Road Safety Issues in Lao PDR
The Decade Road Safety Strategy and Action Plan 2011-2020

Seoul, 8 May 2013
Outline

• The Road Safety Issues in Lao

• Previous RS S-AP (2005-2010) in Brief

• Statistical Figures and Graph

• Decade of Action: Lao RS S-AP (2011-2020)

• AH in Lao PDR

• Fatality on AH
Legislation

- 26/4/2005: GoL approved RSS&AP
- Oct. 2010: EXPIRED
- 1 Sept 2010: Stake Holder's Workshop
  (updating RSS&AP)
- 10-11 May 2011: Finalization Workshop
  (going tru. RSS&AP)
- 12 Aug. 2011: 3rd NRSC Conference
  a. Decade RSS&AP Presented and
  b. RS Fund Rule and Regulation
Legislation

- **1-2 Nov 2011:** Refining Workshop on Decade RSS&AP 2011-2020 (UNESCAP)
- **July 2012:** Adaptation by GoL

**Current Status:**
- Fine-tuning of NRSC Structure
- Fine-tuning of RSF Rule and Regulation
3rd Conference of the National Road Safety Committee.
Vientiane, 12/8/2011
No. of Fatality over the Past Decade

Source: NRSC Sec. Off./DOT APRIL 2013
No. of Veh. Registered over the Past Decade

Source: NRSC Sec. Off./DOT JULY 2011
2012 Veh. Composition by Type

- 2-3 wheels: 78.66%
- 4 wheels: 18.47%
- Truck: 2.60%
- Bus: 0.27%
2010 Fatality by Type of Veh.

- Motorbike: 74%
- 4-wheels: 15%
- Farm Tractor: 1%
- Bus: 3%
- Truck: 0%
- Pedestrian: 6%
- Bycicle: 1%
Fatality by Age Group of 2010

- 15-29: 37%
- 30-44: 42%
- 45-59: 14%
- <15: 6%
- 60-69: 1%
First Ministerial Conference
(Moscow: 19-20/11/2009)

DECADE OF ACTION FOR ROAD SAFETY 2011-2020
Fifty percent Reduction of Fatality

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

Do nothing

Decade of Action

Global RTI Deaths

2500000

2000000

1500000

1000000

500000

2000

2005

2010

2015

2020

50% Fatality Reduction Target

5 Million Fatalities
50 Million Serious Injuries

Source: Guria, J (2009)
Five Pillars as per Moscow Declaration

<table>
<thead>
<tr>
<th>Pillar 1</th>
<th>Pillar 2</th>
<th>Pillar 3</th>
<th>Pillar 4</th>
<th>Pillar 5</th>
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</thead>
<tbody>
<tr>
<td>Road safety management</td>
<td>Safer roads and mobility</td>
<td>Safer vehicles</td>
<td>Safer road users</td>
<td>Post-crash response</td>
</tr>
</tbody>
</table>

International coordination of activities
## Fatality Rates (1996-2010)

### Fatality Rate over the past Decade (1996-2010)

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Accidents</th>
<th>No. of Fatalities</th>
<th>Death Rate per 10,000 veh.</th>
<th>Death Rate per 100,000 pop.</th>
<th>Registered veh.</th>
<th>No. of pop (2%/Y)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>3,330</td>
<td>328</td>
<td>21.0</td>
<td>7.7</td>
<td>156,302</td>
<td>4,679,560</td>
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<tr>
<td>1997</td>
<td>3,407</td>
<td>357</td>
<td>20.9</td>
<td>7.8</td>
<td>170,627</td>
<td>4,784,274</td>
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<tr>
<td>1998</td>
<td>3,617</td>
<td>332</td>
<td>18.2</td>
<td>7.2</td>
<td>182,069</td>
<td>4,888,987</td>
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<tr>
<td>1999</td>
<td>3,159</td>
<td>362</td>
<td>19.4</td>
<td>7.3</td>
<td>187,041</td>
<td>4,993,701</td>
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<tr>
<td>2000</td>
<td>4,335</td>
<td>358</td>
<td>17.2</td>
<td>7.3</td>
<td>200,756</td>
<td>5,098,414</td>
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<td>2001</td>
<td>4,681</td>
<td>372</td>
<td>16.0</td>
<td>6.1</td>
<td>220,491</td>
<td>5,203,128</td>
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<tr>
<td>2002</td>
<td>4,634</td>
<td>387</td>
<td>15.3</td>
<td>7.4</td>
<td>252,508</td>
<td>5,307,841</td>
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<tr>
<td>2003</td>
<td>5,177</td>
<td>426</td>
<td>16.7</td>
<td>8.0</td>
<td>254,444</td>
<td>5,412,555</td>
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<tr>
<td>2004</td>
<td>4,256</td>
<td>418</td>
<td>14.4</td>
<td>7.6</td>
<td>366,139</td>
<td>5,578,973</td>
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<td>2005</td>
<td>4,619</td>
<td>414</td>
<td>13.3</td>
<td>7.4</td>
<td>403,406</td>
<td>5,621,982</td>
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<tr>
<td>2006</td>
<td>4,620</td>
<td>480</td>
<td>8.4</td>
<td>8.5</td>
<td>568,290</td>
<td>5,747,621</td>
</tr>
<tr>
<td>2007</td>
<td>5,198</td>
<td>608</td>
<td>8.4</td>
<td>10.6</td>
<td>641,081</td>
<td>5,873,616</td>
</tr>
<tr>
<td>2008</td>
<td>5,025</td>
<td>616</td>
<td>8.2</td>
<td>10.3</td>
<td>768,606</td>
<td>6,000,380</td>
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<tr>
<td>2009</td>
<td>5,233</td>
<td>765</td>
<td>8.2</td>
<td>13.5</td>
<td>886,348</td>
<td>6,127,910</td>
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<tr>
<td>2010</td>
<td>5,638</td>
<td>790</td>
<td>7.8</td>
<td>12.9</td>
<td>1,008,788</td>
<td>6,289,042</td>
</tr>
</tbody>
</table>

Source: NRSC Sec. Off./DOT JULY 2011
Fatalities with 30% more
1.50% Reduction of Fatality by year 2020
(equiv. 999 persons)

1. Adaptation of Fatality Rate per 100,000 pop.
(rather than 10,000 veh.)

3. Extend the Structure of RSC to three levels:
(L1: NRSC; L2: PRSC and L3: DRSC)
4. Adaptation of 5 Pillars:
⇒ P1: RS Management,
⇒ P2: Safer Roads and Mobility,
⇒ P3: Safer Vehicle,
⇒ P4: Safer Road Users
⇒ P5: Post-Crash Response
Lao Decade Road Safety Strategy (2011-2020)

5. Primary Focuses:
⇒ Helmet Wearing,
⇒ Drink-drive,
⇒ Speed Management,
⇒ Seat Belt,
⇒ Licensing,
⇒ Night-Time Visibility,
⇒ Traffic Management,

• 15 Areas:
  ⇒ 1. Coordination & mngmt
  ⇒ 2. Traffic Accident Data sys.
  ⇒ 3. Source of funding
  ⇒ 5. Black spot improvement
  ⇒ 6. Education
  ⇒ 7. Driver training & testing
  ⇒ 8. Public awareness
Road Safety Action Plan
(2011-2020)

• 15 Areas:
  ⇒ 9. Vehicle standard
  ⇒ 11. Enforcement
  ⇒ 12. Emergency ser. (AH/NR)
  ⇒ 13. RS research
  ⇒ 14. Acc. costing
  ⇒ 15. Partnership
# Road Safety Institution in Lao

<table>
<thead>
<tr>
<th>Level</th>
<th>Role</th>
<th>Responsible Officer</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Level (x 3)</td>
<td>NRSC</td>
<td>Policy/National</td>
</tr>
<tr>
<td></td>
<td>NRSC Sec.</td>
<td>Coordinate/Imp.</td>
</tr>
<tr>
<td></td>
<td>NRSC Sec. Off</td>
<td>Support/Imp.</td>
</tr>
<tr>
<td>Provincial Level (x 2)</td>
<td>PRSC</td>
<td>Policy/Prov.</td>
</tr>
<tr>
<td></td>
<td>PRSC Off.</td>
<td>Support/Imp.</td>
</tr>
<tr>
<td>District Level (x 1)</td>
<td>DRSC</td>
<td>Implement</td>
</tr>
</tbody>
</table>

**Sustainability:** Road Safety Fund (Tru. RMF)
Road Safety Action Plan
(2011-2020)

Governmental Meeting July 2012:

• Adopt Decade Lao RS S-AP 2011-2020
• Combined RSF w. RMF
• RS-RR signed Feb. 2013 (123/MPWT, 12/2/2013)

NOTE: RSF became RSC under RMF
Road Safety Action Plan
(2011-2020)

Resources of RMF (RSF):

1. Fuel levy,
2. Surcharge on the importation and the local production of alcoholic drinks
3. Fine from the traffic violation
4. Fine from the overloading
5. Auction of the vehicular number plate
6. Service charge from the international transport permit
7. Service charge from the annual vehicular registration
8. Service charge from the annual road usage
9. Service charge from the road toll based on the Governmental agreement
10. Contribution/Donation from the Governmental agency and private company both foreign and local, including the financial institution and foreign organization,
11. Other sources based on the Governmental agreement such as: vehicular insurance premium and/or annual vehicular inspection and certification.
There's no Traffic Accident Record on AH roads in particular

Concept Paper on the establishment of the ASEAN RS Centre to be presented at the 4th MRSSWG, Vientiane, 14 May 2013
Summary of Asian Highway

Current:

• AH 3 (NR 3): HuaiXay-BoTen (Lao/Thai- Lao/China bdr), L=251 km;
• AH 13 (NR 2): HuaiKon-MuangNgeun-Oudomxai.
• AH 13 (NR 2): HuaiKon-MuangNgeun-Oudomxai-MuangKhoua-TaiChang, L=391 km.
• AH 15 (NR 8): Ban Lao-Nam Phao (Lao-Viet bdr), L=236 km.
• AH 16 (NR 9): SVK-Densavanh (Lao/Thai-Lao/Viet bdr.), L=240 km.

Proposed:

• AH 131 (NR12): Thakhek-Mugia (Lao/Thai- Lao/Viet bdr) L=149 km
Strategic Plan on Roads 2011-2015

Apart from the construction, improvement and upgrading of the domestic links, the Development of new roads linking to Neighboring countries are as follows:

- **Road No. 6A**: HangLong-SopBau-BanDan. $L=122$ kms. (expected to completed by 2014).

- **Road No. 6B**: SopBau- PaHang (Lao/Viet Bdr.). $L=24$ kms. (expected to be completed by 2014).

- **Road No. 16**: XeKong-DakChung (Lao/Viet Bdr). $L=116$ kms.

- **Road No. 2W**: MuangNgeun-PakBeng (Lao/Thai bdr). $L=53$kms.
Heavy Transportation

- Total no. of Weight Stations in Lao PDR: 39 Stations.

- GoL’s NOTICE: 1179/PM, 17/6/2011
  - 13 Stations at border remaining in active.
  - 26 Stations inland to be closed and run as a check point on RANDOM basis for suspicious, dangerous and overloaded GOODS.

- In addition, 26 check points will be used for the Road Safety purposes.
Heavy Transportation (Continue)

Axle Load Approved:

• AH3 (NR3) and AH16 (NR 9): 11 tons/axle.
• The remaining AHs and NRs: 8-9.1 tons/axle (DEPENDING ON THE STRUCTURE).

Issues:

• Lao PDR will install the AH sign along the AH11 and AH12 in near future.
Strategic Plan on Railway

Railway Line Development Plan consists of 8 railway lines of which, 4 lines as a priority and in order as follows:

RL1: Vientiane-Kunming (China)
RL2: Vientiane-Thakhek-MuGia (Vietnam)
RL3: Thakhek-Pakse-Vangtao (Thailand)
Addition NEEDS

• Need an assistance to improve and modernize the transport fleets and the transport industry to meet the international standards.

• There is a need to construct the transport facilities along the International transport links (Road Side Station, Rest Area, Freight Distribution Center etc).

• Need to upgrade the International transport links to accommodate the Load of 9.1 tons/axle and beyond.
Conclusions

• Need to upgrade the infrastructures to facilitate the transport linking with assistance from neighboring countries, gaining access to sea port, boosting of international trade and attracting of foreign investment and tourism.

• Need an assistance to strengthen the Government officials and transport operators to have sufficient knowledge and capacity in the transportation fields (road, rail, air and waterway) to cope with the implementation of GMS and ASEAN Agreements.
Thank you