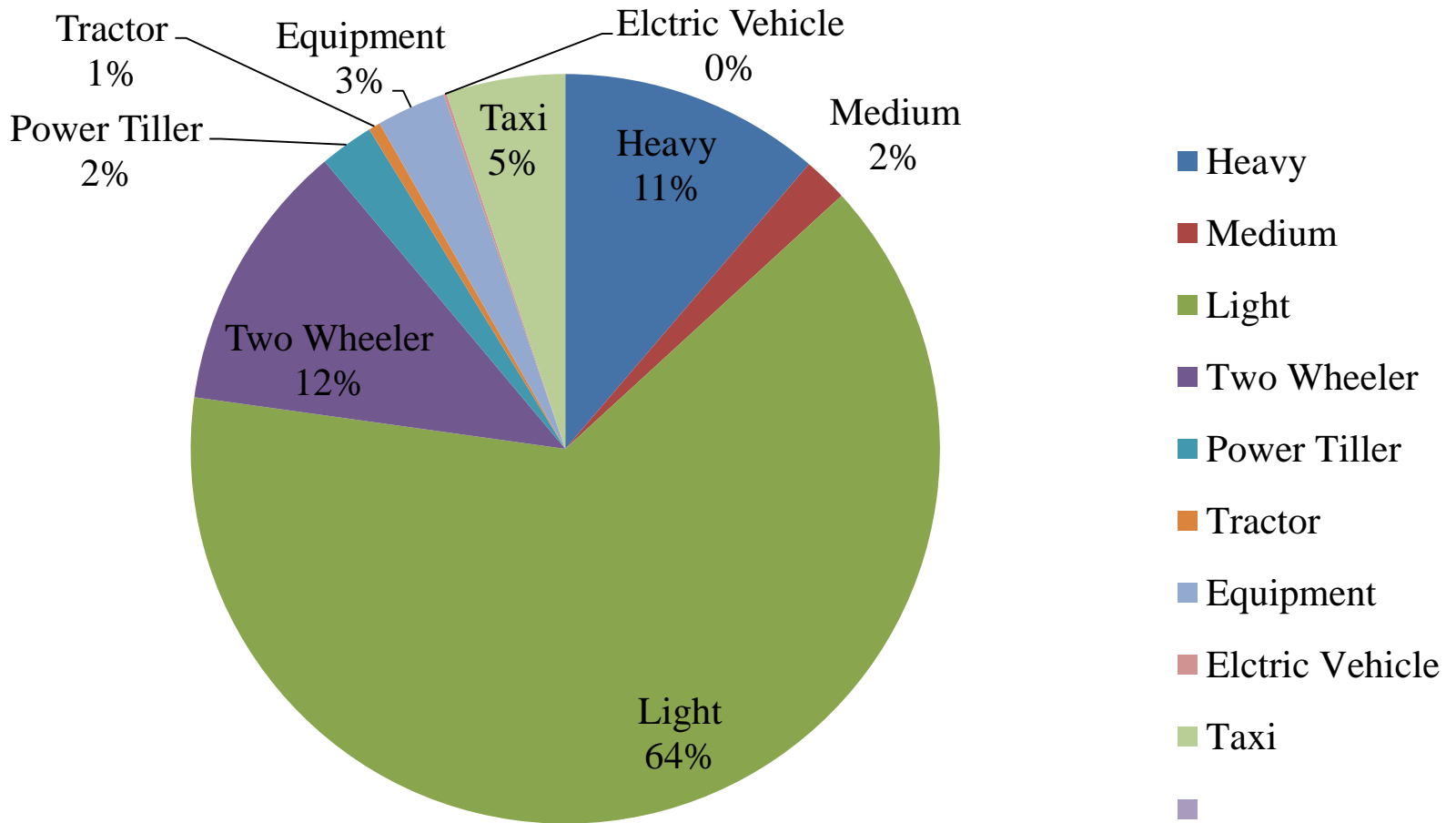
Figure 9.1 Forecast of Vehicle Fleet in Bhutan



Source: RSTA and Consultant

Source: Transport 2040: Integrated Strategic Vision

Modal Share (May 2016)



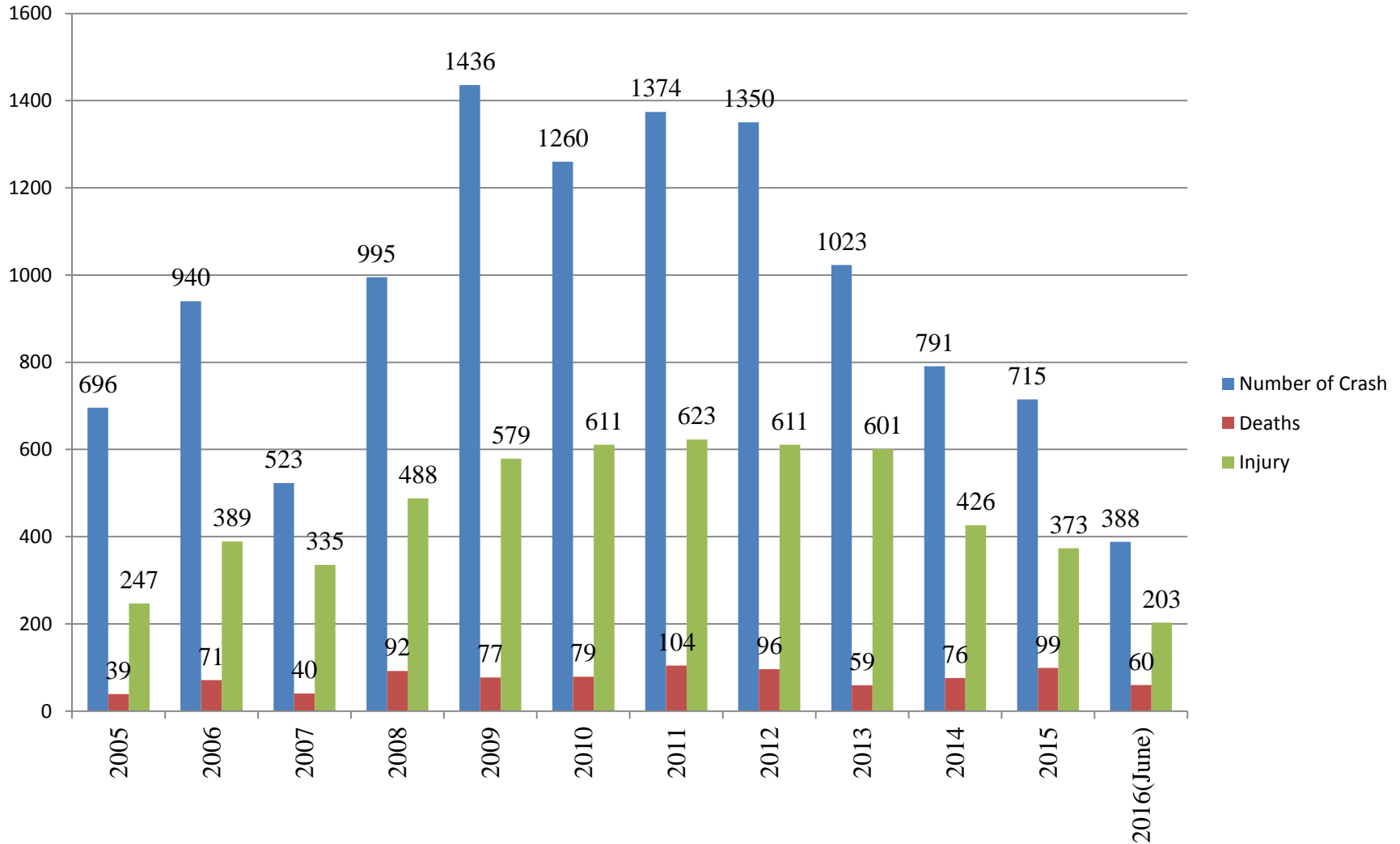
Types of roads and length

Sl#	Road Type	Length (Km)	
1	Expressway	6.20	
2	Primary National Highway	1974.64	
3	Secondary National Highway	584.47	
4	Dzongkhag Roads	1504.47	
5	Urban Road	396.76	
6	Farm Road	5240.32	
7	Forest Road	1097.11	
8	Approach Road	262.06	
9	Power tiller track	111.1	
10	GC roads (constructed)	60.30	As of June 2016
	GC roads blacktopped	147.87	
	Total	11,322	

Main Road Safety Stakeholders

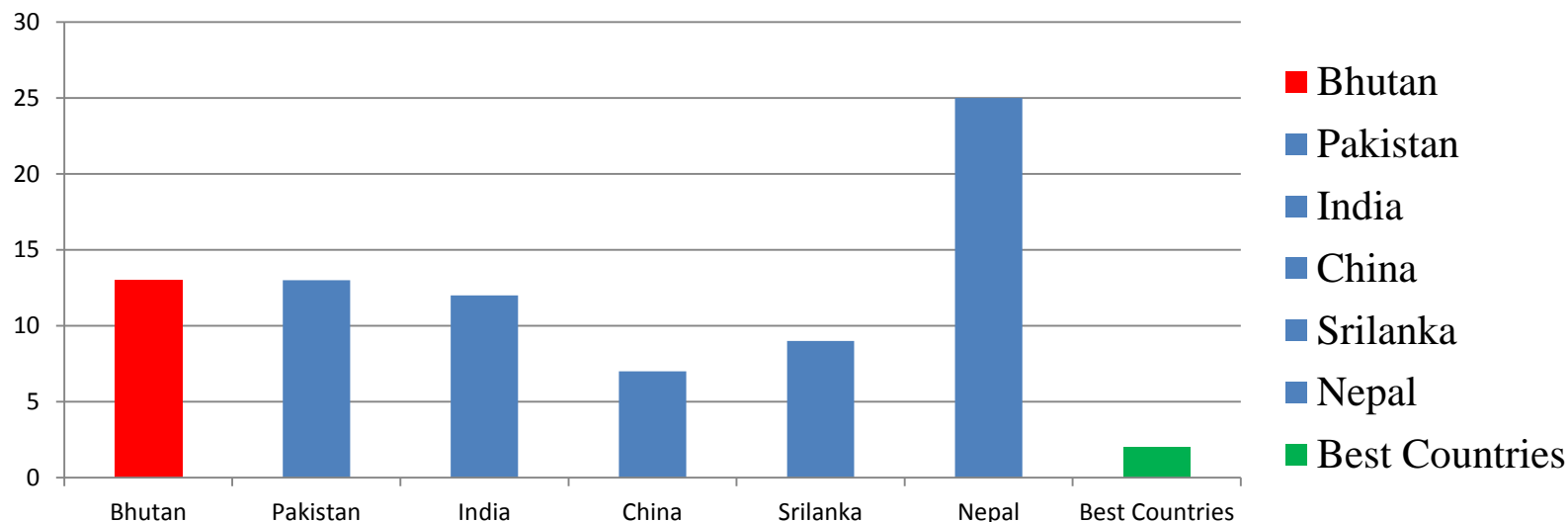
Sl#	Agency	Role
1	Road Safety and Transport Authority (RSTA), Ministry of Information and Communications (MoIC)	Lead Agency
2	Royal Bhutan Police (Traffic Police)	Enforcement
3	Department of Roads (DoR), Ministry of Works and Human Settlement (MoWHS)	Responsible for Planning, Designing and Construction of Roads, Bridges and other Road infrastructure
4	Department of Public Health, Ministry of Health	
5	Municipalities	Urban Roads and Urban Transport
6	Local Government Authorities	Block and district level road construction, parking etc.

Road Crash Trends (2005-June 2016)



Road Crash facts

Fatalities/10,000 vehicles



Bhutan (2015)

(1) **903** average annual road crashes (2005-2015)

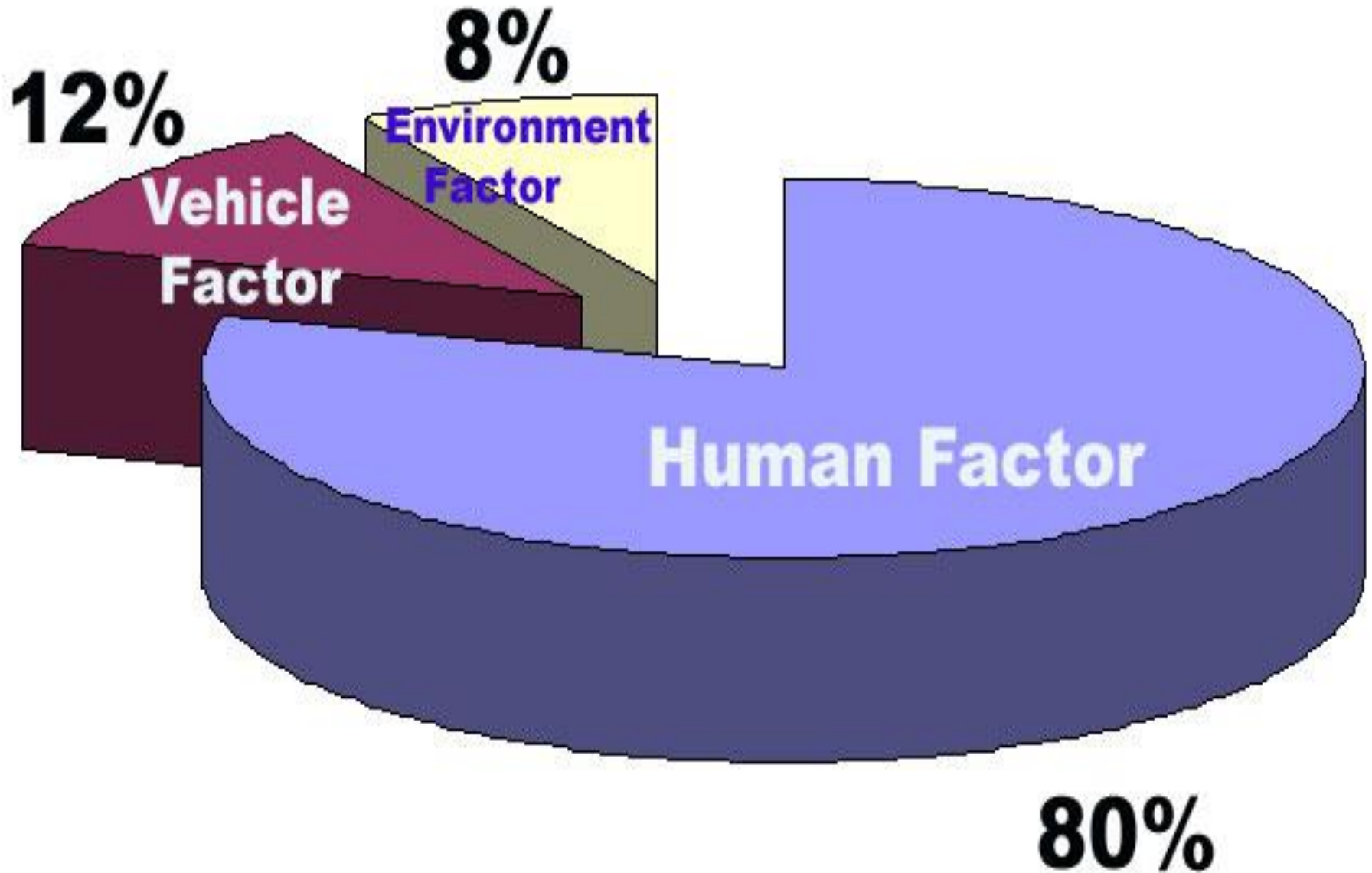
(2) **13.17** deaths per 10,000 vehicles (2015)

(3) **49.16** Injuries per 10,000 vehicles (2015)

Major Causes of Road Crashes

- (1) Unlicensed Driving
- (2) Speeding
- (3) Drinking and Driving
- (4) Over loading (Freight Transport)
- (5) Difficult topography
- (6) Mechanical Defects

CAUSES OF Crashes



Actions by RSTA and Traffic Police

(1) Decade of Action on Road Safety (2011-2020)

- Launched in May 2011

(2) Strengthening of Regulations

- Increased penalty amount for major offences
- Developed Regulations on Traffic Disciplinary Committee

(3) Co-ordination with Stakeholders

- Set up Road Safety and Traffic Coordination Committee (RSTCC)

(2) Awareness Programs:

- Focus group programs
- Media Ads and Programs (both print and broadcast),
- Social Media (face book and twitter pages)
- Official Website

(3) Enforcement:

- Zero Tolerance to Traffic Violations
- Highway checks
- Vehicle Fitness



Road Safety Strategy recommended through the Bhutan Transport 2040: Integrated Strategic Vision Document

8.6 Road Safety Strategy Recommendations

The overall strategy in regard to Road Safety may be summarised by the following twelve proposed actions.

- (i) Establish Road Safety Board
- (ii) Develop Road Safety Action Plan
- (iii) Improve road design standards
- (iv) Road safety audit process
- (v) Improve driver training standards
- (vi) Improve vehicle safety standards and testing
- (vii) Strengthen Traffic Police
- (viii) Implement crash reporting and analysis system
- (ix) Schools safety programme
- (x) Public awareness programme
- (xi) Safety retrofit programme
- (xii) Establish Road Safety Fund

Issues and Challenges

- (1) In-adequate experts (Road Safety Engineers, Road Safety Expert etc.)
- (2) Inadequate capacity building opportunities
- (3) Inadequate / No dedicated Road Safety Fund
- (4) Inadequate mobility and response facilities (such as vehicles and equipment)

Summary

1. Vehicle numbers growing in the country and projected to increase
2. Road Crashes also increasing but fatalities and injuries show fluctuating trend.
3. Main causes indentified as unlicensed driving, speeding, drinking and driving, overloading, difficult topography, mechanical defects.
4. Authority is giving priority to Road Safety and taking possible actions
5. Strategies have either been developed or in the process of development
6. There are challenges such as inadequate experts, capacity, funds, mobility etc. which need to be tackled.



THANK YOU

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Photo: Courtesy Sonam Tobgay, Sr. MVI, RSTA