

APPRAISAL OF THE NATIONAL ROAD SAFETY ACTION PLAN: CURRENT STATUS, INSTITUTIONAL READINESS AND WAY FORWARD

FINAL REPORT

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1 PROJECT INTRODUCTION

'Appraisal of the National Road Safety Action Plan: Current status, Institutional readiness and Way Forward' was carried out as one of the activities under the 5th UN Global Road Safety Week.

The study reviewed the current road safety national action plan and proposed revision considering the stakeholder readiness other constraint to ensure that the activities identified in the action plan are implemented more efficiently. The study was conducted through the Transportation Engineering Division, Department of Civil Engineering, University of Moratuwa

The study team comprised of the following members,

1. Prof. Saman Bandara , Department of Civil Engineering, University of Moratuwa
2. Dr. H.R.Pasindu, Department of Civil Engineering, University of Moratuwa
3. Dr. Loshaka Perera, Department of Civil Engineering, University of Moratuwa
4. Dr. Ishani Dias, Department of Civil Engineering, Kothalawala Defense University
5. Prof. Wasantha Mampearachchi, Department of Civil Engineering, University of Moratuwa

1.1 BACKGROUND OF THE STUDY

The National Road Safety Action Plan was developed through a consultative process as well as by individual consultation in 2011 as part of the United Nations the Decade of Action for Road Safety initiative. In 2016 the action plan was updated through stakeholder workshops conducted with the technical assistance of WHO. A number of parameters were included in the 2016 update. They are:

1. Identification of the Lead Agency
2. Identification of Partner agencies if any
3. Expected outcome
4. Effectiveness of the intervention
5. Expected Cost Level
6. Key performance Indicator(s)

The present action plan was formulated in 2011 and was revised again in 2016. However, it was observed that there was no coordinated implementation of the strategies identified even though different organizations implemented some of the activities identified in the strategic plan through various other projects.

The main issues identified with respect to the present the implementation of the action plan,

- 1. A coordinating organization was not appointed during the implementation of the action plan
- 2. A representative or a lead officer was not appointed from the stakeholder organizations to coordinate with other agencies.
- 3. Monitoring and evaluation program for the identified strategies and activities was not carried out the by the implementing agency
- 4. It appears that a separate budget allocation was not provided specifically for the activities identified in the action plan, although some of the activities have been implemented through other projects
- 5. Changes to the ministries and their portfolios disrupts the continuity in carrying out a long-term plan as well as low priority given for road safety interventions hinders allocation necessary resources for project implementation.

An overview of the accident data over the same period also suggest that the overall effectiveness of the road safety interventions during this period has been low. As shown in Figure 1, the fatal accidents in the period 20011-2018 show an increasing trend, comparable to the period before that. Similar observations can be made through inferences made on pedestrian casualties, motor cycle accident etc.

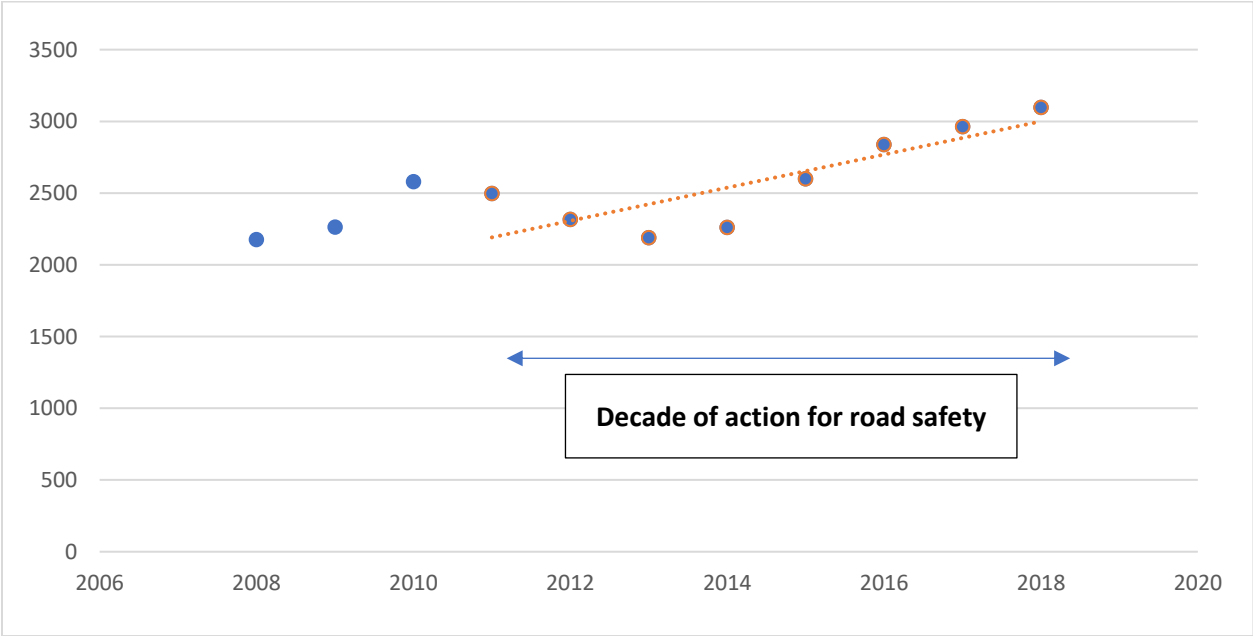


Figure 1. Fatal accidents from 2007-2018

1.2 STUDY OBJECTIVE

Evaluate the current National Road Safety Action Plan Sri Lanka with regards to progress made so far, readiness of the stakeholder institutes to contribute to conduct the activities as a preliminary step to extend the National Road Safety Action Plan of Sri Lanka to 2030 to be in line with the SDG 2030 goals and targets related to road safety¹.

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SDG Goal 3: Ensure healthy lives and promote well-being for all at all ages

Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents

SDG Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable

Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

2 ROAD SAFETY ACTION PLAN DEVELOPMENT

2.1 INTRODUCTION

Development of the Road Safety Action Plan for Sri Lanka follows on the same frame work of the 2011 action plan which are developed based on the five-pillar concept proposed by the United Nations Road Safety Collaboration for a Global Plan for the Decade of Action for Road Safety to provide an overall framework for action.

- Pillar 1: Build Road Safety Management Capacity
- Pillar 2: Influence Safe Road Design and Network Management
- Pillar 3: Influence Vehicle Safety Design
- Pillar 4: Influence Road User Behavior
- Pillar 5: Improving Post Crash Care



Figure 2. Pillars of the Global Plan for the Decade of Action for Road Safety 2011–2020²

The specific objectives of the decade of action were,

1. Adhering to and fully implementing the major United Nations road safety related agreements
2. Developing and implementing sustainable road safety strategies and programs
3. Setting an ambitious yet feasible target for reduction of road fatalities by 2020 by building on the existing frameworks of regional casualty targets;
4. Strengthening the management infrastructure and capacity for technical implementation of road safety activities
5. Improving the quality of data collection

² Global Plan for the Decade of Action for Road Safety, 2011–2020. Geneva, World Health Organization, 2011.

6. Monitoring progress and performance on a number of predefined indicators
7. Encouraging increased funding to road safety and better use of existing resources, including through ensuring a road safety component within road infrastructure projects
8. Building capacities at national, regional and international level to address road safety.

The proposed action plan also aims to achieve these specific objectives which are outlined through its strategies and the activities. The action plan is developed for each of the pillars by identifying strategies and major activities under each strategy. The main output from these activities is also identified and the outcome expected from implementation of the activity is also indicated. The output is used to monitor progress of the activity implementation whereas the outcome would be used to evaluate the overall impact from the activity or the strategy in general.

2.2 STAKEHOLDER ORGANIZATIONS

The following stakeholder organizations, institutions were identified as those who are relevant for the Road Safety Action Plan development and implementation.

1. Department of Motor Traffic (DMT)
2. Insurance Board Sri Lanka
3. Insurance Association Sri Lanka
4. Local Government Authorities (LA)
5. Ministry of Education (MOE)
6. Ministry of Finance (MOF)
7. Ministry of Health (MOH)
8. Ministry of Justice
9. Ministry of Highways & Road Development (MOH)
10. Ministry of Transport (MOT)
11. National Council for Road Safety (NCRS)
12. National Transport Commission (NTC)
13. Police Department
14. Provincial Road Development Authority (PRDA)
15. Road Development Authority (RDA)
16. Sri Lanka Land Reclamation and Development Corporation (SLRDCC)

17. Sri Lanka Railway (SLR)
18. University of Moratuwa (University)
19. Urban Development Authority (UDA)
20. World Health Organization (WHO)
21. Ministry of Provincial Councils & Local Government (MOLG)
22. Colombo Municipal Council (CMC)
23. National Transport Medical Institute (NTMI)
24. Ministry of Mass Media
25. College of Anesthesiologists (COA)
26. College of Rheumatologists (COR)
27. College of Surgeons (COS)
28. Department of Social Services (DSS)

NOTE: Since the names of the ministry may change during depending on the portfolios assigned, the ministry stated above refers to the ministry handling relevant subject.

2.3 WORKSHOPS AND DISCUSSIONS

Several discussions were held to obtain the inputs of stakeholder organizations.

Preliminary discussions were held at Department of Motor Traffic, National Council for Road Safety, Road Development Authority, University of Moratuwa and World Health Organization.

With the obtained inputs of stakeholder organizations, two workshops were held at National Council for Road Safety.

2.3.1 WORKSHOP 01

The first workshop was held on 18.10.2019 with the participation of following stakeholders.

Name	Organization
Dr. Sisira Kodagoda	National Council for Road Safety
Prof. Saman Bandara	University of Moratuwa
Dr. Loshaka Perera	University of Moratuwa
P.H.R.T Chandrasiri	Sri Lanka Transport Board
Dr. Ishani Dias	General Sir John Kotelawala Defense University
U.M. Premalal	Automobile Association of Ceylon
Dr. Dimantha de Silva	University of Moratuwa
J.A.S. Jayaweera	Department of Motor Traffic
Dr. Achala Jayatilake	World Health Organization
W.H.M. Wickramasooriya	Sri Lanka Police
Indika Hapugoda	Sri Lanka Police
Devapriya Hettiarachchi	Automobile Association of Ceylon
Subhashini Caldera	World Health Organization
R.K.T.K. Ranawaka	University of Moratuwa
R.M.K. Sandamal	University of Moratuwa

2.3.2 WORKSHOP 02

The second workshop was held on 25.10.2019 at National Council of Road Safety with the participation of following stakeholders.

Name	Organization
J.M. Thilakarathna Banda	Ministry of Transport and Civil Aviation
Dr. H.R. Pasindu	University of Moratuwa
Dr. Ishani Dias	General Sir John Kotelawala Defense University
A. Monsoor	Ministry of Justice
Priyangi de Silve	Insurance Regulation Commission
Dr. Achala Jayatilake	World Health Organization
K.R. Withanage	DCS Engineer Ser. Office Sabaragamuwa Province

R.K.T.K. Ranawaka	University of Moratuwa
L.H.H. Perera	University of Moratuwa

In addition, a meeting with representatives from Ministry of Health, College of Surgeons and WHO was held on the 1st November 2019 at WHO office in Colombo to discuss the revisions necessary in the Pillar 5 which are focused on post-crash care.



Figure 3. Workshops held at NCRS

3 PROPOSED ACTION PLAN

3.1 PILLAR 1: BUILD ROAD SAFETY MANAGEMENT CAPACITY

3.1.1 STRATEGY 1: CONVERSION OF THE ESTABLISHED NATIONAL COUNCIL FOR ROAD SAFETY TO AN AUTHORITY TO ACT AS THE LEAD AGENCY WITH IMPLEMENTATION POWERS

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Establishment of a commission by amendments to the act with inclusion of key ministries including health.	MOT	NCRS	MOH	Establishment of National Road Safety Commission or similar institution	Increase coordination and implementations of road safety related activities
Strengthening of the NCRS with the necessary infrastructure, HR and training needs & developing a national policy & strategy for road safety	MOT	NCRS		Increase in number of road safety activities under each pillar	Increase coordination of road safety activities among stakeholder organizations
Advocating for a separate consultative sub-committee for Road Safety at national level and road safety councils at provincial level	NCRS	MOLG	Provincial Councils	Number of sub-committees established	Increase awareness on road safety at provincial level

3.1.2 STRATEGY 2: ENSURE CONTINUOUS & ADEQUATE AVAILABILITY OF FUNDS FOR ROAD SAFETY

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Encourage stakeholder organizations to increase or provide specific allocation designated for road safety in the budget allocation	MOF	MOT	MOH MO. Highways	Increase in budget allocation for road safety related projects.	Effective implementation of interventions identified road safety action plan/strategic plan

3.1.3 STRATEGY 3: ESTABLISHMENT OF A ROAD SAFETY INFORMATION SYSTEM FOR COORDINATION & EVALUATION

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Initiate a process of identifying, collecting and reporting road hazards to the relevant authorities Stakeholders	MOH/LA	MO. Highways	Provincial Councils	Identifying the hazardous location in the road, record of road safety issues identified	Reduction in accident prone locations due to roadway issues
Initiate a process to collect all accident with relevant information	NCRS	Police	University	Maintaining a proper accident recording system	Improve the reliability and timely availability of data
Introduction of a Centralized Link through networking and the establishment of a central and data base at NCRS	NCRS	Police	University /Insurance	Development of accident databased with access to selected stakeholders	Informed decision making for safety intervention with up to date reliable data

3.1.4 STRATEGY 4: Establishment of road safety research development program

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
R & D in Road Safety established and a mechanism for out sourcing research initiatives in the areas of infrastructure, vehicle technology, traffic management and the post-crash care to universities and research agencies on competitive funding basis.	NCRS	University	MOT MO. Highways	Number of research grants given and the budget allocation.	Dissemination of knowledge on road safety Increase awareness on road safety issue based on research findings Recommendations for safety related interventions that are more focused and effective.
Projects initiated for new designs, testing of equipment and road furniture with enhanced safety features.	NCRS	RDA/PRDA	University	Develop road furniture and design practices, material used in construction that improve the safety performance of roads	Reduce number and severity of accidents

3.1.5 STRATEGY 5: CONTINUOUS TRAINING OF ROAD SAFETY PERSONNEL

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Provide specialized short-term training to Police Officers and	NCRS	University	Police RDA CMC DMT	Number of trained police officers and other	Increase knowledge among stakeholders on road safety

other stakeholder organizations who are engaged in road safety management				professionals in the stakeholder organizations	
Ensure all stakeholder organizations designate adequate numbers of officers at each level for dedicated road safety work and provide continuous funding for their training	NCRS	All		An increased workforce for implementation of safety related activities	Improve implementation of road safety action plan/ strategic plan
Strengthen and capacity of Traffic police headquarters officers as trainers	Police			Police officers with proper training	Increase knowledge and awareness about road safety among traffic police officers
Train highway engineers to conduct safety audits and conduct safety audits & black spot identification on regular basis in each District/Division	University	RDA/PRDA/LA		Proper training for engineers to identify safety issues related to roadway features	Capacity building of professionals involved in managing the road network
Making aware the role of the responsibilities of Local Authorities in road safety and helping them to implement & setting up of the capacity to implement and assist the	NCRS	MOLG		Relevant authorities with proper knowledge on their roles in road safety	Ensure the safety of people in the local road network

Municipalities & Urban Councils island wide.					
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3.1.6 STRATEGY 6: MONITORING AND EVALUATION PROCESS

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Monitor the action plan performance on a yearly basis	NCRS			Report on progress of strategic plan activities on a quarterly basis submitted to all stakeholders	Improve the progress of strategy implementation
Measure the performance of Sri Lanka against the global indicators, milestones and midterm & end of term evaluation of the decade	NCRS	University		Applying suitable international practices for evaluation of road safety interventions	Benchmark Road Safety status of Sri Lanka with other countries

3.2 PILLAR 2: INFLUENCE SAFE ROAD DESIGN AND NETWORK MANAGEMENT

3.2.1 STRATEGY 1: Improve safety aspects of road design standards for new roads and effect improvements to existing roads

Major Activity	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected Outcomes
Review existing road signs, markings and speed limits	MOT	RDA	Police	Roads with proper signage	Regularize road signs and markings
Carry out pre construction and design audits for new roads and rehabilitations	RDA	MOLG		Identification of hazardous locations Increase the number of road project where safety audits were carried out	Reduction of accidents due to roadway issues
Development of a safety guideline for road rehabilitation	MOH	RDA	University	Incorporating safety considerations in road design and construction and ensure relevant mitigation measures are implemented	Improve the safety performance of roads
Periodic safety audits on existing roads and rectification of identified black spots along with the views & comments from relevant road agencies,	RDA	PRDA	LA	Identification of hazardous locations on the road network and the number of locations where the identified issues were rectified	Reduction of accident due to roadway issues

police department, schools, communities, NGOs etc					
Preparation of guidelines for the display of road side advertisement	RDA	Police	MOLG	Roadside advertisements with proper standards that has minimum impact on road users	Reduce distractions to drivers and hoardings that hinders visibility

3.2.2 STRATEGY 2: Incorporating road safety into traffic operations and management

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Evaluate existing intersection control mechanisms to identify safety issues and relevant improvements	RDA	PRDA/LA	UDA	Intersections with appropriate traffic control mechanisms considering the traffic flow and safety issues	Reduce accidents at intersections
Assess parking requirements and provide safe parking areas	UDA	MOLG		Standard parking facilities and guidelines for parking requirement assememnt	Minimize unauthorized road side parking to improving road capacity and provide safe corridor for pedestrian
Use of technology for enforcement to improve road safety	Police	MOT		Technology based traffic monitoring systems	Evidence based monitory system for detection of traffic violence

3.2.3 STRATEGY 3: Improve safety of pedestrians

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Identify pedestrian priority zones and implementation of specific traffic and pedestrian management strategies	RDA/UDA/LA	Police		Provision of safe pedestrian priority zones	Improving pedestrian safety in urban areas, towns, areas with high pedestrian traffic
Improve pedestrian connectivity and walkability ensuring safety	RDA/LA	UDA		Improvement of pedestrian infrastructure connecting to civic centers and similar facilities	Encouraging pedestrian activities and movements in a safe road environment

3.2.4 STRATEGY 4: Public transport user safety

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Outputs	Expected outcome
Review geometry and control mechanisms at railway crossings to identify high risk railway level crossings	SLR			Railway crossings with necessary safety standards	Reduction in accidents at railway crossings
Identify appropriate control/warning mechanism for	SLR			Established alerting system for railway crossing with	Reduction in accidents at railway crossings

all level crossings and high-risk areas				advanced technologies to mitigate risks.	
Identify safety issues for users at public transport terminals and Improve passenger facilities at transport terminals	SLR/NTC /PTAs			Transport terminals with appropriate facilities to ensure public transport user safety	Improve safety of public transport users' passenger and encourage public transport usage
Improve passenger accessibility and passenger safety in public transport services	SLR/NTC/ SLTB/PTAs			Public transport services with the required pedestrian safety standards	Improve safety for public transport users and encourage public transport usage

3.3 PILLAR 3: INFLUENCE VEHICLE SAFETY DESIGN

3.3.1 STRATEGY 1: IMPROVE THE STANDARDS FOR REGISTRATION

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Introduce a new system of inspection of imported vehicles at the port prior to registration.	DMT			Standardized inspection system for imported vehicles	Identification and ensuring safety standards of the vehicles
Introduce approval for type certification by DMT.	DMT				Confirmation of safety standards with the Motor Traffic Act & regulation for local manufactures and imported vehicles
Strengthen DMT for inspecting, supervising and control of approved garage issue fitness certificates.	DMT			Appropriate system for usage at DMT	Ensure safety standard of in use vehicles
Introduce standards and regulations for registration of all vehicles.	DMT			A standardized vehicle registration system	Harmonization with global safety standards

Continuously monitor and Introduce new safety standards & implement them.	DMT	Police		Vehicles with safety standards prior to registration No of safety standards implemented.	Establishment of mechanism for implementation.
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3.3.2 STRATEGY 2: Establish effective inspection program for the inspection of roadworthiness of vehicle

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
TA to develop standards and procedures for scrapping of vehicles and re-registering of temporary prohibited vehicles. Condemned vehicles are not re-registered.	DMT	MOT		A vehicle fleet consisting suitable vehicles	Removal of un-roadworthy vehicles from vehicle feet.
Strengthen the island wide roadside inspection program.	DMT			Increase the number of inspections carried out	Ensure roadworthiness of vehicle fleet
Preparation of specifications for vehicle fitness certificates and quality assurance certificates and thereby improve testing standards and establishment of a system.	DMT			Preparation of the specification	Improve the vehicle inspection system

Preparation of specification and procedures for the registration of garages and certification of mechanics.	DMT			Establishment of procedure & mechanisms for registering garages and mechanics	Ensure roadworthiness of vehicle fleet
Provide training for Police Officers to inspect vehicles involved in accidents other than fatal accidents and other accidents with damage to the third party	DMT	Police		Police officers with the knowledge of vehicle inspection	Improve accident investigation process and data quality in the accident database
A permitted life span should be identified for all vehicles, after which they should not be permitted on roads or formulate a mechanism to introduce an additional fee/ roadworthiness testing for vehicles exceeding permitted life span except for those classified as except vintage car.	DMT			Determination of the maximum life span by vehicle categories and Establishment of the relevant regulation	Ensure roadworthiness of vehicle fleet
Unlawful modifications to vehicles should not be permitted and this should include restrictions on	DMT	Police		Enactment of the necessary regulations on unlawful modifications	Reduce the severity of injuries to passengers as well risk of accidents

accessories harmful to road safety and the environment					
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3.3.3 STRATEGY 3: Monitoring safety aspects bicycles, motor bicycles & three wheelers operations

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Encourage bicycles and motorcycle to use accessories necessary for road safety such as reflectors, lights	Police	NCRS		Increased no. of motorcycles with necessary accessories	Improve safety of the cyclist
Inspection program to identify illegal modifications on three-wheelers and motorcycles	RDA	Police		Number of inspections carried out and percentage of vehicles with such modifications	Improve passenger safety

3.3.4 STRATEGY 5: Monitoring import vehicles

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Importation of oversized vehicles should be restricted and permission should be given only for vehicles that are approved by the relevant authorities prior to importation	DMT	RDA		Number of such incidents recorded and the cases where restrictions were imposed.	Ensure road worthiness of vehicle fleet

3.4 PILLAR 4: INFLUENCE ROAD USER BEHAVIOR

3.4.1 STRATEGY 1: Improved system of issuing and monitoring licenses

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Introduce a computerized system to conduct the theory and driver behavior (Hazard test, simulation) test prior to granting trainee license	DMT	University		Development of the new system Number of license applicants undergone the test via computerized system	Improve the knowledge of the drivers
Introduction of computer aided driver testing and installation at DMT and District Secretariats	DMT			Number of driver testing centers completed	Improving the knowledge and skill level of drivers
Fully implement de merit points system	DMT			De merit point system implementation	Improved driver behavior
A mandatory probation period of three years to be made compulsory. Issuing the permanent license or extending probation period should depend on his/her demerit points.	DMT			Implementation of the probationary period regulation	Improve the skill level of novice drivers

Assessing the issuing process of higher grade driving license and eligibility criteria for drivers of public transport vehicles	DMT			Identification of improvements to the process	Improve the skill level of heavy vehicle drivers
Amendments to the legislation to be introduce a mechanism of collecting the licenses of persons who had died.	DMT			Cancelling driving license of people who had died	To minimize the possibility of misused driving licenses
Employer made responsible for driver's condition and validity of the license checked every year	DMT	NTMI		Formulate the necessary regulation	Improving the safety standards of professional drivers
Capacity improvement of examiners and set minimum criteria to recruit examiners.	DMT			Improvement of the knowledge and competency of the examiners	Improve the standards of evaluation in during issuing driving license

3.4.2 STRATEGY 2: Supervision of driving schools

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Improve the standards of driving schools under the existing grading system	DMT	MOT		Number of driving schools operating under each category	Improve the quality of driver training and education
First aid and update basic vehicle maintenance and other technical	DMT	MOH		Update of the training curriculum and monitoring of number of training	Improve the knowledge and skill of drivers

aspects to be included in the driver training curriculum				schools implementing it as per the requirements	
A continued monitoring system of driving schools with the involvement of Police.	DMT	Police		Number of driving schools inspected and the reduce the number of those without the required standards	Improve the quality of driver training and education

3.4.3 STRATEGY 3: Satisfactory drivers health condition

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Legislation to be drafted to improve standards for medical testing of drivers and regularize the testing procedure, including testing after serious accidents.	NTMI			Reduce the number of drivers with health conditions that affect their vehicle operating capacity	Improve driver health conditions
Legal provisions to be considered If government or private institutions fail to comply with standards for driver's health, and working hours, they should be made liable for legal action	DMT	NTMI		Formulation of the necessary regulation	Improve driver health conditions

3.4.4 STRATEGY 4: Enactment of required legislation

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Set & seek compliance with speed limits, drunk driving laws & evidence-based standards & rules for motor cycle helmets, seat belts & child restraints, use of mobile phones	Police	DMT		Monitor the road user compliance for these through sample surveys and identify where enforcement is necessary	Reduce the number of accident and the severity
Strengthen existing laws to include all passengers travelling in the front seats to wear the seatbelts.	DMT	Police	NCRS	Increasing no. of passengers wearing seat belts	Reduce injuries during motor vehicle accidents
Gazetting of regulations for carrying children below an identified age or height in the front seat of any vehicle to be made an offence. Mandate child restraints according to the age/ height.	DMT	Ministry of justice	Police	Determining the criteria and formulating the necessary regulation	Reduce injuries to children involved in motor vehicle accidents
Enforcement of laws relating to prosecuting owners of vehicles, who allows person to drive without valid driving license	DMT	Police	NCRS	Reducing no. of drivers without a valid license	Ensure drivers are properly qualified/trained to operate a vehicle

Laws to be enacted on a priority basis to Implement measures to eliminate jay-walking at identified high risk locations	Police	Ministry of Justice		Reducing number of people jay-walking in high risk locations	Incorporate required provision and formulation of regulations
New laws to be enacted to implement measures to eliminate hazards caused by road side obstructions and visual clutter	UDA	Police		Number of issues identified and interventions carried out	Reduce the risk of road accident due to road side obstructions

3.4.5 STRATEGY 5: Effective enforcement of the legislation

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Implementation of suspension of driving license and move for warrants when offenders evade summons to courts	DMT	Police		Number of suspended driving licensers for offenders who have evaded summons	Increase the number of convictions for traffic violators / absconders
Immediate communication to Commissioner of Motor Traffic all suspensions of driving license by Courts	DMT	Police		Develop procedure to inform DMT and increase number of reported cases	Improve coordination between law enforcement and driving license issuing agency
Introduce an electronic driver absconders' register with access to all Police Divisions	DMT	Police		Development of a register	Improve coordination between Police Stations to identify absconders

Organize island wide apprehension operations of absconders.	Police	DMT		The number of absconders apprehended	Increase the number of convictions for traffic violators / absconders
Monitor the daily updating of the Divisional Traffic Minor offences and submit a monthly/quarterly report	Police			Number of reports produced to the relevant stakeholders	Improve monitoring mechanism and coordination between stakeholders
Interaction with local authorities and community-based organizations to clear road obstructions/hazards	Police	RDA PRDA/ LA	NCRS	Number of community based project implemented related to this	Reduce risk of accidents due to roadway issues
Establishment of 40 Traffic Courts/Tribunals island wide with computers linked network	Ministry of justice	MOT		Number of traffic courts established and increase in the number of completed cases per year	Improve efficiency in the processing of traffic violation cases
Introduce incentive scheme for Traffic Police based on performance/ reduction of accidents.	Police			Implementation of the incentive scheme and performance criteria	Improve road safety in the road network under the Police division
Train & deploy Traffic Surveillance units to introduce island wide <i>Selected Traffic Enforcement Programs (STEPS)</i> with covering media publicity and educational impacts	MOT	Police	NCRS	Increase in the number of units deployed. Provision of necessary equipment for Traffic Police	Reduction in number and severity of accidents

				to carry out the enforcement program	
Leverage on technology for improve surveillance and detection of violations.	Police	DMT		During enforcement, fines or traffic citations are issued with evidence of the relevant traffic violation	Improve driver discipline and compliance to traffic rules

3.4.6 STRATEGY 6: Improving insurance system

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
A system to be introduced (similar to no claim bonus) to decide the premium based on the driving history of the insuree whereby the offending drivers are penalized with higher premium and not the victims	Sri Lanka Insurance Association	All Insurance companies	NCRS	Establishment of a centralized system with the history of the insuree	Improving driver behavior
All accidents causing injury to persons or damages to government property should be reported to police as indicated in the MTA by the relevant insurance company and settlement should	Insurance companies	Police		Number of the accidents reported to Police Stations by the insurance companies	Improve the data validity (especially of damage only type accidents) of the accident database

not be made on “on site assessment”.					
A report of all accidents notified to all insurance companies should be prepared by the Insurance Association of Sri Lanka and sent to the Police headquarters fortnightly as indicated in Sec.51 (d) of MTA (amendment) 2010	Sri Lanka Insurance Association	Police	NCRS	Report submitted to Police	Improve the data validity (especially of damage only type accidents) of the accident database

3.4.7 STRATEGY 7: Improving welfare for victims

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Strengthen the existent compensation scheme for victims hit by vehicles not identified (Hit + Run) by increasing the contribution of the insurance companies	NCRS	Insurance companies		Increase the allocation from 3 rd party insurance policies	Improve the efficiency of compensation payment for hit and run victims
Third party compensation under insurance policy which is on fault basis to be simplified from the	NCRS	Insurance companies	Ministry of Justice	Development of a simplified procedure to pay compensation	Improve the efficiency of compensation payment for road accident victims

current cumbersome and expensive procedure					
Legal procedure with regard to the third party insurance scheme to be simplified and priority given to victim before settlement of claims of the insured.	MOT	Ministry of justice	NCRS	Priority based compensation for victims	Improve the efficiency of compensation payment for road accident victims
The system of compensating pedestrians and cyclists from third party liability under an insurance policy to be strengthened.	Insurance companies	MOT	Ministry of justice	Development of the required procedures	Improve the efficiency of compensation payment for road accident victims
All insurance companies should pay a minimum of Rs 250,000 each on “no contest claims” to all bus passengers who become victims of an accident, giving them option to accept it or to proceed with legal action to claim under unlimited cover if not satisfied with this amount	MOT	Sri Lanka Insurance Association	MOH	Extent/type of the injury of the victim for this to be applicable to be defined.	Improve the efficiency of compensation payment for road accident victims
A mechanism to be introduced to charge from the relevant insurance company, the expenses incurred by the government	MOH	Sri Lanka Insurance Association		Development of a mechanism to reimburse the cost incurred for post	Improve post crash care for accident victims with the additional funds generated

hospitals for treatment of patients injured in traffic accidents				crash care for accident victims	
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3.4.8 STRATEGY 8: Public awareness campaigns

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Establishment of community based organizations to safe guard road accident victims	Police	MOH	NCRS	Number of organizations established	Safeguarding the accident victims
Community education, private bus/van drivers, three wheel drivers, school van drivers, and container prime mover drivers to be educated at large through media campaigns and exhibitions.	NCRS	Police	Ministry of Media	Awareness campaigns carried out targeting each focus group	Increase awareness on road safety among professional drivers, general public
Educating road users by launching a focused program (with the help of experts in the relevant fields) on the road rules, road courtesy and proper usage of roads through schools, community centers, temples etc.	NCRS	Ministry of Education	Ministry of media	Number of programs conducted at the selected establishments	Improve knowledge and awareness of road users
Continuous training of teachers to teach road safety discipline & first aid & introduce policy directive to	MOE	NCRS	Police	Development of appropriate training material	Improve knowledge and awareness among school children

Include road safety & first-aid included in school curriculum & organize road safety & first aid societies in all schools through police & other related organizations				Number of schools in which the training programs are implemented	
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3.5 PILLAR 5: IMPROVING POST CRASH CARE

3.5.1 STRATEGY 1: ESTABLISHMENT OF SUSTAINABLE ORGANIZATION LEADERSHIP AND FINANCIAL COMMITMENT TO IMPLEMENT INJURY PREVENTION AND MANAGEMENT POLICY

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
High level advocacy to establish a focal unit	MOH			Establishment of the unit	Policy formulation on reduction of road injuries
Separate financial allocation made to implement central functions of strategic plan	MOH	MOF		Budget allocated for the identified strategies	Improve progress of strategy implementation with better fund allocation
Establish a Trauma Secretariat / Create separate cadre including a Director for injury prevention and trauma care within the MoH	MOH			Allocation of separate cadre and establishment of the Secretariat at MOH	Improving the involvement of stakeholders to address the issue
Establish sub national focal points at provincial/district level to manage the program at local level Each hospital to have injury prevention units	MOH	MOLG		Number of units established Injury prevention units established at peripheral hospitals initially	Successful implementation of the program at sub national level Improve injury treatment

3.5.2 STRATEGY 2: AVAILABILITY OF APPROPRIATE PRE- HOSPITAL CARE

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Capacity building for EMTs focusing on higher level of education	MOH	COS	COA	Number of EMTs upgraded to higher level of training qualifications	Reduction of death and disability following RTI
Introduction of minimum available standards for ambulances with necessary legislation in place for implementation	MOH	COS	COA	An ambulance fleet with the highest standards	Reduction of death and disability following RTI
Maintaining the already established hotline (1990 / 110) and Mobile App to access emergency service	MOH	SLT Police	Suva Seriya Foundation	Proper communication systems to handle emergency situations	Faster response times to accident sites
Development of SOPs for 1990 Suva Seriya Service or other emergency response service for specific cases where coordination between different agencies is required	MOH			Development of SOPs with the participations of all stakeholders	Reduce delays time in transferring victims

Develop & update protocols and legal framework for pre-hospital care	MOH			Preparation of the framework	Reduction of death and disability following RTI
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3.5.3 STRATEGY 3: BASIC EMERGENCY CARE AVAILABLE AT PRIMARY, SECONDARY & TERTIARY LEVEL HEALTH INSTITUTIONS

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Establish Level 1 Trauma Centers at Colombo, Kandy, Karapitiya, Jaffna, Batticalo, Kurunegala, Badulla and Anuradhapura and Level 2 centers at selected locations with high risk/high mobility corridors	MOH			Number of centers established	
Development of HRH capacity (i.e. recruitment)	MOH	MOF		Number of trained staff recruited	Better trained staff to handle emergency situations
Regular training of medical and para-medical staff on Violence & Injury prevention(VIP) & trauma care courses	MOH	COS	COA College of Community Physicians	Number of training programs conducted and staff trained	Well trained medical & paramedical staff on VIP & Trauma care
Development of clinical guidelines and protocols specific for different	MOH	COS	COA		Presence of basic emergency care guidelines at different

levels (Primary, Secondary & Tertiary) health institutions.					levels of healthcare institutions
Strengthen infrastructure (i.e. establishment of ETUs, provision of equipment, drugs)	MOH			Hospitals with the necessary infrastructure facilities	Improve road accident injury treatment at hospitals

3.5.4 STRATEGY 4: APPROPRIATE REHABILITATION CARE AND INTEGRATED SERVICES AVAILABLE AT PRIMARY, SECONDARY AND TERTIARY LEVEL HEALTH INSTITUTIONS

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Development of HRH capacity for rehabilitation (recruitment, training of Medical and para-medical staff-hospital based medical social workers)	MOH	COR	DSS		Successful reintegration of crash victims into the community
Tertiary Level : Development of guidelines and protocols for all levels of care	MOH	COS	COR		
Secondary Level : Strengthen infrastructure (i.e. establishment of rehabilitation units/wards for acute, medium & long term care,	MOH	MOF	NGO & UN agencies		Successful reintegration of crash victims into the community

provision of equipment and drugs) –					
Primary Level: Development of an Information system (MIS) for disability care of disabled patients	MOH				Planning & implementation of rehabilitation care
Coordination and joint action between health and non-health service providers (i.e. Ministry of Social Services, NGOs) to be strengthened	MOH	MOSS	NGO		Successful reintegration of crash victims into the community

3.5.5 STRATEGY 5: APPROPRIATE REHABILITATION CARE AND INTEGRATED SERVICES AVAILABLE IN THE COMMUNITY WITH ADEQUATE COMPENSATION

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Strengthen the Community based rehabilitation (CBR) program development protocols and pathways victim assistance	MOSS	MOH	NGO	Number of programs implemented and victims assisted through these programs	Reduce the long term impact on livelihood on road accident victims and their families

expedite court proceeding with acceptance of medical board recommendations	MOJ			Submit the JMO/ Government Analyst reports in a stipulated time that are required by courts	Reduce the delays in court proceedings and subsequent delays in compensation etc. to victims
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3.5.6 STRATEGY 6: HOSPITAL BASED INFORMATION SYSTEM UPDATED & IMPROVED

Major Activities	Lead Agency	Partner Agency 1	Partner Agency 2	Output	Expected outcome
Establish comprehensive hospital based surveillance system (Sentinel sites) in selected sites, trauma registries and improve hospital based information system (IMMR)	MOH	Police	University	Development of the identified databases	Data available for planning and implementation of injury prevention strategies
In detail investigation for serious accidents	MOH				Data available for planning and implementation of injury prevention strategies

Research and development in improving post-crash response	MOH	NCRS	,		Improvements to the implementation of post-crash care strategies
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4 CONCLUSION

The proposed action plan outlines the key interventions necessary to improve the road safety in Sri Lanka under the five pillars. The priority of the projects and budget requirement are to be established at the implementing agency level as it is envisaged it would allow a more accurate assessment could be made considering the resource availability, capacity and budget allocation of the organization.

The following recommendations are made as way forward in implementing the proposed action plan,

National Road Safety Council to take the lead role in coordinating between various stakeholder organizations during the implementation of the action plan. NCRS should also play a role in facilitating implementation of specific activities for which other agencies would need assistance (capacity building, technical input, financial support etc.)

Secretary, Ministry of Transport to forward the proposed action plan to the relevant stakeholder organization and the line Ministry to obtain their concurrence to the proposed strategies and activities assigned to them. Furthermore, the budget requirement to be finalized at the implementing agency level highlighting the provisions that can be allocated from existing budget and the additional funds needed. Each stakeholder agency should also appoint a senior official to represent the institution and he or she would be focal point in discussing matters relevant to the organization during the action plan implementation. The idea is that it will ensure continuity of the work assigned to the stakeholder organization.

Discuss with the Ministry of Finance on the availability of funds in the long term and short term so that the activities can be prioritized appropriately to maximize utilization of funds. Identify alternative sources of funding available for the proposed projects.

Develop a monitoring and evaluation program to assess the progress as well as the impact of the proposed schemes. Implement evaluation programs especially necessary for awareness campaigns, training programs etc. to assess whether it has been effective on the target audience of program participants. Typically these programs are readily implemented due to ease of implementation without a scientific evaluation of their effectiveness. Periodic evaluation would help to revise the action plan so that priority is given for more successful projects.

Increase awareness among general public of the serious concerns related to road safety situation in Sri Lanka at present so that the policy makers would give the due priority to road safety improvement of the country.