



Republic of Liberia

## PART II

# Action Plan for Road Safety in Liberia (2018 – 2028)



MAY 2018  
Monrovia, Liberia



## REPORT DETAILS

Project Name	Cardno-ITT Project No.	Document No.	Subject
Action Plan for Road Safety in Liberia 2018-2028	12002_RS	3	4 <sup>th</sup> Draft

## RELEASE No. & REVIEW / AUTHORISATION DETAILS

Revision No.	Prepared by	Date	Authorised By	Date
1	Andy McLoughlin – <i>Road Safety Expert</i> & Samuel Wonasue – <i>Project Co-ordinator</i>	19 Jan 2018	Adam Andreski – <i>Team Leader</i>	19 Jan 2018
2	Andy McLoughlin – <i>Road Safety Expert</i> & Samuel Wonasue – <i>Project Co-ordinator</i>	25 Feb 2018	Adam Andreski – <i>Team Leader</i>	26 Feb 2018
3	Andy McLoughlin – <i>Road Safety Expert</i> & Samuel Wonasue & Chris Tuwehi Zidee – <i>Project Co-ordinators</i>	01 May 2018	Adam Andreski – <i>Team Leader</i>	02 May 2018
4	Andy McLoughlin – <i>Road Safety Expert</i>	11 May 2018	Adam Andreski – <i>Team Leader</i>	11 May 2018

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# FOREWORD

This Road Safety Action Plan for Liberia (2018-2028) has been developed by the Government of Liberia and represents a key step in reducing the economic and social burden imposed on Liberians by road traffic crashes happening on a daily basis across the country.

I am therefore pleased to endorse this document on behalf of the Government of Liberia.

Approved on this day, the \_\_\_\_\_ of \_\_\_\_\_ 2018.

Signed: \_\_\_\_\_

**HIS EXCELLENCY GEORGE M. WEAH**

**PRESIDENT OF LIBERIA**

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Signed: \_\_\_\_\_

Signed: \_\_\_\_\_

Position: \_\_\_\_\_

Position: \_\_\_\_\_

**FOR THE MINISTRY OF TRANSPORT**

**FOR THE MINISTRY OF PUBLIC WORKS**

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Signed: \_\_\_\_\_

Signed: \_\_\_\_\_

Position: \_\_\_\_\_

Position: \_\_\_\_\_

**FOR THE MINISTRY OF EDUCATION**

**FOR THE MINISTRY OF HEALTH**

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Signed: \_\_\_\_\_

Position: \_\_\_\_\_

**FOR THE LIBERIA NATIONAL POLICE**

# PART II – ROAD SAFETY ACTION PLAN

## 1. Introduction

This Road Safety Action Plan for the Republic of Liberia 2018 – 2028 has been developed through co-operation and collaboration across Government Ministries, Agencies, and other stakeholders.

It has been created to address the serious and worsening problem of road safety in Liberia, which is costing far too many lives and causing far too much damage to the economy of the country, with an estimated cost to the economy in 2017 of \$151 million USD, equivalent to 7% of GDP. In contrast, investment in road safety during the same period has been negligible.

Hence, implementation of this Action Plan is essential for the national economy and well-being of Liberians.

## 2. Implementation Strategy

The Action Plan itself is based on the assumption that the proposed Road Safety Secretariat, described in *Part I – Road Safety Action Plan for Liberia (Final Report)*, will be set up and functioning as the first step of this Action Plan.

Therefore, the Action Plan itself can be regarded as the Action Plan for delivery by the Road Safety Secretariat, operating out of the Ministry of Transport, but working with other Ministries, Agencies and Stakeholders across Liberian Society, and supported through Donor funding and associated Technical Assistance.

Encouraging implementation through the Secretariat will be absolutely essential to ensure the necessary skills and institutional knowledge is embedded within government in order to achieve the long-term sustainability of road safety improvements in Liberia.

As implementation continues to progress, the Action Plan will be updated periodically and hence may be considered as a *live document*.

## 3. Monitoring and Evaluating Implementation.

An initial monitoring framework has been developed for the Action Plan that should be reviewed by the Secretariat once operational. The Secretariat Co-ordinator will be responsible for its implementation.

## 4. Cost of the Road Safety Action Plan

The estimated cost of this Road Safety Action Plan is \$22.1 million USD over a period of 10 years. This amount will be reviewed annually as the Road Safety Action Plan is implemented.

- The Action Plan is included in Section 4 of this document.
- The initial framework for the monitoring of implementation is included in Section 5.
- An initial project plan covering the first 3 years of implementation is included in Section 6.

## 5. Road Safety Action Plan – 2018-2028

Ref	Component	START	END	(S)hort / (M)edium / (L)ong Term	Owner	Possible Donors / Partners	Cost (USD)
<b>1</b>	<b>ROAD SAFETY MANAGEMENT</b>						<b>3,120,000</b>
1.1	ESTABLISH AND OPERATE LEAD AGENCY FOR ROAD SAFETY	Apr-2018	Mar-2028	S	MoT	WB / AfDB / GIZ	1,740,000
1.2	DEVELOP ROAD SAFETY STRATEGY AND BUDGET	Jul-2018	May-2019	S	MoT	WB / AfDB / GIZ	35,000
1.3	DEVELOP COMPREHENSIVE APPROACH TO COLLECTING, REPORTING, ANALYSING & ACTING ON ROAD TRAFFIC CRASH DATA	Sep-2018	Aug-2023	M	LNP / MoJ	WB	1,250,000
1.4	SET TARGETS FOR ACHIEVING ROAD SAFETY GOALS	Sep-2018	Apr-2019	S	MoT	WB / AfDB / GIZ	15,000
1.5	UNDERTAKE BUDGETARY PLANNING	Sep-2018	Mar-2019	S	MoT	WB / AfDB / GIZ	20,000
1.6	DEVELOP SUSTAINABLE FUNDING FOR ROAD SAFETY	Oct-2019	Sep-2027	L	MoT	WB / AfDB / GIZ	60,000
<b>2</b>	<b>SAFER ROADS AND MOBILITY</b>						<b>7,705,000</b>
2.1	DEVELOP POLICY TO ENSURE NEW ROAD INFRASTRUCTURE IS SAFE FOR ALL ROAD USERS	May-2018	Sep-2019	S	MoT	GIZ	30,000
2.2	DEVELOP AND IMPLEMENT SAFE BY DESIGN PRINCIPLES FOR ROAD INFRASTRUCTURE	Jul-2018	Mar-2028	L	MPW	WB	6,175,000
2.3	INTRODUCE MANDATORY ROAD SAFETY AUDITING PRACTICES	Jul-2018	Jun-2021	S	MPW	WB	150,000
2.4	UNDERTAKE SAFETY ASSESSMENTS AND IMPROVEMENTS TO EXISTING ROAD INFRASTRUCTURE	Oct-2018	Mar-2026	L	MPW	GRSF	110,000
2.5	ENSURE THE SAFETY OF WORKERS AND ROAD USERS AT ROADWORKS	Apr-2019	Mar-2025	L	MPW	WB	90,000
2.6	DEVELOP AND IMPLEMENT LAND USE PLANNING GUIDANCE WHICH CONSIDERS ROAD SAFETY	Apr-2019	Mar-2023	M	MPW	WB	50,000
2.8	IMPLEMENT AXLE LOAD CONTROL	May-2018	Apr-2024	L	MoT	EU / GIZ	1,100,000
<b>3</b>	<b>SAFER VEHICLES</b>						<b>6,045,000</b>
3.1	REDEVELOP EXISTING VEHICLE REGULATIONS REGARDING IMPORT, SALE AND ROADWORTHINESS OF VEHICLES, AND IMPLEMENT INCENTIVISE PURCHASE / USE OF SAFE VEHICLES BY VEHICLE OWNERS / DRIVERS	Apr-2018	Mar-2028	L	MoT	GIZ/WB	5,500,000
3.2	CREATE NEW REGULATIONS REGARDING MINIMUM SAFETY FEATURES OF VEHICLES	Apr-2019	Mar-2021	S	MoT	GIZ	300,000
3.3	INCENTIVISE PURCHASE / USE OF SAFE VEHICLES BY VEHICLE OWNERS / DRIVERS	Oct-2018	Jun-2019	S	MoT	GIZ	50,000
3.4	INCENTIVISE PURCHASE OF VEHICLES THAT MAKE USE OF ADVANCED TECHNOLOGIES, e.g. ABS, ESP	Jun-2019	Feb-2020	S	MoT	GIZ	75,000
3.5	IMPROVE CONSUMER INFORMATION ON VEHICLE SAFETY	Jun-2019	Feb-2020	S	MoT	GIZ	120,000
<b>4</b>	<b>SAFER ROAD USERS</b>						<b>2,850,000</b>
4.1	DESIGN AND IMPLEMENT ROAD SAFETY PUBLICITY CAMPAIGNS	Apr-2018	Mar-2021	S	MoT	WB / GIZ	300,000
4.2	IMPROVE THE EDUCATION, TRAINING AND TESTING ROAD USERS	Apr-2018	Mar-2026	L	MoE	WB / GIZ	1,250,000
4.3	IMPROVE ENFORCEMENT OF THE LAW REGARDING ROAD SAFETY	Jul-2018	Mar-2028	L	LNP/MoJ	GIZ	750,000
4.4	DEVELOP LEGAL INSTRUMENTS AND MANDATORY INSURANCE REQUIREMENTS FOR COMMERCIAL SECTOR	Mar-2019	Feb-2024	M	MoT	GIZ	50,000
4.5	IMPROVE SYSTEMS OF DRIVER LICENSING TO ENSURE ALL LICENSE HOLDERS ARE COMPETENT	Sep-2018	Aug-2022	M	MoT	WB / GIZ	500,000
<b>5</b>	<b>POST-CRASH RESPONSE</b>						<b>2,400,000</b>
5.1	IMPROVE POST-CRASH EMERGENCY RESPONSE	Apr-2018	Mar-2022	M	MoH	WB	750,000
5.2	IMPROVE TREATMENT OF RT INJURIES IN HOSPITALS AND CLINICS	Sep-2018	Aug-2026	L	MoH	WB	850,000
5.3	DEVELOP SYSTEMS FOR DEALING WITH PSYCHOLOGICAL AND LEGAL IMPLICATIONS OF CRASHES	Dec-2018	Sep-2020	S	MoT, LNP,	GIZ	250,000
5.4	IMPROVE INJURY REHABILITATION AND DISABILITY EQUALITY FOR CRASH VICTIMS	Jul-2018	Mar-2028	L	MoT, MoH	GIZ	550,000
						<b>TOTAL</b>	<b>22,120,000</b>

## 6. Monitoring Framework for Road Safety Action Plan – 2018-2028

Ref	Component	Performance Indicator
<b>1</b>	<b>ROAD SAFETY MANAGEMENT</b>	
<b>1.1</b>	ESTABLISH AND OPERATE LEAD AGENCY FOR ROAD SAFETY	P1.1.1. Lead Agency designated and related secretariat established P1.1.2. Legal status of Secretariat established
<b>1.2</b>	DEVELOP ROAD SAFETY STRATEGY AND BUDGET	P1.2.1. Projects for implementation clearly identified P1.2.2. Partnership coalitions established and functioning; P1.2.3. Proposals for establishing and maintaining the data collection systems necessary to provide accident and injury data well-defined
<b>1.3</b>	DEVELOP COMPREHENSIVE APPROACH TO COLLECTING, REPORTING, ANALYSING & ACTING ON ROAD TRAFFIC CRASH DATA	P1.3.1. Operational road safety / traffic unit to monitor and improve the safety of the road network functioning P1.3.2. Number and location of deaths and injuries by road user type are being recorded nationally P1.3.3. Blackspot analysis and remedial action thereof has become normal practice P1.3.4. Crash investigation for all fatal incidents has become normal practice P1.3.5. National and local systems to measure, monitor and report road traffic deaths, injuries and crashes are established
<b>1.4</b>	SET TARGETS FOR ACHIEVING ROAD SAFETY GOALS	P1.4.1. Clearly defined SMART targets have been set and are being monitored
<b>1.5</b>	UNDERTAKE BUDGETARY PLANNING	P1.5.1. Annual and medium-term budgeting are part of normal practice
<b>1.6</b>	DEVELOP SUSTAINABLE FUNDING FOR ROAD SAFETY	P1.6.1. Sources for funding road safety have been identified P1.6.2. Funding for road safety has been established
<b>2</b>	<b>SAFER ROADS AND MOBILITY</b>	
<b>2.1</b>	DEVELOP POLICY TO ENSURE NEW ROAD INFRASTRUCTURE IS SAFE FOR ALL ROAD USERS	P2.1.1 10% of road budget is dedicated to road safety P2.1.2. Policy has been developed that considers the needs of less-abled road users
<b>2.2</b>	DEVELOP AND IMPLEMENT SAFE BY DESIGN PRINCIPLES FOR ROAD INFRASTRUCTURE	P2.2.1. All new road signs are in accordance with Liberia Traffic Signs Manual (2017) P2.2.2. Safe design standards have been adopted that consider all road user types P2.2.3. Road Authority has legal responsibility for providing safe road infrastructure
<b>2.3</b>	INTRODUCE MANDATORY ROAD SAFETY AUDITING PRACTICES	P2.3.1. Road safety auditing has become part of normal practice
<b>2.4</b>	UNDERTAKE SAFETY ASSESSMENTS AND IMPROVEMENTS TO EXISTING ROAD INFRASTRUCTURE	P2.4.1. Safety assessments existing road infrastructure have been undertaken P2.4.2. Remedial measures to correct unsafe infrastructure have been undertaken
<b>2.5</b>	ENSURE THE SAFETY OF WORKERS AND ROAD USERS AT ROADWORKS	P2.5.1. No road safety incidents are reported at road works
<b>2.6</b>	DEVELOP AND IMPLEMENT LAND USE PLANNING GUIDANCE WHICH CONSIDERS ROAD SAFETY	P2.6.1. Road safety guidance has been incorporated into land-use planning requirements
<b>2.7</b>	RESEARCH AND DEVELOPMENT	P2.7.1. Road safety research undertaken in Liberia being shared nationally, regionally and internationally P2.7.2. Road safety research regarding improving road safety in Liberia is being undertaken P2.7.3. Clear evidence of uptake of road safety research in Liberia
<b>2.8</b>	IMPLEMENT AXLE LOAD CONTROL	P2.8.1. Number of overweight vehicles is decreasing

Ref	Component	Performance Indicator
<b>3</b>	<b>SAFER VEHICLES</b>	
<b>3.1</b>	REDEVELOP EXISTING VEHICLE REGULATIONS REGARDING IMPORT, SALE AND ROADWORTHINESS OF VEHICLES AND IMPLEMENT	P3.1.1. Appropriate safety regulations regarding import have been adopted P3.1.2. Vehicles on the roads are being tested on an annual basis
<b>3.2</b>	INCENTIVISE PURCHASE / USE OF SAFE VEHICLES BY VEHICLE OWNERS / DRIVERS	P3.2.1. Increase in the proportion of vehicles imported that have higher levels of occupant safety P3.2.2. Increase in the proportion of commercial vehicles in use that have higher levels of occupant safety
<b>3.3</b>	CREATE NEW REGULATIONS REGARDING MINIMUM SAFETY FEATURES OF VEHICLES	P3.3.1. Regulations regarding import of motor vehicles with seatbelts and anchorages that meet Regulations and crash test standards are in force
<b>3.4</b>	INCENTIVISE PURCHASE OF VEHICLES THAT MAKE USE OF ADVANCED TECHNOLOGIES, e.g. ABS, ESP	P3.4.1. Increase in proportion of vehicles imported with advanced safety features, such as ABS and ESP P3.4.2. Increase in proportion of vehicles imported with higher pedestrian impact safety ratings
<b>3.5</b>	IMPROVE CONSUMER INFORMATION ON VEHICLE SAFETY	P3.5.1. Consumer information about the safety performance of motor vehicles is widespread
<b>4</b>	<b>SAFER ROAD USERS</b>	
<b>4.1</b>	DESIGN AND IMPLEMENT ROAD SAFETY PUBLICITY CAMPAIGNS	P4.1.1. Highly visible marketing campaigns promoting road safety have been implemented
<b>4.2</b>	IMPROVE THE EDUCATION, TRAINING AND TESTING ROAD USERS	P4.2.1. Road safety education and training in schools is being delivered P4.2.2. Road safety training materials and training for operators for all vehicle types have been developed and are being delivered P4.2.3. Driving test for all vehicle types has been created to appropriate standard and is being undertaken
<b>4.3</b>	IMPROVE ENFORCEMENT OF THE LAW REGARDING ROAD SAFETY	P4.3.1. Increased compliance with relevant laws & rules evidenced through higher numbers of prosecutions for motoring offences
<b>4.4</b>	DEVELOP LEGAL INSTRUMENTS AND MANDATORY INSURANCE REQUIREMENTS FOR COMMERCIAL SECTOR	P4.4.1. Insurance of commercial vehicles for the appropriate level of cover has become mandatory P4.4.2. Uniform road traffic rules have been adopted P4.4.3. International mutual recognition of insurance, e.g. green card system.
<b>4.5</b>	IMPROVE SYSTEMS OF DRIVER LICENSING TO ENSURE ALL LICENSE HOLDERS ARE COMPETENT	P4.5.1. Graduated license system has been adopted P4.5.2. Robust systems for driver licensing are in place
<b>5</b>	<b>POST-CRASH RESPONSE</b>	
<b>5.1</b>	IMPROVE POST-CRASH EMERGENCY RESPONSE	P5.1.1. Clear policy and practice for extraction of victims following crash has been developed and publicised nationally P5.1.2. Functioning national phone number for emergencies is operational 24/7
<b>5.2</b>	IMPROVE TREATMENT OF RT INJURIES IN HOSPITALS AND CLINICS	P5.2.1. Appropriate hospital trauma care systems have been developed and implemented P5.2.2. national and local systems to measure, monitor and report exposure to road traffic injuries established and functional
<b>5.3</b>	DEVELOP SYSTEMS FOR DEALING WITH PSYCHOLOGICAL AND LEGAL IMPLICATIONS OF CRASHES	P5.3.1. Mandatory third-party liability insurance for all vehicle types P5.3.2. Legal response to road deaths and injuries is accessible to crash victims P5.3.3. Bereavement support to survivors / relatives of crash victims is available
<b>5.4</b>	IMPROVE INJURY REHABILITATION AND DISABILITY EQUALITY FOR CRASH VICTIMS	P5.4.1. Injury rehabilitation for crash victims has become normal practice P5.4.2. Proportion of people in employment with disabilities as a result of crashes has increased



## 7. Project Plan for Implementation during first 3 years

Ref	Component	Month																																							
		Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21				
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