



**NATIONAL ROAD SAFETY ACTION PLAN 2019 -2023**

# NATIONAL ROAD SAFETY ACTION PLAN 2019–2023

March 2019

## Endorsed by:

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## FOREWORD

There is widespread recognition in the recent years that road traffic crashes and injuries represent high number deaths and disabilities in Maldives. According to the Global Status Report on Road Safety, 1.24 million people are killed on the world's roads each year and 90 percent of these deaths occur in low- and middle-income countries (LMICs), with an economic cost that can exceed total overseas aid flowing in. Road traffic injuries are already the leading cause of death among youths and young adults between 15-24 years in Maldives due to the change in road user behavior and with the development of new highways in different parts of the country, ahead of malaria, AIDS and tuberculosis. Thus, the current committed funding for road safety has to be increased as this has become a major public health concern than we imagined in the past decades.

There is a need for the service providers, local government authorities, police, road safety professionals, the voluntary sector and of course the road users themselves will work with us to ensure we rise to the challenge of maintaining safety of the roads for all users. Thus, recognizing the serious health and socioeconomic impact of road traffic crashes, Health Protection Agency of Ministry of Health, along with the relevant stakeholders initiated the formulation of this Action Plan (2019–2023).

Therefore, this plan is the first guiding document to facilitate effective coordination and implementation of road safety actions at all levels to enable the enforcement and behavior change among the road users in Maldives.

I convey my sincere appreciation to relevant staff Ministry of Health for their dedicated efforts in the compilation of this important plan and I thank all the stakeholders who contributed in developing this action plan.

I believe this action plan will greatly contribute to strengthening the national road safety system by reducing deaths and injuries related to road safety and ensure safer roads for all. I am also confident that the implementation of this plan will take the Maldives health sector to greater heights towards achieving national, regional and international development road safety targets including Sustainable Development Goals.

Abdulla Ameen



Minister of Health

## ACKNOWLEDGMENT

The development of the National Road Safety Action Plan was an initiation from the Environmental and Occupational Health and Safety Division of Health Protection Agency, Ministry of Health, Maldives.

The action plan was developed with technical and financial assistance from World Health Organization. We are grateful for the continuous support given by WHO throughout the development of the action plan.

The Ministry is also grateful to Mr. Balise Murphet (Asia Pacific Program Manager) in providing technical assistance and guidance in the development of the action plan.

The Ministry greatly appreciates the active participation of and valuable contributions of the members from relevant stakeholders which made the development of the action plan possible.

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## ACRONYMS AND ABBREVIATIONS

<b>AG Office</b>	Attorney General's Office
<b>HDC</b>	Hulhumale' Development Cooperation
<b>HPA</b>	Health Protection Agency
<b>IGMH</b>	Indhira Gandhi Memorial Hospital
<b>LGA</b>	Local Government Authority
<b>MoH</b>	Ministry of Health
<b>MoNPI</b>	Ministry of national Planning and Infrastructure
<b>MoTCA</b>	Ministry of Transport and Civil Aviation
<b>MPS</b>	Maldives Police Service
<b>MRC</b>	Maldives Red Crescent
<b>MTA</b>	Maldives Transport Authority
<b>PIH</b>	Policy Planning & International Health Division
<b>RAHSD</b>	Regional and Atoll Health Services Division
<b>UNECE</b>	United Nations Economic Commission for Europe
<b>UNICEF</b>	United Nations Children's Fund
<b>WHO</b>	World Health Organization

## INTRODUCTION

Road traffic accidents are currently estimated to be the 8<sup>th</sup> leading cause of death across all age groups globally<sup>1</sup>. Each year 1.2 million lives are lost due to road traffic crashes and 50 million people around the world suffer nonfatal injuries. The vulnerable road users such as pedestrian, cyclist, and motor cyclist make up to nearly half (49%) of the people who die on worlds road and it is the leading cause of death among young people aged between 15 and 29 years. In addition, road traffic crashes have a huge impact on public health and development with significant health and socioeconomic cost<sup>2</sup>.

The number of fatalities in road accidents is increasing at an alarming rate, especially in developing countries, as new roads are being built and more vehicles are used in the everyday life. Road traffic injuries kill approximately 316 000 people each year in the South East Asian Region. Despite comprising only 11 countries, 25% of the global total of road traffic deaths is from this Region<sup>1</sup>.

In 2010, the United Nations General Assembly adopted a resolution (A/RES/64/255) which proclaim the period 2011-2020 as the Decade of Action for Road Safety, with goals to stabilize the level of road accidents around the world by increasing activities conducted at national, regional and global levels. The resolution called upon Member States to implement road safety related activities, in road safety management, road infrastructure, vehicle safety, road user behavior, road safety education and post-crash response<sup>3</sup>.

The 2030 Agenda for Sustainable Development recognizes that road safety is a prerequisite to ensuring healthy lives, promoting well-being and making cities inclusive, safe, resilient and sustainable. The Decade of Action for Road Safety 2011–2020, officially proclaimed by the UN General Assembly in March 2010, seeks to save millions of lives by building road safety management capacity; improving the safety of road infrastructure; further developing the safety of vehicles; enhancing the behavior of road users; and improving post-crash response. Guided by the Global Plan, the Decade of Action offers a framework for policy, practice and advocacy to help countries achieve the Sustainable Development Goals. In the sustainable goals world leaders committed to halve the number of deaths from road crashes by 2020, hence there is urgent need to scale up intervention and investing on road safety<sup>4</sup>.





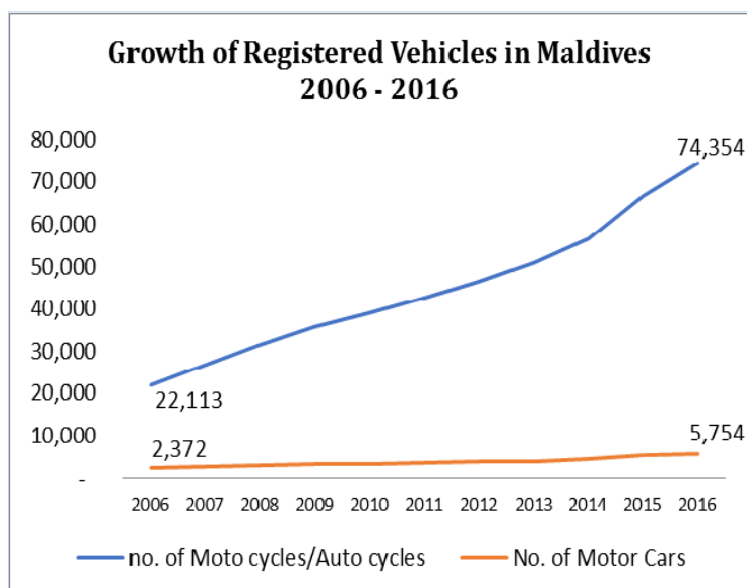
## BACKGROUND

The land area of Maldives is very small in comparison to the other countries. However with the rapid urbanization, development of roads and highways, lack of enforcement, poor safety standards, and excessive and inappropriate speeding among youth, contributes to the increase of road crashes and fatal injuries in the country. The 70% increase in the motorcycle users (figure 2.1) during the past 10yrs, is also one factor that has led to the vehicle congestion in Male City where 2/3 of the population resides, placing motorcyclists and pedestrians at risk.

## 2.1 Vehicle Population

The number of vehicle registration is rising in the country at an alarming rate. Motor car registration has increased with an average growth rate of 11.36% per year and a 70 fold increase in the number of two wheelers registered from 2006 to 2016 (Figure 2.1). The reason for this enormous increase in motor cycles is the installment schemes introduced and continued till date by public and private companies.

Figure 2.1: Registered vehicles from 2006 – 2016



Source: Maldives Police Services

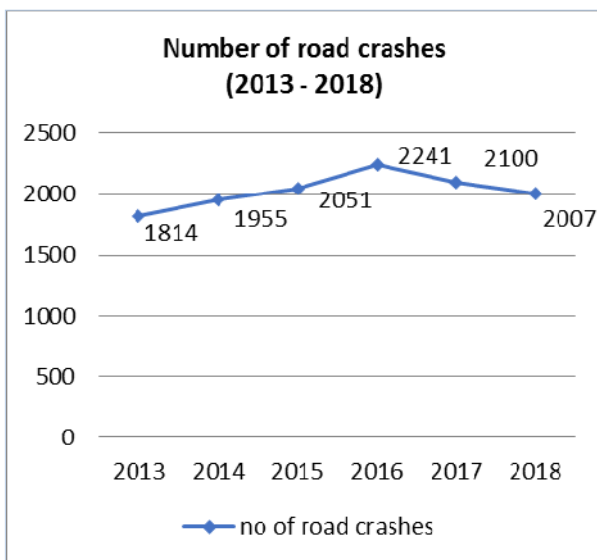


## 2.2 Road Crashes

Slight variation had been noticed in terms of road crashes happening every year in Maldives in the past six years. In 2013 the number of road crashes stood at 1814 and rose steadily over the next three years to 2241 in 2016 (Figure 2.2). However, the number of road crashes has decreased from 2241 crashes in 2016 to 2007 crashes in 2018. Among the 2007 road crashes reported in 2018, 1890 includes fatal and nonfatal cases reported from greater Male' region (Maldives police service).

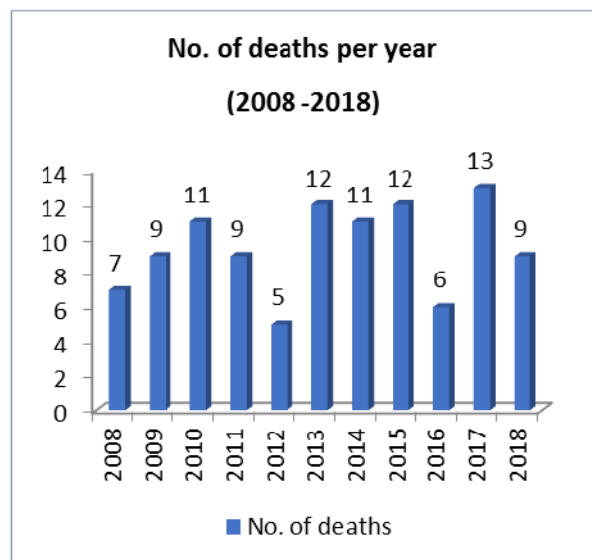
The number of deaths due to road crashes range from 4 to 13 deaths per year which is an average of 9 deaths per year due to road crashes. These deaths are preventable if proper measures and timely actions are taken (Figure 2.3).

Figure 2.2 Number of road crashes (2013 -2018)



Source: Maldives Police Service

Figure 2.3 Number of deaths per year (2008 -2018)



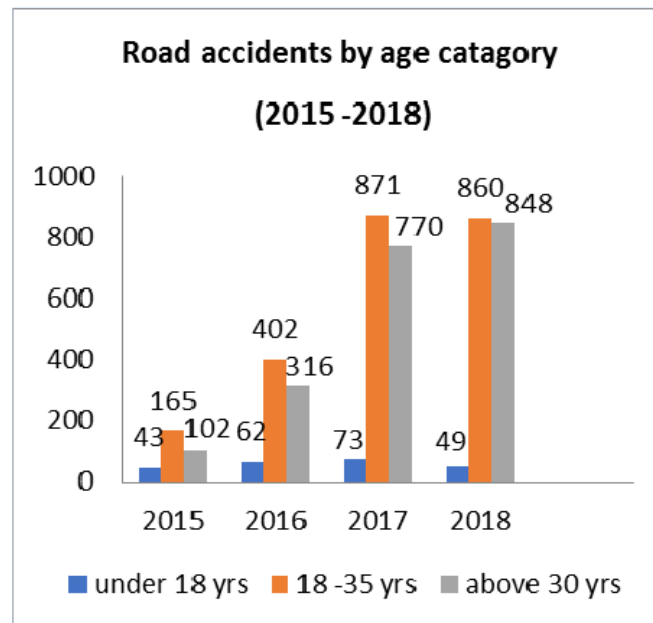
Source: Maldives Police Service



## 2.3 Vulnerable Age Group

In the past four years most of the road crashes were among road users of the most productive age group; 18 -30 years. Out of 2007 road crashes in 2018, 860 crashes were among the age of 18 -30 years (Figure 2.4). Speeding and reckless driving is the main reason of deaths and fatal injuries among this age group in Maldives, increasing the burden for the families of victims and causing a huge loss to the economy as well. To overcome the issue of fatal and nonfatal road crashes among the vulnerable age groups, proactive actions need to be taken to address the problem through education, offering safe road infrastructure, etc.

Figure 2.4 Road crashes by age category



Source: Maldives Police Services

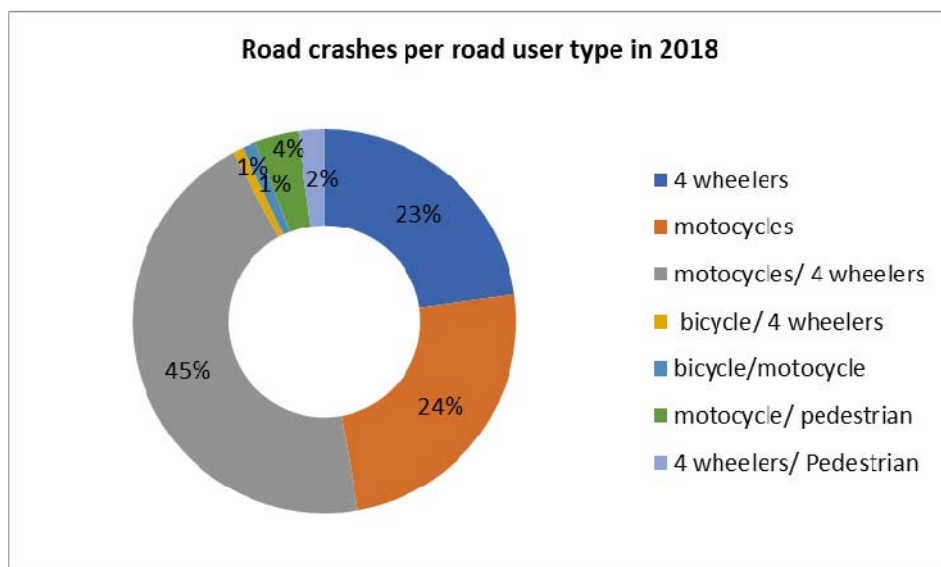




## 2.4 Vulnerable Road Users

According to Maldives Police Services, in 2018 the highest incidence of road crashes are recorded to be among collision resulting from 4 wheelers and motorcycle riders (45%), motorcycles rider (24%), 4 wheelers (23%). which aggregates a total of 92% of road crashes (figure 2.5)

Figure 2.5 Percentage of road crashes per road user types in 2018

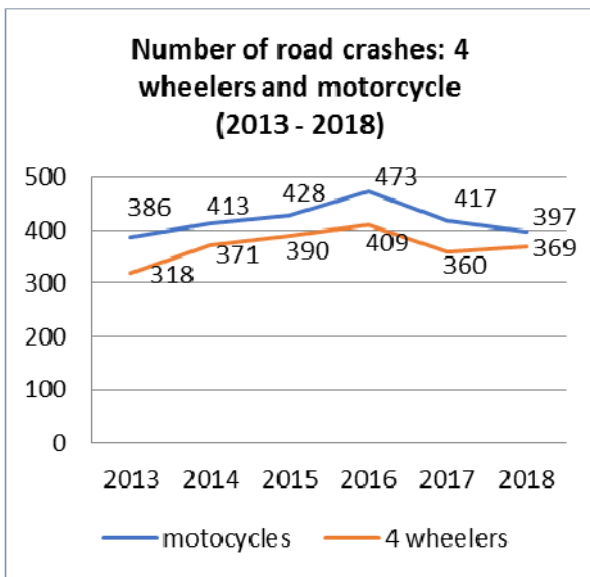


Source: Maldives Police Services

From the year 2013 - 2016 the number of road crashes from motorcycles and 4 wheelers showed continuous increase. Road crashes from motorcycles shows a reduction from 473 crashes to 397 crashes between 2016 and 2018, and crashes from 4 wheelers showed a reduction from 409 crashes to 360 crashes between 2016 and 2017 and a rise in 2018 with 369 crashes (Figure 2.6).

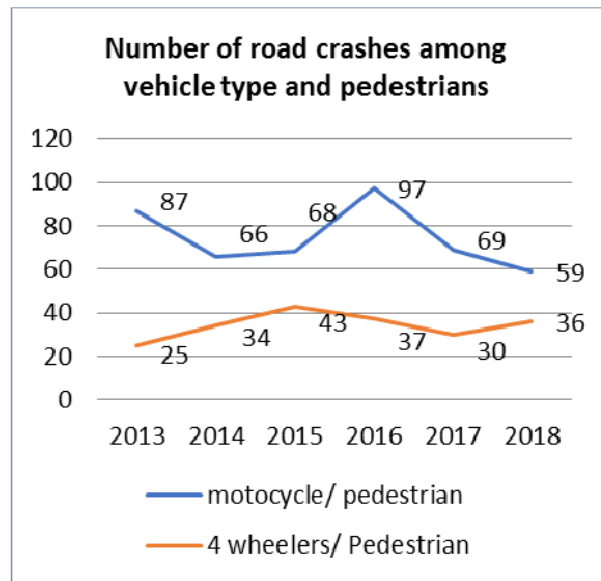


Figure 2.6 Number of road crashes among 4 wheelers and motorcycle



Source: Maldives Police Service

Figure 2.7 Number of road crashes among Vehicle type and pedestrian



Source: Maldives Police Service

Number of road crashes among motorcycles and pedestrians are more while comparing with road crashes among 4 wheelers and pedestrians. In 2016, 97 crashes were recorded among motorcyclists and pedestrians. This number decreased gradually to 69 and continued to decrease to 59 crashes in 2018 (figure 2.7). However, there is a slight rise in the number of accidents occurred among 4 wheelers and pedestrian from 2017 (30 crashes) to 2018 (36 crashes).

Therefore, strengthening enforcement and good practices such as use of helmet, wearing seatbelts etc. and education for all community groups on road safety is essential to bring a positive change.








## 2.5 Multi stakeholder Engagement

Road safety is an issue that involves a wide range of stakeholders including the government and public organizations, businesses, civil society and the general public. Greater level of involvement and engagement at all levels is required to achieve the targets on road safety. Hence, to implement the action it is important to establish a multisectoral working group and work together in the implementation of the action plan.

### 3.1 Purpose

To ensure acceleration of the implementation of Decade of Action for road safety 2011 – 2020 and Phuket commitment and to achieve the SDG targets on road safety, it is important for all the sectors to strategically work together. Implementation of this action plan will also ensure the decrease in fatal injuries and deaths due to these preventable road crashes and ensure safer roads to all.

### 3.2 Areas of Action

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
				
ROAD SAFETY MANAGEMENT	SAFER ROADS	SAFER VEHICLES	SAFE ROAD USERS	POST CRASH CARE



### 3.2. OBJECTIVES



1. To reduce fatal injuries and deaths by halve, and decrease the number of road crashes



2. To ensure safer roads and safe vehicles are used on the roads.



3. To increase public awareness to change the behavior of the vulnerable road users.



4. To strengthen the regulatory framework.



5. To strengthen the enforcement of laws and regulations.



6. To integrate trauma care in the existing emergency care and strengthen post-crash response.



## AREAS OF ACTION

### 1. ROAD SAFETY MANAGEMENT

Table 4.1 Road safety Management

	Actions	Responsible Sector	Collaborating partner	Targeted date	Estimated budget (USD)
1	<p>Situation analysis on road safety</p> <ul style="list-style-type: none"> <li>Conduct a comprehensive review of all legislation relating to road safety</li> <li>Conduct a comprehensive review of road safety coordination mechanisms</li> <li>Conduct a comprehensive review of traffic enforcement</li> <li>Conduct a comprehensive review of road crash data including health data</li> </ul>	MoTCA & MTA	MoNPI, LGA, MoH & MPS	By 2020	12,000
2	Establish a Government Road Safety Board/council (Policy)	MOTC	MTA, MoNPI, City Council, Atoll Council, LGA, MoH/HPA & MPS	December 2019	-
3	Establish a technical Road Safety committee	MoTCA & MTA	MoNPI, City Council, Atoll Council, LGA MoH/HPA & MPS	December 2019	-
4	Appoint Road Safety Lead Agency	MoTCA & MTA	-	June 2019	-
5	Revise all legislation relating to road safety	MoTCA & MTA	MPS, AGO, City council, Atoll council	By 2020	10,000
6	Update Road Safety Action Plan with prioritized actions	MoTCA & MTA	Road Safety Committee	2023	5,000
7	Create a National Road Safety Fund	MoTCA & MTA	MoH & MOF	By 2020	
8	Build technical capacity of relevant stakeholders in relation to road safety implementation	MoTC & MOH	WHO Maldives MPS, UNICEF, UNDP	ongoing	50,000
9	Strengthen an integrated National Surveillance system for road crash	MoH, MPS & MoTC	Hospitals	2020	50,000

## AREAS OF ACTION

### 2. SAFER ROADS

Table 4.2 Safer Roads

#	Actions	Responsible Sector	Collaborating partner	Targeted date	Estimated budget (USD)
1	Incorporate international standards / National legislations are followed in Improve existing road infrastructure	MoNPI	MTA, City council, Atoll Council & LGA	Ongoing	5000
2	Incorporate safety system in all stages of road development	MoTCA & MTA	MPS, City council & Atoll Council	ongoing	50,000
3	Conduct mandatory road safety audit at regular intervals and periodically	MoTCA & MTA	MPS	Ongoing	10,000
4	Strengthen Public transport system	MoTCA & MTA	MTCC, MoF & MoNPI	2021	50,000
5	Establish a mechanism for insurance companies to support road safety projects	MoTI/MTA	Insurance companies	2019	-
6	Conduct mandatory road crash investigations for fatal incidents	MPS	MTA	2021	10,000

### 3. SAFER VEHICLES

Table 4.3 Safer vehicles

#	Actions	Responsible Sector	Collaborating partner	Targeted date	Estimated budget
1	Strengthen vehicle safety features and systems mandatory through legislation	MoTCA & MTA	MPS	By 2020	5,000
2	Ensure all vehicles imported are in accordance with the national and international safety standards	MoTCA & MTA	Maldives Custom Services	2020	-
3	Enforce the current safety standards and regulations for all categories of existing vehicles	MoTCA & MTA	MPS	2020	5,000

## AREAS OF ACTION

### 4. SAFER ROAD USERS

Table 4.4 Safer Roads

#	Actions	Responsible Sector	Collaborating partner	Targeted date	Estimated budget
1	Strengthen traffic enforcement	MPS	MTA/ City Council, Atoll Council & LGA	ongoing	10,000
2	Conduct Road safety awareness programs/campaigns	MPS	MoH, MNPI, City Council, Atoll Council, Health Facilities	ongoing	75,000
3	Incorporate regulations on substance use and driving	MoTCA & MTA	MPS & AGO	By 2022	5,000
4	Strengthen current licensing system	MoTCA & MTA	MPS/HPA	Ongoing	10,000
5	Conduct a behavioral outcome survey	HPA	MPS/MTA	2020	10,000

## AREAS OF ACTION

### 5. POST CRASH CARE

Table 4.5 post crash care

#	Actions	Responsible Sector	Collaborating partner	Targeted date	Estimated budget
1	Integrate trauma care in the existing emergency services	MoH/HPA	Health Facilities	2023	10,000
2	Establish universal national emergency care access number &	MoH	Health facilities	2019	3,500
3	Establish post-crash response services	MoH/HPA	Health facilities	2023	100,000
4	Establish mechanism for Psycho – social support	MoH	IGMH	2019	-
5	Establish a mechanism for insurance companies to support road safety projects	MoTI/MTA	Insurance companies	2019	-
6	Conduct mandatory road crash investigations for fatal incidents	MPS	MTA	2021	10,000

## CAPACITY BUILDING

Identified need	Stakeholder requiring capacity building	Potential providers	Priority
Best practice safe road infrastructure design	Ministry of Housing and Infrastructure (specifically engineers tasked with road design)	- National Association of City Transport Officials (NACTO) - World Resources Institute (WRI)	HIGH
Conducting road infrastructure safety audits	Ministry of Housing and Infrastructure (specifically engineers tasked with road design)	International Road Assessment Program (iRap)	HIGH
Intelligence-led road policing practices (include focus on behavioural risk factors)	Maldives Police	Global Road Safety Partnership (GRSP)	HIGH
Drafting strong road safety legislation	Maldives Transport Authority	World Health Organization (WHO)	HIGH
Development and implementation of road safety public awareness campaigns	Maldives Transport Authority; Health Protection Agency	WHO GRSP	MEDIUM

## MONITORING, EVALUATION AND REPORTING

The multi-sectorial action plan must be monitored, evaluated and reported in every 6 months by lead agencies to Road Safety Council/Board (RSC/RSB). The plan will also be monitored annually by Ministry of Health.

Each responsible agency identified in the action plan must submit a summary report quarterly to Maldives Transport Authority to be discussed in RSC. The RSC must determine, from the progress, the corrective actions or assistance to be given to the respective agency to achieve their targets.

Based on discussions at RSC, Leading Agency must update the action matrix in this multi-sectorial action plan and circulate to all the stakeholders and agencies identified in this action. Comparison of required targets and current status, in the form of percentage of completed activities or performance indicator of each agency shall be included in the matrix to assess the accountability of each agency and also for easy reference of progress.

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6. World Health Organization, FIA Foundation, Global Road Safety Partnership, World

## ANNEX 1 IMPLIMENTATION PLAN

### 1. ROAD SAFETY MANAGEMENT

#	ACTIONS	IMPLEMENTATION	PROGRESS INDICA-
1	<p><b>Situation analysis on road safety</b></p> <ol style="list-style-type: none"> <li>1. Conduct a comprehensive review of all legislation relating to road safety</li> <li>2. Conduct a comprehensive review of road safety coordination mechanisms</li> <li>3. Conduct a comprehensive review of traffic enforcement</li> <li>4. Conduct a comprehensive review of road crash data including health data</li> </ol>	<p><b>1. Conduct a comprehensive review of all legislation relating to road safety</b></p> <p>Conduct a review of road safety legislation relating to:</p> <ul style="list-style-type: none"> <li>• Motorcycle helmets (in particular to requirements for use on all roads and at any speed)</li> <li>• Speed (including speed limit setting, signage and enforcement)</li> <li>• Drink driving</li> <li>• Restraints (including child restraints)</li> <li>• Enabling legislation and administrative processes to allow for speed camera usage</li> <li>• Vehicle safety standards for imported vehicles</li> <li>• Consistency of road worthy process to ensure safety standards are paramount</li> <li>• Penalties</li> <li>• Failure of vehicles to yield to pedestrians</li> <li>• Unsafe parking</li> <li>• Blocking of pedestrian infrastructure</li> </ul> <p>Benchmark the existing legislation with international best practice utilizing resources such as the UNECE vehicle safety standards, WHO technical guidance on best practice road safety legislation etc.</p> <p><b>2. Conduct a comprehensive review of road safety coordination mechanisms</b></p> <p>Conduct a review of road safety coordination mechanisms including a thorough analysis of all existing structures and arrangements to identify the roles and responsibilities of each relevant agency and to include analysis of the following responsibilities and functions:</p> <ul style="list-style-type: none"> <li>• Lead and associated road safety political positions.</li> <li>• All Government agencies with related functions to road safety</li> <li>• Road building, safety infrastructure and maintenance</li> <li>• Road safety audits</li> <li>• Agencies with enforcement responsibilities</li> </ul>	<p>review conducted and report produced</p>



- Legislative drafting and review
- Road safety public awareness campaigns
- Welfare department (crash related compensation)
- Justice system
- Health and rehabilitation sector
- Crash insurance sector
- Education
- Ministry of Tourism
- Ministry of Finance (to identify funding streams)

**3. Conduct a comprehensive review of traffic enforcement**

Conduct a review of road policing enforcement capacity of the Maldives Police Services relating to:

- Structure and staff numbers
- Equipment
- Training and education on traffic enforcement
- Post-crash response, crash investigation and reporting (including analysis of process for refresher trainings)
- Leadership
- Accountability mechanisms
- Existing road safety enforcement practices
- Standard Operating Procedures relating to traffic enforcement
- Offence volumes and types compared to known offending levels
- Crash recording and investigation processes
- Data collection and sharing protocols

**4. Conduct a comprehensive review of road crash data including health data**

Complete a review of all available crash data (from multiple sources) to identify available information and trends relating to:

- Fatal and serious injury crashes
- Crash casualty numbers, demographics and road user types (pedestrian, motorcycle etc.)
- Causes of crashes
- Locations of crashes
- Time and date of crashes
- Vehicle types
- Any related data on impact to tourists

Specific focus should be given to interviews with police to understand crash attendance, recording and investigation processes

Complete a review of all available health data related to crash casualty treatment and rehabilitation to identify:

- Casualty numbers
- Demographics
- Admission times/days

		<ul style="list-style-type: none"> <li>• Costs to health system due to road crashes</li> <li>• Length of hospitalization stays by crash casualties</li> <li>• Road user type (pedestrian, motorcycle etc.)</li> <li>• Any related data on impact to tourists</li> <li>• Pre-hospital care systems</li> <li>• Emergency response mechanisms</li> <li>• Available medical specialists at each hospital</li> </ul>	
2	<b>Establish a Government Road Safety Board/council</b>	Establish a multi-agency coordinating committee to support development and implementation of Road Safety Action Plan and provide support to lead agency, comprising of Maldives Transport Authority (Chair), Ministry for Housing and Infrastructure, Ministry of Planning and Urban Development, Ministry of Health and Maldives Police.	<ul style="list-style-type: none"> <li>• Multi-agency committee established with active membership of all agencies named above</li> <li>• Committee meets regularly and has established priorities for implementing the RS action plan</li> </ul>
3	<b>Establish a technical Road Safety committee</b>	Establish a technical committee to provide periodic recommendations and technical knowledge in relation to specific planned road safety interventions	<ul style="list-style-type: none"> <li>• Technical committee established</li> <li>• Relevant experts across key technical areas giving technical input</li> </ul>
4	<b>Appoint Road Safety Lead Agency</b>	Establish Maldives Transport Authority as the legally recognized road safety lead agency to act as a focal point for relevant agencies and stakeholders. MTA must have the authority and resources to coordinate development and implementation of the national road safety action plan and the required reviews and surveys outlined. The lead agency requires clearly defined functions, accountabilities, funding and a mandated coordination role.	<ul style="list-style-type: none"> <li>• Maldives Transport Authority legally constituted as Road Safety Lead agency</li> <li>• Lead agency resourced to address road safety priorities</li> </ul>
5	<b>Revise all legislation relating to road safety management</b>	The required additional regulations for traffic, loading/unloading, traffic management, vehicle control regulation will be made and implemented through necessary agency.	<ul style="list-style-type: none"> <li>• Review conducted and report produced</li> <li>• Benchmarking to international best practice complete</li> </ul>

6	<b>Update Road Safety Action Plan with prioritized actions</b>	<p>Conduct a technical review of updated Road Safety Action Plan to ensure alignment with relevant global frameworks</p> <ul style="list-style-type: none"> <li>• Technical review conducted</li> <li>• Action Plan revised to incorporate recommended adjustments</li> </ul>	<p>Updated Road Safety Action Plan developed</p>
7	<b>Create a National Road Safety Fund</b>	<p>Secure funding to meet any budget shortfall</p>	<ul style="list-style-type: none"> <li>• Funding gaps identified</li> <li>• Mapping of funding opportunities</li> <li>• Develop proposals to relevant funding institutions</li> </ul>
8	<b>Build technical capacity of relevant stakeholders in relation to road safety implementation</b>	<p>Develop a plan to build capacity among relevant stakeholders with focus on areas such as:</p> <ul style="list-style-type: none"> <li>• Safe system approach</li> <li>• Best practice infrastructure design</li> <li>• Road traffic enforcement, crash investigation and reporting</li> <li>• Post-crash care, including first responder first-aid training</li> <li>• Public awareness campaigns</li> <li>• Data collection</li> <li>• Road safety audits</li> </ul>	<ul style="list-style-type: none"> <li>• Technical capacity gaps identified</li> <li>• Capacity building plan finalized</li> <li>• Capacity building opportunities identified</li> <li>• Relevant stakeholders build technical capacity through identified learning opportunities</li> </ul>
9	<b>Strengthen and integrated national surveillance system for road crash</b>	<p>To develop a mechanism to integrate injury data base</p>	<ul style="list-style-type: none"> <li>• Surveillance reporting format developed</li> <li>• Training conducted</li> <li>• Reporting system established</li> </ul>

## 2. SAFER ROADS

#	ACTIONS	IMPLEMENTATION	PROGRESS INDICATOR
1	<b>Incorporate international standards / National legislations are followed in Improving existing road infrastructure</b>	Improve existing road infrastructure to install necessary traffic signs, road markings, traffic signals, provision of pavements appropriate for pedestrians as well as motor vehicles.	<ul style="list-style-type: none"> <li>• Situation analysis conducted and areas identified</li> <li>• Infrastructure improved</li> </ul>
2	<b>Incorporate safety system in all stages of road development</b>	Provide tools, equipment's such as traffic cameras at critical locations, Provide facilities for non-motorized transport (ramps at pedestrian paths and sidewalks, Improve road crossings for pedestrians etc.) and vulnerable road user.	<ul style="list-style-type: none"> <li>• High risk areas identified</li> <li>• Provision of tools and equipment's to strengthen enforcement</li> <li>• Traffic signage placed and mitigation measure taken</li> <li>• Ramps developed at pedestrian pathways</li> </ul>
3	<b>Conduct mandatory road safety audit at regular intervals and periodically</b>	Establish a monitoring and evaluation mechanism	Quarterly reports developed
4	<b>Strengthen public transportation system</b>	Improve and promote public transportation system	<ul style="list-style-type: none"> <li>• Review conducted</li> <li>• Public transport system improved</li> </ul>
5	<b>Conduct mandatory road crash investigations for fatal incidents</b>	Further investigation to type of crashes and crash scenarios, through a team of relevant persons including traffic safety engineers.  Storing of data collected from the crash scene.	Mechanism established
6	<b>Establish a mechanism for insurance companies to support road safety project</b>	Establishment of third party liability insurance to support road safety projects. (road development, awareness campaigns etc)	Mechanism established

### 3. SAFER VEHICLES

#	ACTIONS	IMPLEMENTATION	PROGRESS INDICATOR
1	<b>Strengthen vehicle safety features and systems mandatory through legislation</b>	Strengthen existing road worthiness regulations to address any factors that contribute to traffic crashes.  Establish maximum age of vehicles that can be used in the transportation system of the country.	Legislation developed
2	<b>Ensure all vehicles imported are in accordance with the national and international safety standards</b>	Develop minimum vehicle standards	Minimum vehicle standard developed
3	<b>Enforce the current safety standards and regulations for all categories of existing vehicles</b>	Enforce installation of air bags in all 4 wheelers, seat belts etc.	Safety standards are enforced for all vehicles

## 4. SAFE ROAD USERS

#	ACTIONS	IMPLEMENTATION	PROGRESS INDICATOR
1	<b>Strengthen traffic enforcement</b>	Enforcement of traffic laws and regulations for wearing helmets, wearing seat-belt, child restraint seat-belt etc.	<ul style="list-style-type: none"> <li>• Training conducted</li> <li>• Monitoring mechanism established</li> <li>• Equipment procured</li> </ul>
2	<b>Road safety awareness programme/campaigns</b>	Implement a country wide road safety awareness program in association with relevant stakeholders.	No. of awareness programs conducted
3	<b>Incorporate regulations on substance use and driving</b>	Develop and implement a new regulation to control substance use and driving	Regulation developed and implementation started
4	<b>Strengthen current licensing system</b>	Strengthen and implement a graduated licensing system where by the drivers will obtain learners license first and will be graduated through a system if they control violations of traffic laws at certain controlled limit to graduate to another level.	<ul style="list-style-type: none"> <li>• Training Programme conducted for examiners</li> <li>• Graduated divers licensing mechanism developed</li> <li>• Medical checkup</li> </ul>
5	<b>Conduct a behavioral outcome survey</b>	Conduct a KAP survey	<ul style="list-style-type: none"> <li>• survey conducted and report produced</li> </ul>

## 5. POST CRASH RESPONSE

#	ACTIONS	IMPLEMENTATION	PROGRESS INDICATOR
1	<b>Integrate trauma care in the existing emergency services</b>	Develop assessment tool Conduct assessment in all regions Develop guideline Conduct training Establish trauma care services	<ul style="list-style-type: none"> <li>• Guideline developed</li> <li>• Training conducted</li> <li>• Trauma care integrated in emergency services</li> </ul>
2	<b>Establish universal national emergency care access number &amp; centrally coordinated repository of post-crash data</b>	Adopt universal national emergency care access number and centralized dispatch of emergency care providers to minimize time interval between road crash and emergency response and ensure coordination of post-crash response data	<ul style="list-style-type: none"> <li>• Universal emergency care access number adopted</li> <li>• Public awareness campaign conducted</li> </ul>
3	<b>Establish post-crash response services</b>	Establishment of first responders and paramedic services	<ul style="list-style-type: none"> <li>• Training conducted</li> <li>• Paramedic services established</li> </ul>
4	<b>Establish mechanism for Psycho – social support</b>	Establish a mechanism of social security system for psycho-social support and disabled persons	Mechanism for Psycho – social support developed





