BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

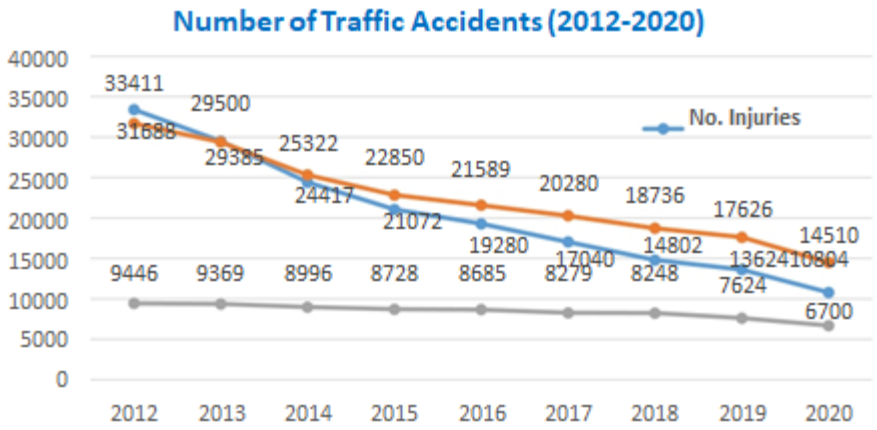
Road Traffic Safety in Viet Nam up to 2030

Ministry of Transport of Vietnam


Siem Reap, Cambodia, 14 June 2022

CONTENTS

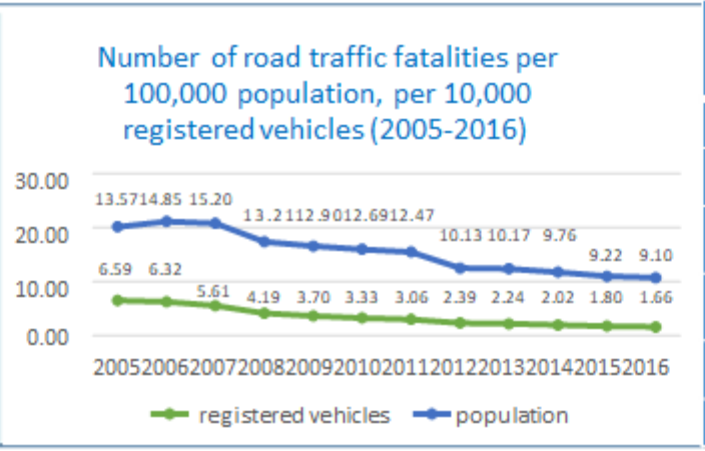
1.1 Status of road traffic accidents



Land Area (1,000 sq km)	331
Topography	Mountains 40%, tropical forests 42%, level land 18%.
Climate	vary considerably for each region 4 seasons in the north, dry &rain seasons in the south
Population (million)	97
GDP/Capita	$3,500 (Source: IMF)

Source: NTSC of Viet Nam

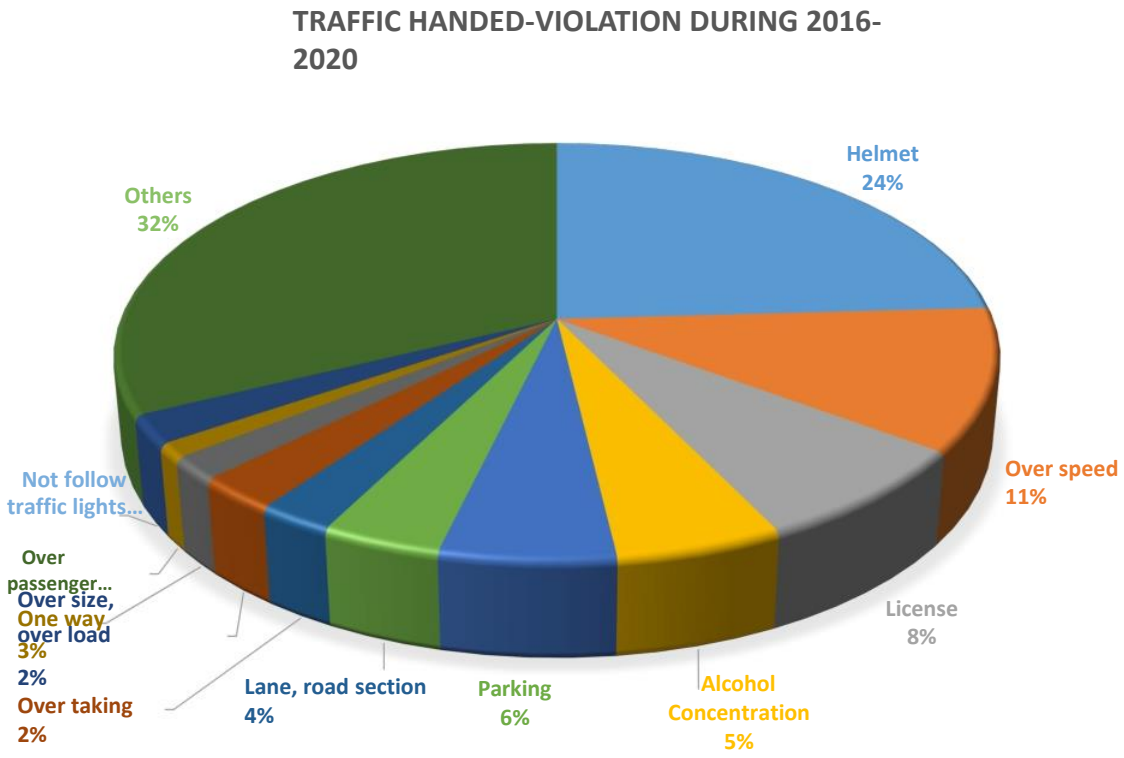
Existing Road Network (As of 2020)



Category	Total Length (Km)	% of pavement
Expressway	1083,36	100%
National Roads	24.328,23	97.85%
Provincial Roads	28.253,35	70%
Municipal Roads	216.114	~
Special Roads	8045	~
Total	277.823,94	

1.1 Status of road traffic accidents (cont.)

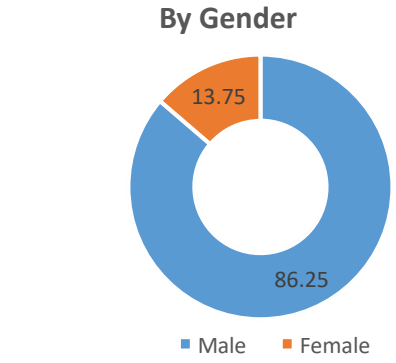
No	Violation	Quantity	Rate
1	Helmet	3,727,427	23.94%
2	Over speed	1,704,578	10.95%
3	License	1,177,433	7.56%
4	Alcohol Concentration	824,661	5.30%
5	Drug	2,134	0.01%
6	Parking	866,155	5.56%
7	Lane, road section	592,658	3.81%
8	Over taking	373,083	2.40%
9	Zigzag race	19,295	0.12%
10	One way	405,557	2.60%
11	Over size, over load	275,470	1.77%
12	Over passenger	172,173	1.11%
13	Not follow traffic lights and Controllers	344,049	2.21%
14	Vehicle age	5,047	0.03%
15	Load and un load regulation	57,427	0.37%
16	Passenger Transport Regulation	18,576	0.12%
17	Structure and Equipment of Vehicle	20,694	0.13%
18	Others	4,985,598	32.02%
Total handed violations		15,572,015	100.00%

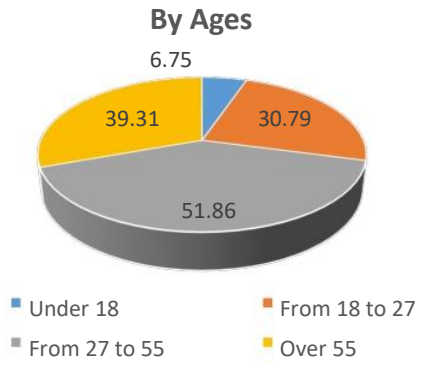


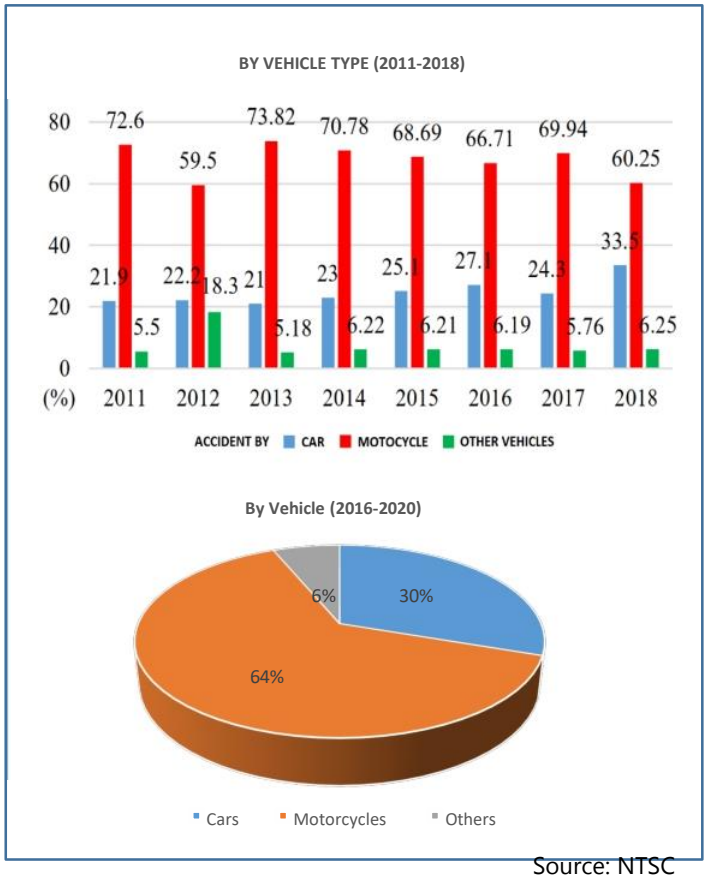
Source: NTSC

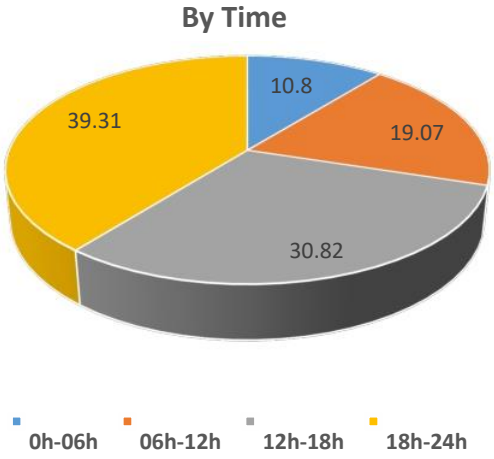
1.1 Status of road traffic accidents (cont.)

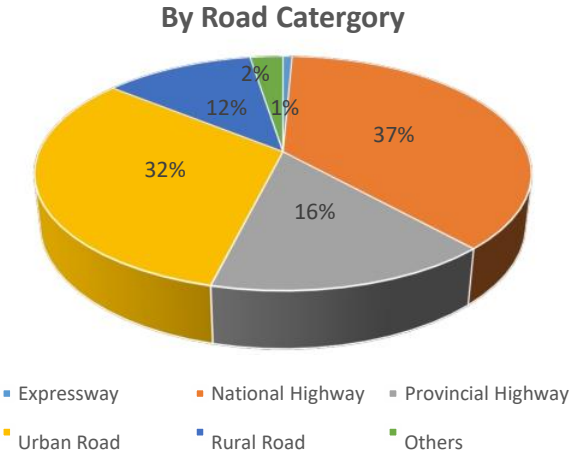
ROAD TRAFFIC ACCIDENTS DURING 2016-2020





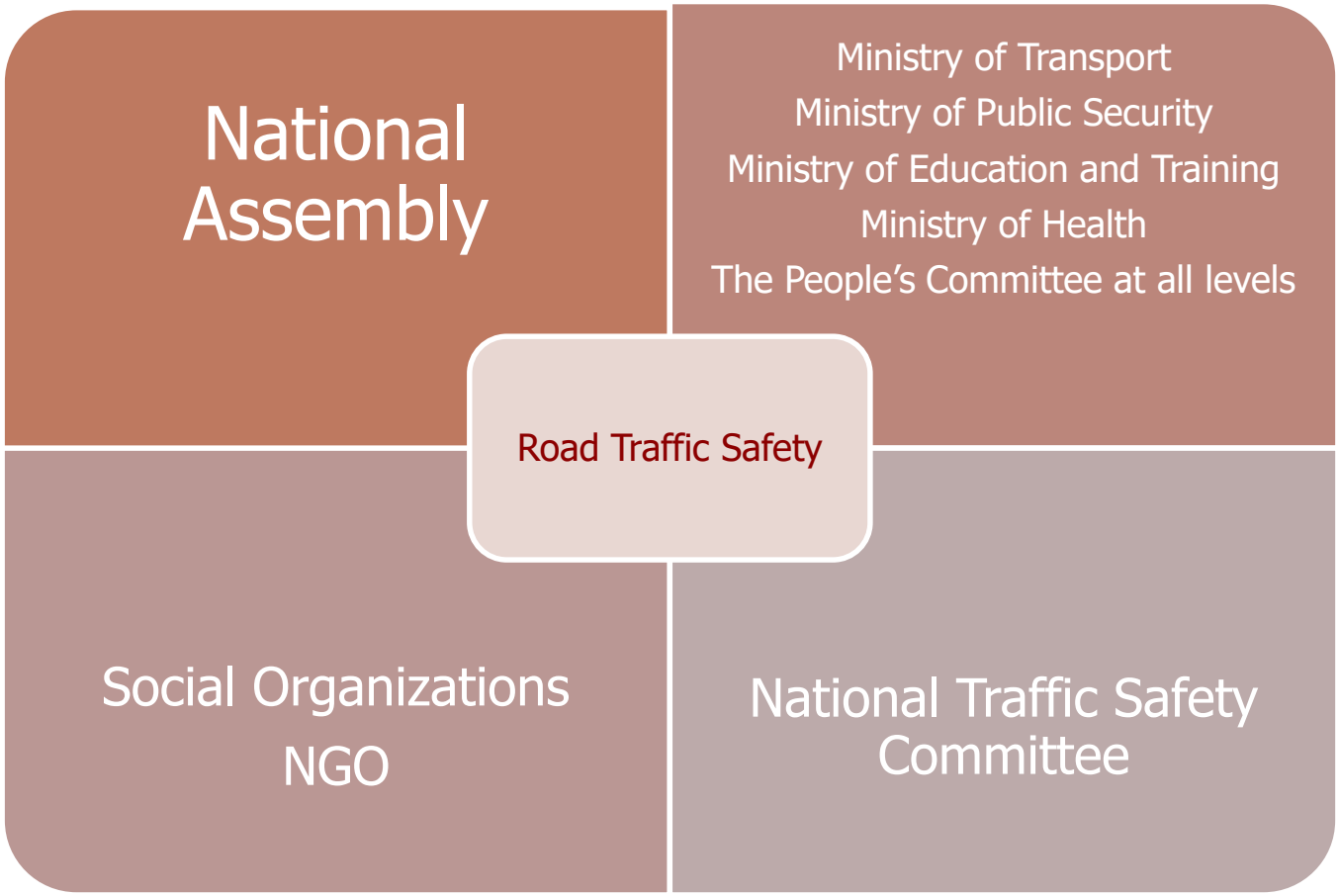




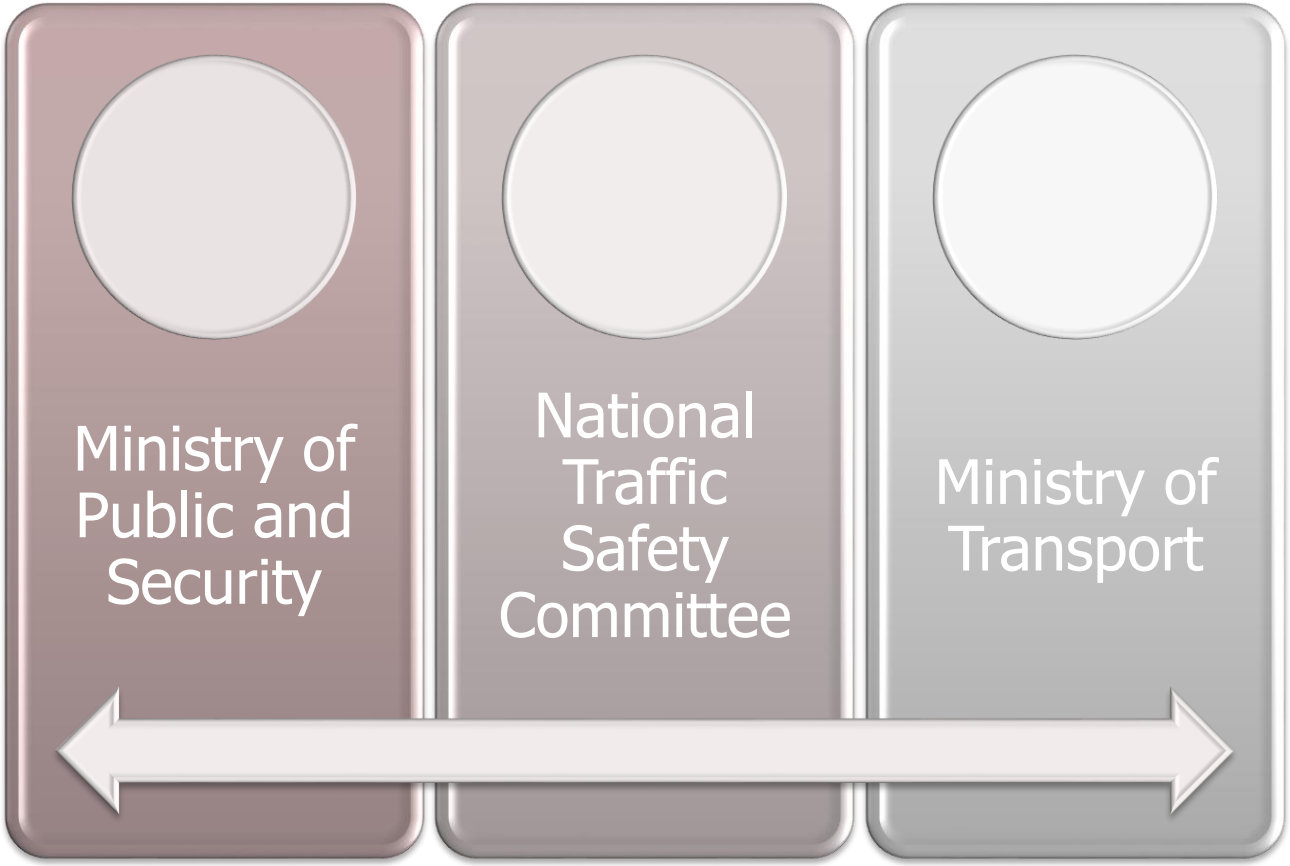


Source: NTSC

1.2 Organizational Structure related to Road Traffic Safety



1.3 Road Traffic Accident Data



2. Legal Framework for Road Traffic Safety

- 2008 - Road Traffic Law
- 2018 - Instruction No. 04/CT-TTg of Prime Minister
- 2019 - Law on Prevention and Control of Harms of Liquor and Beer Abuse
- 2019 - Decree No. 100/2019/ND-CP of the Government
- 2020 - National Road Safety Strategy 2021 -2030, vision to 2045

THE NATIONAL STRATEGY ON ROAD TRAFFIC SAFETY FOR THE 2021 - 2030 PERIOD WITH VISION TOWARDS 2045

General objectives

Decreasing in no. of traffic accident	Institution	Solution
• Deaths • Injuries	• Appropriate • Effective	• Technology Application • Medical emergency System

MISSIONS

- Building and finalizing institutions and legal policies on traffic safety
- Upgrading transport infrastructure
- Applying science and technologies
- Focusing on propagation and education
- Building a rescue and emergency system

SOLUTIONS

- On management, institutions and policies
- On transport infrastructure
- On vehicle and transport
- On propaganda and education on traffic safety

Thank you for your attention!

Road Safety Programs in Road Safety in Cambodia

Presented by: Mr. Boran Sattya, Deputy Director of RTSD

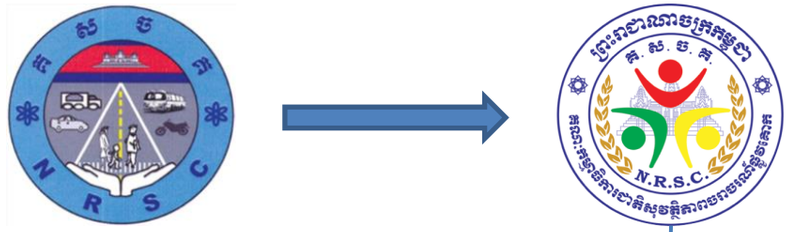
Phnom Penh, 14 June 2022

Content

Introduction

06 June 2005

08 July 2015



GSNRSC

Sub-commission 1

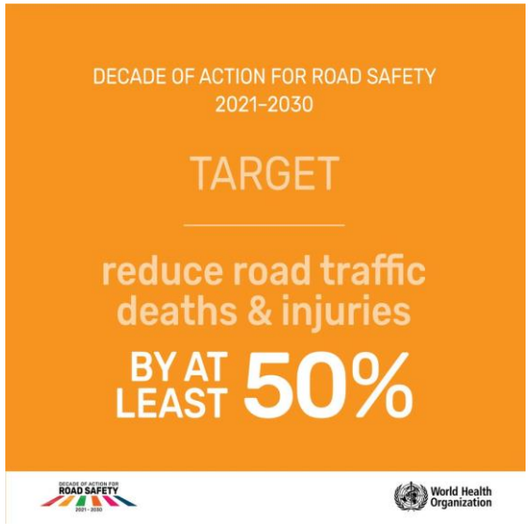
Sub-commission 2

Provincial/municipal road safety commissions

Current road safety programs

Pillar 1	Strengthening Road Safety Management and Leadership Mechanism
Pillar 2	Strengthening Law Enforcement and Related Regulations
Pillar 3	Strengthening Road Safety Education and Awareness
Pillar 4	Strengthening Safety Road Infrastructure
Pillar 5	Strengthening Effectiveness of First Aid and Emergency Medical Services
Pillar 6	Strengthening Safe Vehicle

DECADE OF ACTION FOR ROAD SAFETY
2021 - 2030



Pillar 1 Strengthening Road Safety Management and Leadership Mechanism

- Build capacity for officials;
- Strengthen cooperation with national, international and private institutions;
- Strengthen Road Crash data management, research, and analyze;
- Set up research center to do research on risk factors and economic cost;
- Develop the traffic safety management, monitoring and evaluation system.

Pillar 2 Strengthening Law Enforcement and Related Regulations

- Does the law amendment and relevant regulations;
- Increase equipping of technical equipment for law enforcement;
- Strengthen the management of passenger and freight transport.

Pillar 3 Strengthening Road Safety Education and Awareness

- Continue to strengthen and update the curriculum on road safety;
- Promote and promote road safety education on the roads and in the community;
- Strengthen the quality of driving license.

RS Training for university students

RS TV shows/Media

Activities of strengthening the driving license

Pillar 4 Strengthening Safety Road Infrastructure

- Encourage the installation of technical equipment for Road safety audit;
- Strengthen the installation and maintenance of traffic safety equipment on the road;
- Update technical standards;
- Blackspots improvement.

Pillar 5 Strengthening Effectiveness of First Aid and Emergency Medical Services

- Strengthen the training of first aid for competent agents, drivers and volunteers;
- Strengthen the efficiency of the emergency transportation service system;
- Equipped with emergency facilities and equipment.

Pillar 6 Strengthening Safe Vehicle

- Strengthen the quality of vehicle technical inspection;
- Strengthen the quality of imports of spare parts;
- Management of garages.

Best practices

- Cambodia has a Road Safety leading agency called NRSC;
- Road Crash and Victims Information System (RCVIS);
- Cambodia Driving Rules and Road Care App;
- Working Group on Origin Inspection.

The challenges

- Shortage of capacity building to officials;
- Shortage of Road Safety budgets and unsustain financial support.

Thank you for your participation!

25th Meeting of the Subregional Transport Forum (STF-25)

Department of Transport
Ministry of Public Works and Transport
LAO PDR

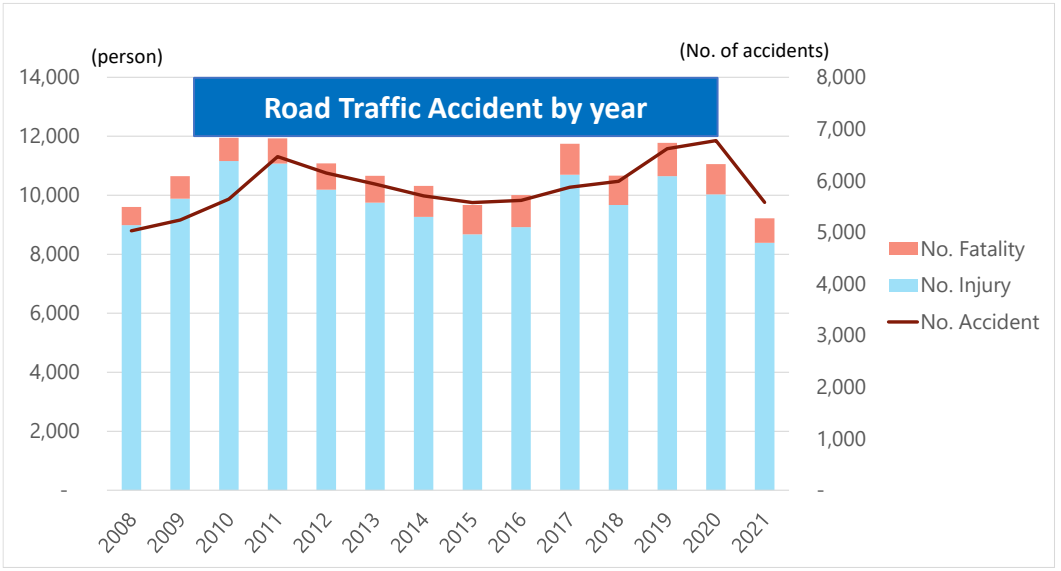
14 June 2022, Siem Reap, Cambodia

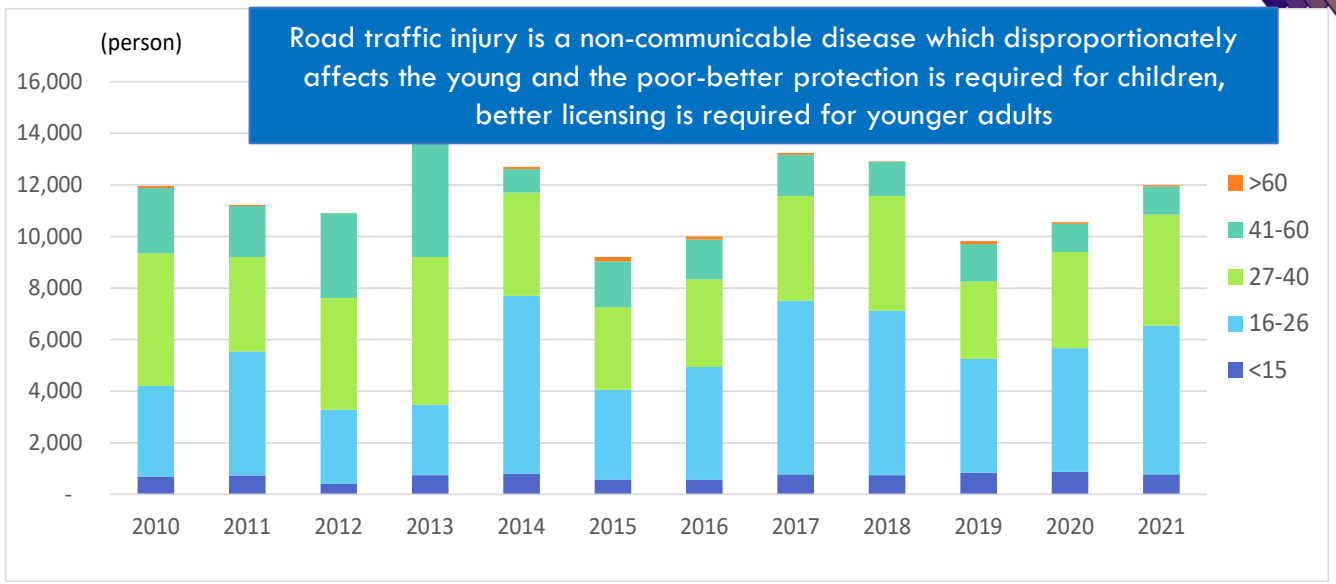
CONTENT

1. Data and Issues;
2. Vision 2035, Road Safety Strategy 2030 and Action Plan 2025
3. Traffic Safety Actions for Children
4. Countermeasure Based on the Second Decade of Action for Road Safety
5. Challenges and way forward

1.

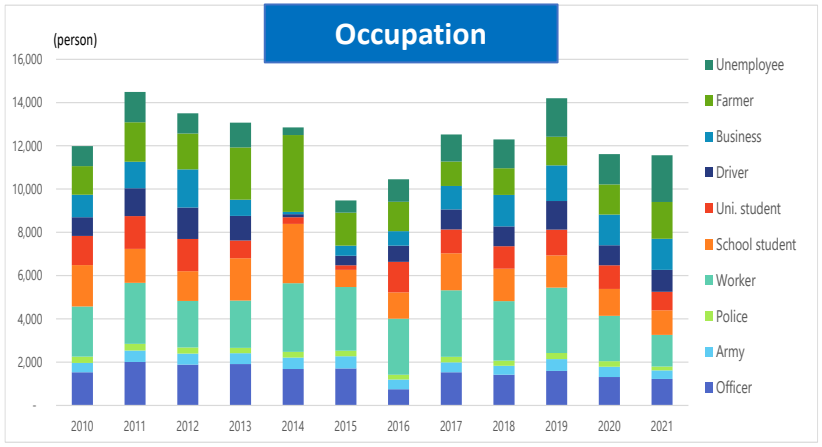
DATA AND ISSUES

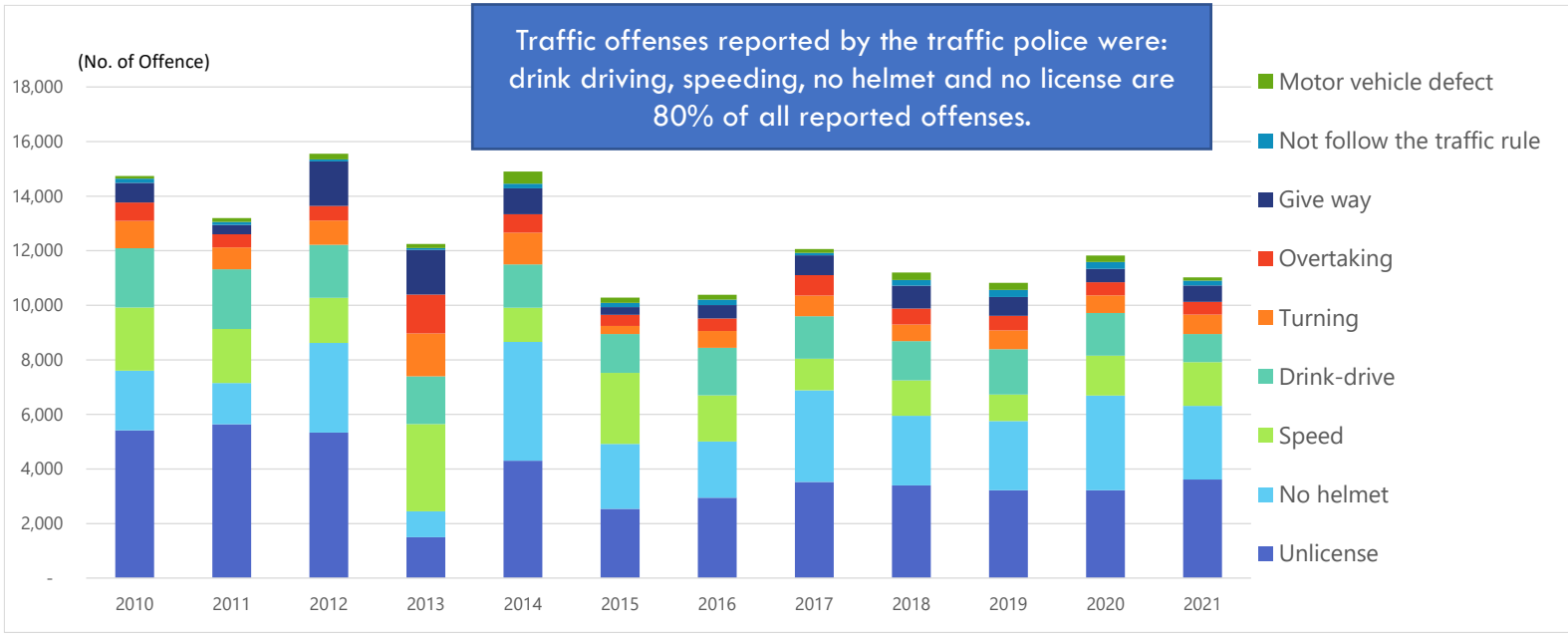




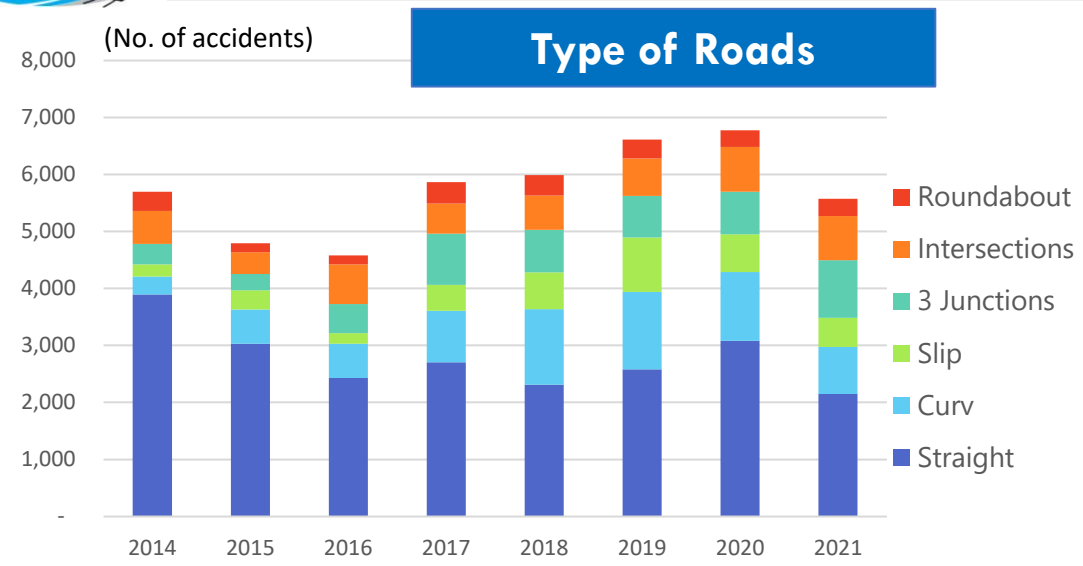
Economic cost of USD 127 Millions (2021)

Sources: McMahon, K. and Dahdah, S. (2008) The True Cost of Road Crashes: Valuing life and the cost of a serious injury. http://irap.org/library.aspx; International Monetary Fund, 2013)

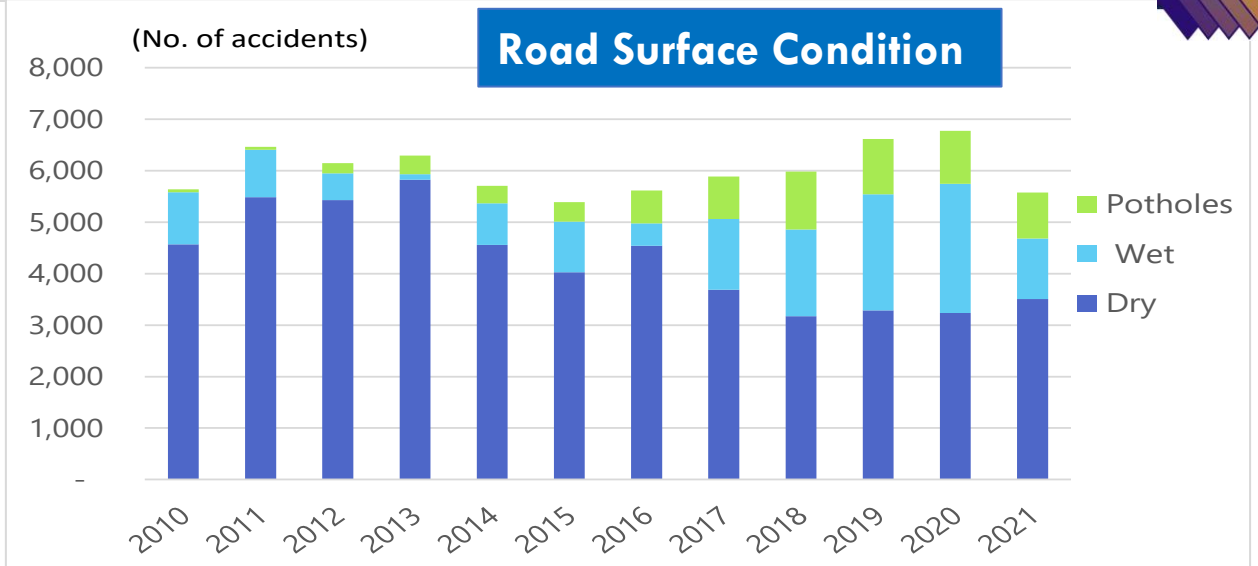




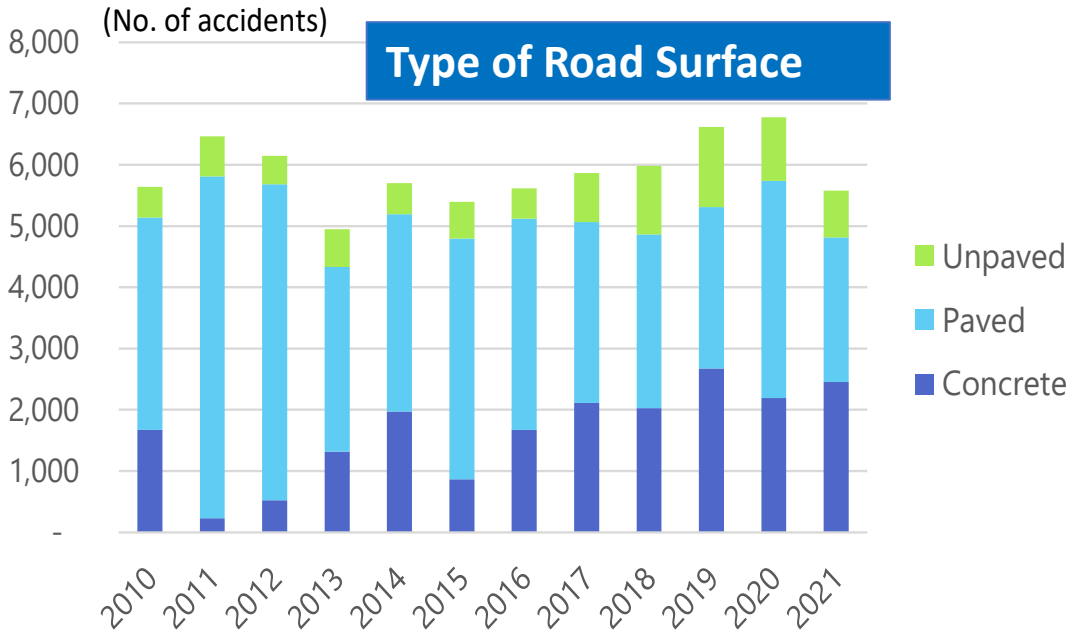
Type of Roads



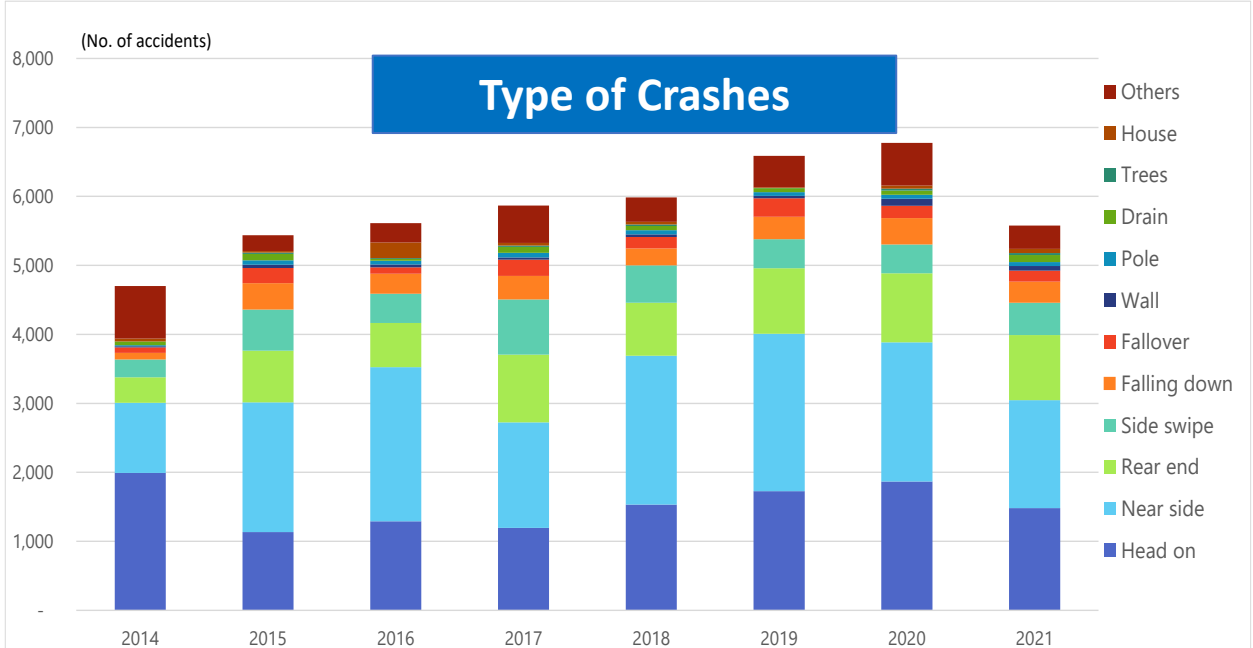
Road Surface Condition



Type of Road Surface



Type of Crashes



2.

VISION 2035, ROAD SAFETY STRATEGY 2030 AND ACTION PLAN 2025

CRITICAL ISSUES

1. Road safety management capacity
2. Road design and management
3. Motorcycle safety
4. Driver licensing standards
5. Enforcement (Drink-Drive, Speed limits & No helmet use)
6. No safety standards on vehicles entering national fleet

TARGETS

Based on the voluntary performance targets prepared by the United Nations

Final Safety Outcome	Today	2025 Target	2030 Target (50%)
Number of fatalities	1,120	<800	< 560
Number of serious injuries	16,800	<8,000	>50% reduction
Intermediate Safety Outcome			**2030 Target**
Vehicles exceeding the posted speed limit	Tbc in initial traffic police speed enforcement campaign	30%	Less than 25%
Adult motor vehicle occupants correctly using seatbelts	Driver 9%, front passenger 15%, rear passengers 0%	70%	At least 95%
Motorcycle riders correctly using helmets	Driver 44%, passenger 24%	70%	At least 95%
Drivers testing above the legal alcohol limit	Tbc in initial traffic police enforcement campaign	10%	Less than 0.1%
iRAP safety star rating for Asian Highway network	tbc	30% of the network	At least 3 stars
Travel on main urban roads that meet 3-stars safety rating	tbc	30%	> 75%
New vehicles comply with at least 7 priority UN standards	tbc	100%	100%
Time between crash and first professional emergency care	Tbc in study under below action	tbc	tbc

8 Strategic Directions in Strategy have shaped Action Plan items

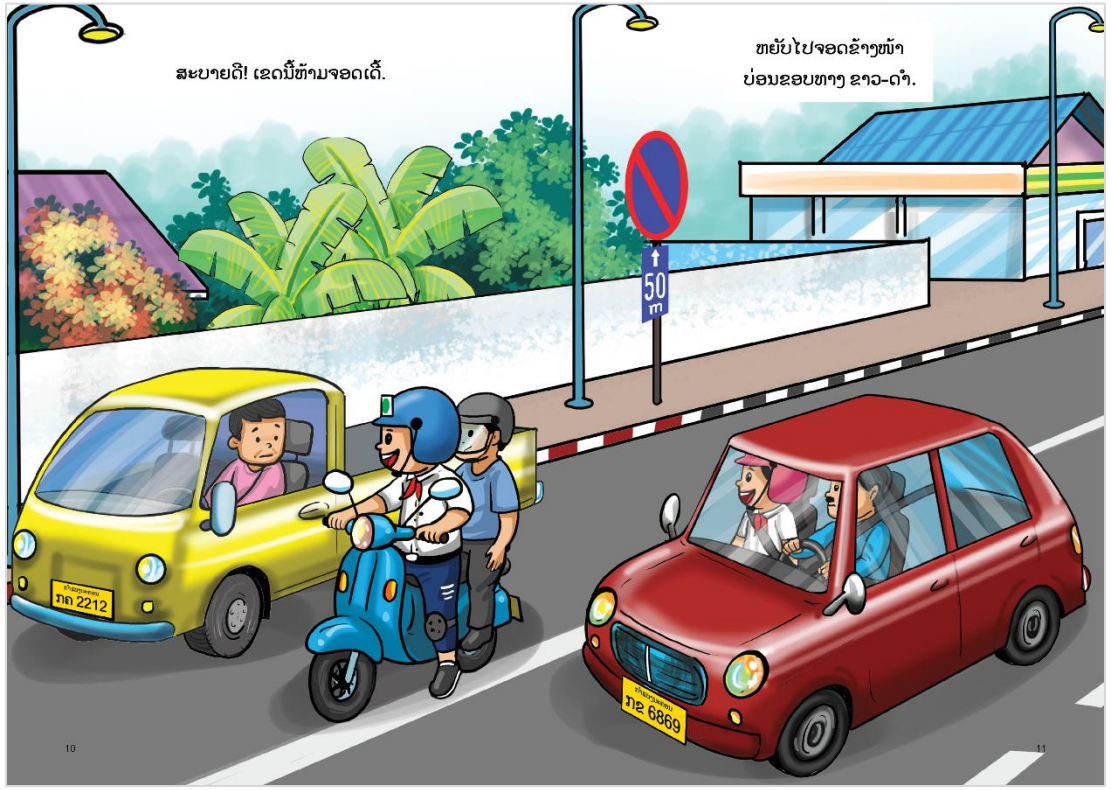
1. Promote the safe system approach
2. Strengthen road safety governance & leadership
3. Upgrade data, monitoring & evaluation systems
4. Tackle motorcycle safety
5. Sustained rider/driver enforcement & campaigns
6. Regulate vehicle safety technology
7. Demonstrate and rollout safe road environments
8. Invest in post-crash response

3.

TRAFFIC SAFETY ACTIONS FOR CHILDREN

Road Safety Mascot

Road Safety Story Book



Road Safety Story Book
Digital file
Scan QR Code:

Road Safety Q&A online competition

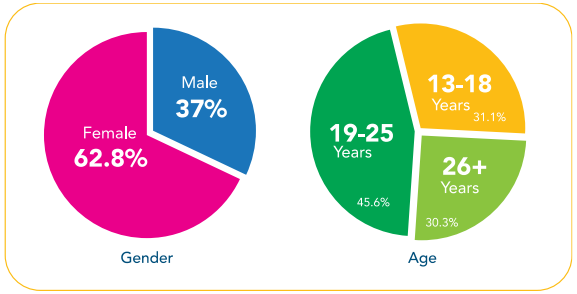
243 Reactions
10k
82

13k People Reached

4,5k Views

13k Impressions

Total Participants
1190



Scan QR Code to access to Road Safety Q&A online competition:

Pedestrians Road Show

Scan QR Code:

School Activities

Road Safety Week 2021: Fasten the seatbelt

Summary of Activities in 2021

Scan QR Code to access to VDO :

4.

Countermeasure Based on the Second Decade of Action for Road Safety

THE FIVE PILLARS OF A DECADE OF ACTION

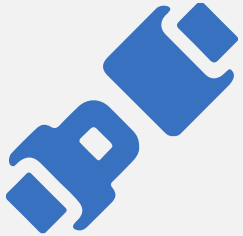
Pillar 1

Road Safety Management

Pillar 2

Safer Roads and Mobility

Pillar 3



Safer Vehicles

Pillar 4

Safer Road Users

Pillar 5

Post-Crash Responses

Pillar 1

Road Safety Management

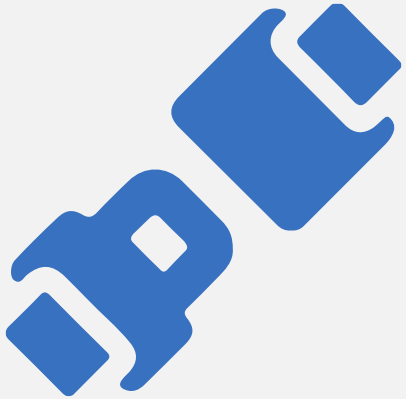
1. Update Law and Regulations related to Road Traffic Safety in Lao PDR;
2. Updating Road safety strategy and action plan
3. Road safety capacity assessment for (NRSC, PRSC, DRSC)
4. Utilize the Data for Road Incident, Visualization, Evaluation and Reporting (DRIVER);
5. Observational surveys for annual national reporting of speed, helmet wearing, seatbelt wearing, alcohol, unlicensed driving

Pillar 2

Safer Roads
and Mobility

1. Road safety engineering: undertaking road safety audit, conducting safe system assessment, address road safety in the road design and construction, and road safety training Road Safety Audit Training of Trainer;
2. iRAP Study of the Asian Highway Network and Major Urban Roads;
3. 8 Asian Highway Network and Provincial Roads Black-Spots Improvement Program by Utilize DRIVER to Identify high-risk locations;

Pillar 3



Safer Vehicles

Motorcycle Safety Plan:

1. Helmet Safety Standards;
2. Anti-Lock Braking Systems (ABS);
3. Dedicated Lanes

Pillar 4

Safer Road Users

1. Road Safety Public Awareness Campaign by using:
   - Social media to reach wide target group and participate in activities;
   - Advertising local media channel;
   - Communication through radio;
   - Billboards and portable signages;
   - Free motorcycle driving licensing training and examination in theory for young age 15-18 years old.
2. Enforcement (Drink-Drive, Speed limits & No helmet use)

Pillar 5

Post-Crash Responses

Stopping the Accident Fatality rise by EMS development and Road Safety (SAFER)

SAFER project is under progressing, as planned we expecting to link between DRIVER and SAFER system as soon as possible, need to be discussed more details with Ministry of Health

5.

Challenge and way forward

8 Strategic Directions in Strategy have shaped Action Plan items

1. Promote the safe system approach
2. Strengthen road safety governance & leadership
3. Upgrade data, monitoring & evaluation systems
4. Tackle motorcycle safety
5. Sustained rider/driver enforcement & campaigns
6. Regulate vehicle safety technology
7. Demonstrate and rollout safe road environments
8. Invest in post-crash response

Terima Kasih

ขอบใจ

ขอบคุณ

Merci

謝謝你

ua tsaug

감사합니다

ありがとう

Salamat

Thank you

Danke

Cảm ơn

grazie

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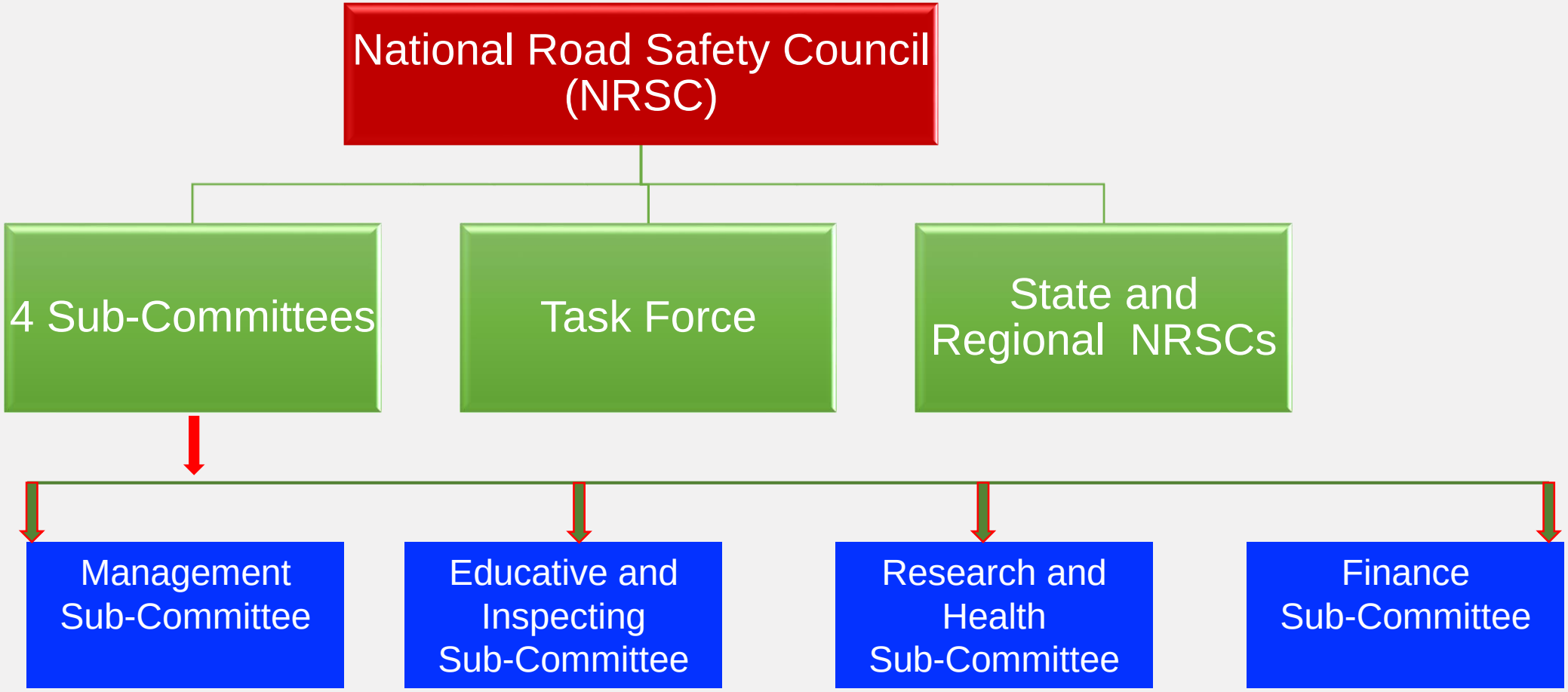
25th Meeting of the Subregional Transport Forum (STF-25)

Road Safety in Myanmar

Nwe Nwe Khin
Deputy Director
Road Transport Administration Department
Ministry of Transport and Communications
Myanmar

14 June 2022

Organizational Structure to implement road safety action plan in Myanmar



Myanmar National Road Safety Action Plan(NRSAP) (2021-2030)

(8) Sectors of NRSAP

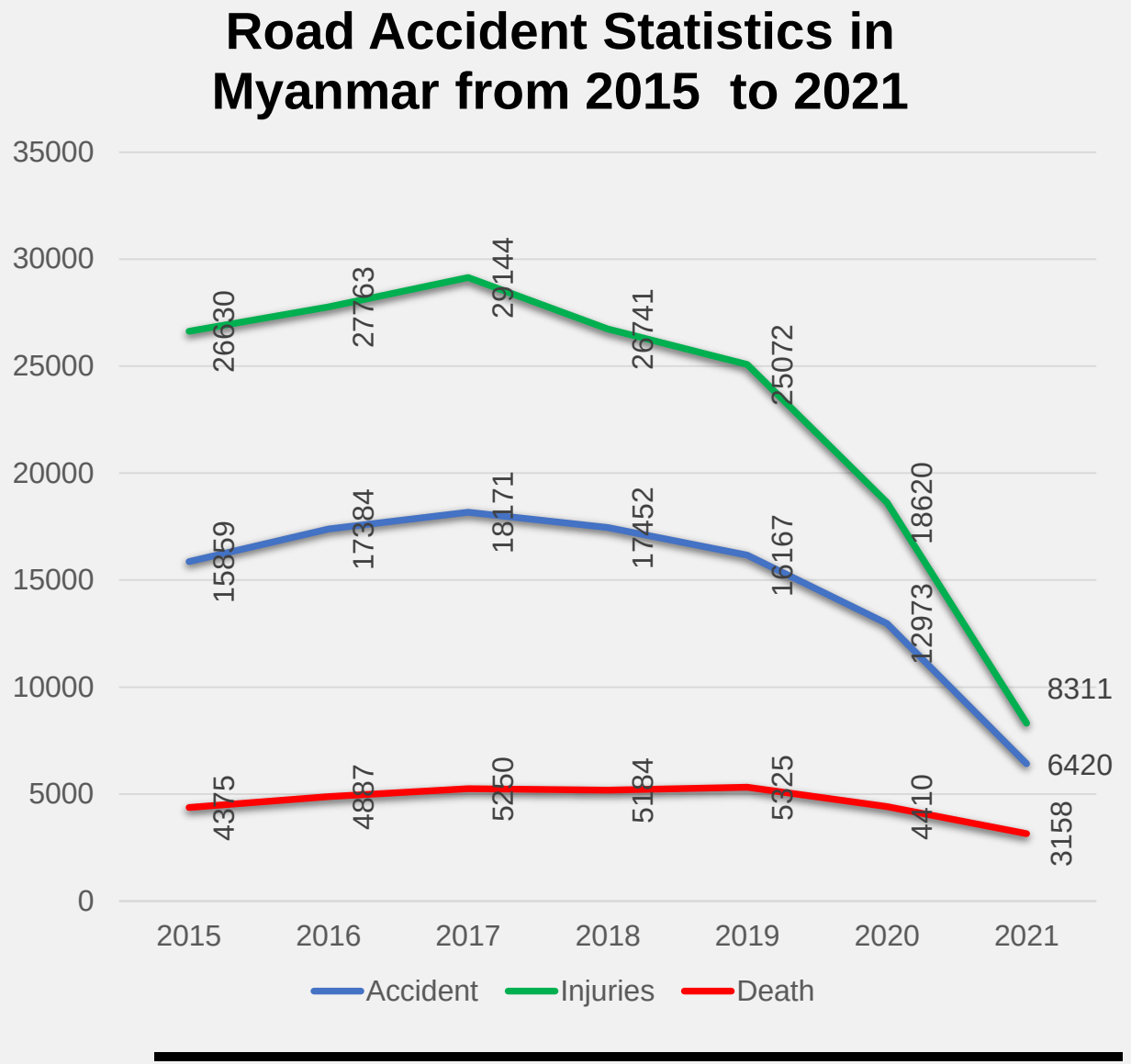
- Sector (1): Management for Road Safety Institution, Measures, Human Resources and Financial Resources
- Sector (2): Guidelines for Road Traffic Safety
- Sector (3): Safer Vehicles
- Sector (4): Safer Road and Mobility
- Sector (5): Safer Road Users
- Sector (6): Post-crash Response
- Sector (7): Raising Awareness, Educating and Law Enforcing for Road Safety
- Sector (8): Road Accident Data Collection and Research

Targets

- ✓ 50 % reduction of road fatalities by 2030 using 2020 baseline
- ✓ 100 % use of motorcycle helmet
- ✓ 100 % use of seat-belt

Five Quick-Win Measures (*Best Practices*)

- Promote seatbelt wearing both drivers and passengers
- Promote safety helmet wearing both rider and pillion rider
- Reduce drunk driving
- Reduce use of mobile phone while driving
- Reduce speeding



Deaths Rate per 10,0000 people and 10,000 Vehicles as of 2018 to 2021

Year	Population	Total No. of Death	Death per 10,0000 people
2018	53862731	5184	9.62
2019	54339766	5325	9.80
2020	54817919	4410	8.04
2021	55294979	3158	5.71

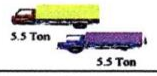
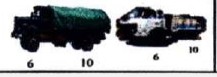
Year	Population	Total No. of Death	Death per 10,000 Vehicles
2018	7215496	5184	7.18
2019	7333979	5325	7.26
2020	7610812	4410	5.79
2021	7562508	3158	4.18

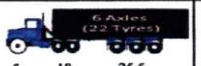
Responsible Bodies for Road Safety in Myanmar

ENGINEERING	• Ministry of Construction (Department of Highways), • Yangon / Mandalay/ Nay Pyi Taw City Development Committees
EDUCATION	• Ministry of Education, Ministry of Home Affair • Ministry of Transport and Communications
EMERGENCY	• Ministry of Home Affair (Traffic Police ,Fire Services Department), Ministry of Health
EVALUATION	• Ministry of Transport and Communications
ENFORCEMENT	• Ministry of Home Affair (Traffic Police)

Axle Load Limitation with Respect to Types of Vehicles

- DOH, MOC has notified the axle load limitation with respect to types of vehicles as per the table below:

Sr. No	Type of Vehicle	Previously allowed Gross Vehicle Weight	Gross Vehicle Weight (rainy season)	Gross Vehicle Weight (hot season)	2015 New allowable Gross Vehicle weight
		Ton	Ton	Ton	Ton
1	2	3	4	5	6
1	Motorized tricycle 	0.35	1	1	0.35
2	Trawlargyi 	1/2	2	2	1/2
3	Farm Truck 	2/3	4	4	2/3
4	Single unit Truck (small) 	2.25/2	5	5	2.25/2
5	Single unit Truck (medium) 	4	6	6	4
6	Farm Truck 	5.5	8	8	4.5
7	Single unit Truck (large)/ Mini Bus 	5.5	9	9	5.5
8	2 axle single unit truck 	5.5	12	12	5.5
9	Bus (Medium) with Seating capacity of 26 to 35. 	12	13	13	12
10	2 axle single truck (HINO) 	10	16	16	15
11	2 axle single truck (UD) 	13	16	16	15

Sr. No	Type of Vehicle	Previously allowed Gross Vehicle Weight	Gross Vehicle Weight (rainy season)	Gross Vehicle Weight (hot season)	2015 New allowable Gross Vehicle weight
		Ton	Ton	Ton	Ton
1	2	3	4	5	6
12	City Bus with Seating capacity of 36 to 45. 	16	16	16	16
13	Bus with Seating capacity of 46 or more 	17	18	18	17
14	2 axle Single Unit Truck (6 Wheels) 	16	16	16	16
15	3 axle Single Unit Truck (8 wheels) 	21	21	21	19
16	3 axle Tendem Truck 	21	23	23	21
17	4 axle Tendem Truck (12wheels) 	25	27	27	25
18	5 axle Tendem Truck with Lift axles (14 wheels) 	25	30	31	29
19	4 axle single Tendem articulated truck 	34	33	34	33
20	5 axle Tendem Tendem articulated truck 	46	41	46	41
21	6 axle Tendem Tridem articulated truck 	50.5	48	50.5	48

Example Photos of Controlling Overloaded Vehicles in Some States and Regions

Other Activities for Road Safety

- Accede 1968 Vienna Convention on Road Traffic
- Accede 1968 Vienna Convention on Road Signs and Signals
- Publish road markings, road sings and signals in line with 1968 Vienna Convention on Road Signs and Signals
- Upgrade road crash reporting system for road accident data

Challenges

- To date, road safety funding establishment processes are on-going.
- Limited budget for road safety measures.
- Increased numbers of motorcycles are key for road crash problems in Myanmar as they accounted for over 80 percent of all vehicles causing almost 50 percent of road accidents.
- Weakness of obeying law and rules.
- Outbreak of Covid-19 pandemic hinders most activities of road safety such as RS educative training, RS exhibitions and competitions for RS knowledge.
- Overload vehicle control is not broadly able to be conducted on all roads.
- Limited access to ICT solutions.
- Difficult to manage logistics vehicles in real time.

Thank you for your attention.

Road Transport Administration Department
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Thailand Road Safety Program

Department of Highways

Ministry of Transport

Key Approach for Safety on National Highway Networks

WHO : 2nd Decade of Action for Road Safety (2021-2030)

- 50 percent reduction of road fatality within 2030 (12 persons/ 100,000 capita)

4th Road Safety Master Plan (2018-2021)

- Focus on Safe System Approach
- 5th Road Safety Master Plan (2022 – 2025) is just rolled

Road Infrastructure Management

- Shift main focal point to Active Approach

Why do we need to change to Active Approach?

- Land uses and urban sprawls along the roads in a ribbon pattern are the main driving force that affects our highway design
- Just road safety improvement alone do not significantly reduce the likelihood of crashes
- Road agencies are seeking tools to help monitoring frequent accident locations and getting better data for more accurate road crash prediction

Our Current Practice

Change due to land uses and urban sprawls

- More collaborations between the local residents and the road designers
  - ✓ Identify their needs, more flexibility in road design
  - ✓ Reduce conflict points among the locals and the intercity road users
- More budgets for improvement are from area-based funding agenda

Our Current Practice

A better way for Road Safety Improvement Program

- Shifting focus to local participation of road users
  - ✓ Let them identify the proposed mitigations and monitor the effects of changes
  - ✓ Educate and enhance awareness of road safety and how to properly use the road with others including vulnerable road users

Our Current Practice

Enhancement toward better data and operations on highways

- Collaborations with expert team from JICA and MLIT
- Establish Highway Traffic Operations Center (HTOC)
  - ✓ Use intelligent transportation systems (ITS) technology to fulfill the need for road monitoring , data collecting and providing traveler information
  - ✓ Support enforcement devices to keep and maintain traffic laws

MINISTRY OF RURAL DEVELOPMENT
RURAL ROADS IMPROVEMENT PROJECT III

Greater Mekong Subregion Economic Cooperation Program

25th Meeting of the Subregional Transport Forum (STF-25)

Presentation on

"Community-Based Road Safety Program"

14 June 2022

CONTENTS

1. Introduction

Rural Roads Improvement Project III has been implemented by the Ministry of Rural Development since August 2018 and plan to complete by June 2026 under the ADB Financing support with a total concessional loan of USD 60 million (including USD1.5 million of grant).

The project will rehabilitate about 360 km of unpaved rural roads in five provinces of Cambodia (Kampong Cham, Kratie, Prey Veng, Svay Rieng, and Tboung Khmum) to paved condition (DBST or Concrete Pavement) to ensure all-year round access of local people.

The project is aimed to achieve the three outputs including 1). Rural roads improved, 2). Rural road asset management improved and 3). Awareness of road safety and potential social problems strengthened.

2. Overview of Road Safety/Road Crash in Cambodia

Traffic Is One of the Leading Causes of Deaths and Injuries in Cambodia. In 2019, Cambodia saw almost 13,700 injuries and **2,000** deaths due to traffic crashes – with an average of **5.4** people dying daily. The number of fatalities caused by road crashes has increased nearly 25% over the past 11 years (2009-2019), higher than the population growth for the same period of 17%. *(UNDP posted on 23 June 2021)*

In 2021, there were **2,670** traffic crashes nationwide in which 1,497 people were killed and 3,615 were injured, of whom 2,246 were seriously injured. It caused about USD466.8 Million for 2019, which is 1.7% of annual GDP. *(Khmer Time posted on January 3, 2022)*

Three-fourth of the fatalities are motorbike users and Road user behavior is the main factor when assessing road crash fatalities. Human errors contributed about 98% of crashes, and 16% of the crash casualties were fatalities.

"This requires an emergency response"

Road Crash Trend in Cambodia

Year	Crash	Fatality	Serious Injury	Slight Injury
2016	3910	1852	4697	5009
2017	3686	1976	4853	5994
2018	3352	1871	3983	5658
2019	4119	1982	3914	2217
2020 (S1)	1619	861	1518	934

- https://www.undp.org/cambodia/press-releases/traffic-one-leading-causes-deaths-and-injuries-cambodia-says-new-report
- https://www.khmertimeskh.com/50999498/deadly-start-to-22-with-traffic-crashs-claiming-15-lives-and-22-injured/

3. Community based-Road Safety Program during COVID-19 pandemic

Through the hand-on capacity building of upstream projects, the Social and Environment Office (SEO) team of the MRD has been enable to implement the Community-based Road Safety program with less technical assistance of supervision consultant.

1). Social Enforcement

- Community based road safety Education and Training
- Public Campaign
- Media Broadcasting (Facebook, Telegram…)

2). Data Collection and Road Safety audit

- Identifying causes of road crash
- Planning and implementation
- Development of crash related mitigation measure (signage facilities, road designing….)

3). Safe School Zone (SSZ)

- Training to student and Teacher
- Engineering at SSZ
- Providing SSZ Materials

3.1 Community Enforcement

The Social and Environment Office (SEO) team has conducted a series of activities including **individual coaching, training/workshop, public campaigns.**

No.	Activities	Beneficiaries	Women	% (Female)
1	Public Campaign (before Khmer New Year)	1,649	706	42.81
2	Training (Teachers, students, and villagers) from Q4 2021-Q2 2022	8,224	4,271	51.93
3	RS Dissemination Using Loudspeaker	20,921	9,551	45.65
Total		**30,794**	**14,528**	**47.18**

- 35 among 78 schools along project roads received road safety training with total participants of 441 Teachers, 7060 students and 723 local people.

3.1 Community Enforcement (Cont')

Public Campaign: Before major public holidays to provide public awareness on road safety. The event can be conducted by using loud speakers holding some key messages to tell the drivers not to over speeding, not drink and drive, wear helmets, not over loading, safety equipment, etc. It is also included group discussion, Banner display and visiting to individual person in the public places.

3.1 Community Enforcement (Cont')

Road Safety Awareness: During pandemic, the focus group training/meetings was restricted/minimized. A flexible method of sending RS message to villagers/local drivers was proposed as using loudspeaker and meeting with small group in opened space or individual road users.


Loudspeaker


Small group meeting

Distributing IEC material


Keep distancing

Knowing about traffic signs

3.1 Community Enforcement (Cont')

Individual Coaching on improper daily attitude of local residents living along the project roads

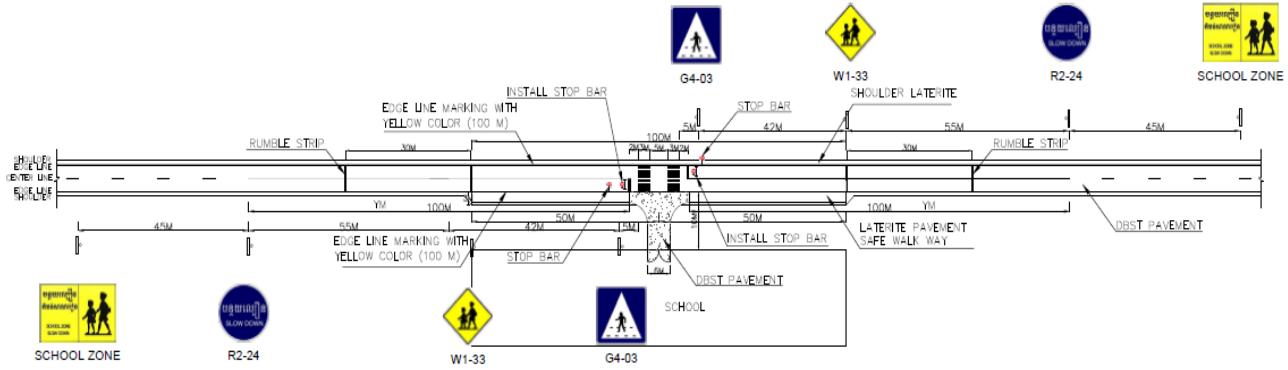
3.2 Data Collection and Road Safety Audit

- Data collection and analysis of road crash, which requires establishing a reliable database system to monitor and evaluate measures and actions implemented in the program.
- Identifying the hazardous locations of each project road and establishment of proper engineering related mitigation measure (traffic signs installation, adjustment of design)

3.3 Safe School Zone

The Road crash and victim information systems (RCVIS) has manifested that the students below 20 years old represented a very high percentage among road fatalities (17%) and casualties (20%) in Cambodia in 2017. Children are facing road crash challenges daily while traveling from and to school.

LAYOUT OF SAFE SCHOOL ZONE



3.3 Safe School Zone (Cont')

4. Stage of Self Sufficiency in Road Safety Implementation Over 11 Years

Project	Period	Stage 1	Stage 2	Stage 3
		Training on Road Safety by DDIS Consultants	Practice Under Guidance of Road Safety Consultants	Self-Sufficiency by SEO officers of MRD
RRIP	2011-2015			
RRIP II	2016-2020			
RRIP III	2021-2025			

5. Conclusion

Road Safety program implementation is a long-term investment and play crucial role to save millions of people's lives. It is about dealing with changing people mine set and change the way of driving/traveling in a safe manner. As mentioned earlier, **Human errors is a main cause of road crash**.

It requires **an emergency response** and **participations of stakeholders** from every angle.

"Together, for Today and Tomorrow,

No Traffic crash !"

សូមអរគុណ

Thank You for Your Kind attention !

China Road Safety

Thank you for this opportunity to share the experience and best practice on road safety in China. Road safety is very complicated issue. It is about human behavior, vehicle performance, the environment, and road infrastructure. For the Ministry of Transport, our responsibility is on road infrastructure. Now the total milage of highway in CHina has nearly 5.3 million km, including nearly 170 thousand km motorways with 400 million motor vehicles and nearly 4.9 million drivers, In such tremendous road network, we have to meet much more challenges on traffic safety.

In the year 2004, china faced most crucial situation on road safety. In that year, MOT launched the Highway safety enhancement project, focusing on the national and provincial trunk highway, within 11 years it had been improved the safety facilities of 400 thousand km highway. And from 2015 to 2020, MOT launched the phase II named cherish life project, focusing on the rural road and poverty areas.

Since 2021, MOT has lauched the phase III -- a 5 year action plan on safety facilities elaboration. to promote the safety facilites from “available” to precise, and from extensive to delicacy. such as to enhance the safety performance of highway barries, optimize the terminal of barriers and transition sections of barries, to optimize interchanges and at-grade crossings,as well as the town-crossing sections, to extend tthe road safety audit from design stage to operation stage by using High-tech, such as driving simulation, AR & VR, traffic accident reproduction,etc, to set up the long-term mechanism for dynamic evaluation, optimization of traffic signs and markings, to strengthen the dynamic control during bad weathers, etc. And road sectors jointly work with traffic adiminstration sectors of public security department for the precise traffic managerment and control

Now the safety condition in China is much better than before. The number of road accidents with mass deaths and injuries continued to decline. such as the number of road accidents with more than 5 deaths at a time decreased by 74% compared with the year 2012. The number of major traffic accidents with more than 10 deaths decreased from 24 in 2012 to 3 in 2021, a decrease of 87.5%.

We have issued and revised series of design and construction specifications and guidelines on road safety. We would like sincerely to share our experience and contribute more to the subregion road safety enhancement.