A scoping study for the implementation of the first phase of a national road safety action plan for the Democratic Republic of Timor Leste

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ACRONYMS

ADB Asian Development Bank
DLT Directorate of Land Transport
GDRTL Government of the Democratic Republic of Timor Leste
Mo E & C Ministry of Education and Culture
Mo H Ministry of Health
MoT&C Ministry of Transport and Communications
Mo P W Ministry of Public Works
NRSAP National Road Safety Action Plan
NRSC National Road Safety Council
RB&FC Directorate of Roads, Bridges and Flood Control
WHO World Health Organisation
1 EXECUTIVE SUMMARY

This scoping study has involved a half day workshop with potential key stakeholders in Dili on 11th February 2013 and a series of individual meetings with key stakeholders during that week. From those meetings this study has identified Timor Leste as a country with little road safety awareness, and where, despite crash data being collected by Police, little is known about crash trends or road user risks. There is no identifiable organisation clearly responsible for road safety, although there is an underlying belief amongst most of the stakeholders that the Ministry of Transport and Communications has that role. There are no traffic engineers and virtually no one working specifically on road safety issues.

Timor Leste is therefore a nation that is in the “first phase” of road safety. However, from the tone of the workshop there is clear concern and interest in road safety as a major health problem for Timor Leste. Some attempts have been made to raise public awareness of road safety matters and in addition some individuals have expressed interest in trying to bring the problem to public attention. The World Health Organisation in Dili for example is supporting its global organisers by progressing public awareness of this global health problem across Timor Leste. A launch of a new WHO annual report of international crash data is due to be held on 10th April 2013 in Dili.

Timor Leste will benefit greatly from a road safety action plan. There are a number of keen local people who support the concept and who want to see it developed and implemented. It will need human and financial resources.

With resources, a road safety action plan can guide, direct and help to co-ordinate efforts in road safety by the Ministry of Transport and Communications, Traffic Police, Ministry of Health, Ministry of Education and Culture, and the Ministry of Public Works. The excellent work of the Red Cross and the WHO in road safety provides an indication that these two organisations should also be invited to assist with the implementation and promotion of such an Action Plan.

A draft Road Safety Action Plan for Timor Leste for 2013 – 2018 has been prepared for discussion by government and interested stakeholders. Because of the fact that Timor Leste is a “First Phase” country in terms of road safety the objectives of the first Action Plan have been made clear, achievable and readily suited to evaluation. It is expected that the objectives will develop and mature in subsequent 5 year Action Plans.

For now it is recommended that the objectives of the Action Plan relate to:

1 Political recognition. Raising awareness amongst decision makers that road safety is a growing and urgent problem facing Timor Leste and to ensure continued resourcing of a National Road Safety Council.
2 Public awareness. Undertake multi-ministry road safety activities to raise public awareness in key road safety matters such as drink driving, speeding, helmet wearing and seat belt wearing.
3 Crash data enhancement. Improve the crash reporting system to provide a clearer picture of road safety trends to guide future road safety activities.
4 Capacity development. Develop the capacity of Traffic Police to enforce the Road Rules, of Directorate of Land Transport officers for more effective licence testing and of Directorate of Road, Bridges and Flood Control engineers to eliminate unsafe road locations.
The first national road safety action plan for Timor Leste has been drafted in line with common practice in other emerging countries, and in line with the UN/WHO Decade of Action in Road Safety Action Plan. These plans aim to achieve improved road safety within a system known as the five pillars of road safety:

- Road safety management (institutional arrangements)
- Infrastructure (safer roads)
- Safe vehicles
- Road user behaviour (safer road users)
- Post-crash care

Using this basic foundation, this scoping report recommends that:

1. The Directorate of Land Transport within the Ministry of Transport and Communications is designated by the Government of Timor Leste to be the lead agency in road safety for the country.
2. A National Road Safety Council be established with membership from:
   - Directorate of Land Transport, Ministry of Transport and Communications (Chair)
   - Traffic Police
   - Ministry of Public Works
   - Ministry of Health
   - Ministry of Education and Culture
   - Red Cross
   - World Health Organisation
   - Other organisations recommended and endorsed by the Government of the Democratic Republic of Timor Leste.
3. The National Road Safety Council be responsible for managing and implementing the draft Road Safety Action Plan (a copy of which is attached) to ensure that it meets its objectives and that it clearly reflects the most important road safety tasks of Timor Leste.
4. The new Council is resourced and supported with a small secretariat of 2-3 full time administrative assistants and researchers. The secretariat should be housed in the Ministry of Transport and Communications (Directorate of Land Transport) and is to be responsible for ensuring the National Road Safety Action Plan is implemented, monitored and evaluated. It is also to be responsible for updating it for the second five year plan.
5. The Road Safety Action Plan is to have a life of 5 years and is to be reviewed and updated for Government endorsement by mid-2018.
6. Two and a half million dollars in funding be provided annually by the Government of Timor Leste to the Council for use on road safety activities that align with this National Road Safety Action plan.
7. The first Road Safety Action Plan is based on 5 pillars:
   - Road safety management (institutional arrangements)
   - Infrastructure (safer roads)
   - Safe vehicles
   - Road user behaviour (safer road users)
   - Post-crash care
The goal (or the “guiding light”) for the National Road Safety Council in the first Road Safety Action Plan is to achieve a stabilisation and then a reduction in the number of fatal and serious injury crashes in Timor Leste.

The NRSC will do this by working under the direction of the draft Road Safety Action Plan and by co-ordinating actions that broadly aim to:

9.1 Raise awareness amongst decision makers that road safety is a growing and urgent problem facing Timor Leste. This will require more information about the scale and characteristics of the problem to convince those responsible for resource allocation that sufficient funds should be made available for road safety issues.

9.2 Undertake multi-ministry road safety activities to raise public awareness in key road safety matters such as drink driving, speeding, helmet wearing and seat belt wearing.

9.3 Build capacity within the Traffic Police (for enforcement), Directorate of Land Transport (for driver licensing, vehicle registration and roadworthiness), Directorate of Roads, Bridges and Flood Control (for safer roads) and the Ministry of Health and Culture (for trauma care).

It is recommended that the Government of Timor Leste endorse this draft Action Plan and take steps to begin its implementation by 1st July 1st 2013.
2 BACKGROUND TO THIS SCOPING STUDY

The Government of the Democratic Republic of Timor Leste intends to rehabilitate or upgrade priority sections of the national road network in accordance with the development priorities described in its Strategic Development Plan. The Asian Development Bank (ADB) intends to provide support for the effective implementation of the upgrading program. Consultants’ services are being provided by the Bank to assist the government in preparing economic and engineering feasibility studies and environmental and social due diligence in connection with selected road sections in the east of Timor-Leste totalling 165kms in length.

Roads play a vital role in the economy and country integration of Timor-Leste. Roads are the primary mode of transport, carrying about 90% of passengers and 70% of freight. The core network comprises 1,426 km of national roads and 869 km of district roads and is supplemented by 716 km of urban roads, most of which are in Dili. Timor Leste has undergone rapid motorization with the number of cars and motorcycles on the roads in Dili doubling in just three years.

Rural roads, about 3,000 km in length, provide access to villages and more remote areas. Transport services, for both passengers and goods, are provided by the private sector with minibuses and light trucks, but services are constrained by the narrow roads and difficult terrain in addition to the generally poor condition of the roads. These conditions result in high costs and unreliable services. A lack of regulation of the transport sector, a lack of road safety awareness, and poor road conditions contribute in turn to high crash rates in Timor Leste.

The ADB therefore proposed that associated road safety technical assistance be provided in parallel with the sector project described above. The road safety technical assistance will lead to the development and implementation of the first phase of a national road safety action plan for Timor Leste. This scoping report has been prepared by the Road Safety Specialist to the ADB. It is an important step in this technical assistance.
THE PRESENT ROAD SAFETY SITUATION IN TIMOR LESTE

Crash data for Timor Leste is not easy to find and the figures available may not truly represent the full road crash situation in the country at present. Some aggregated national figures are available which show a worsening problem in the past few years. These figures show serious injury and fatal crashes are increasing, with the number of fatalities doubling between 2007 and 2012.

In 2009, 57 people lost their lives on Timor Leste roads according to Traffic Police records. In 2010, there were more than 2,500 accidents on Timor Leste’s roads. Traffic Police records indicate that in 2011, 72 people died, 339 were seriously injured and 1329 were slightly injured in road crashes.

In 2012, 76 people died, 383 were seriously injured and 1381 were slightly injured in road crashes in Timor Leste according to Traffic Police data. 79% of those killed were males, 21% were females. However the recent WHO 2013 Global Status Report on Road Safety suggests significant underreporting of fatalities in Timor Leste and gives a likely “point estimate” of 190 deaths on the roads of Timor Leste in 2012.

It is suspected there is considerable underreporting of serious and slight injury crashes also. This may well be due to suggested high incidences of drunk driving, unregistered vehicles and unlicensed driving. It may also be due in part to ignorance of the Road Rules.

This suspicion is supported by a comparison of fatal/serious/slight injury crash ratios from other countries. The relative numbers of fatal to serious to slight injury crashes is not in accordance with typical ratios in other countries. In Britain for example there are 80 injuries to each fatality. In Timor Leste (with 1764 injuries to 76 fatalities in 2012) there are about 23 injuries to each fatality. The difference between these two ratios adds support to the belief that underreporting of all types of road crashes is an issue in Timor Leste at present.

The recent WHO 2013 Global Status Report on Road Safety states that the fatality rate for Timor Leste per 100,000 population is 19.5 fatalities per 100,000 population. This rate is well above previously reported officially reported rates of 5.2 deaths per 100,000 population (2010) and 6.8 deaths per 100,000 population (2011).

There are no crash costs available for Timor Leste at present. However, if a figure for a fatality and for a casualty is assumed for Timor Leste that is approximately one tenth of those used in Australia (a nearby high income country with a proven record in road safety achievements) are applied to the 2012 crash statistics it is possible to develop a “broad brush” figure for the overall cost of crashes to the country.

For example, if a basic cost per fatality in Timor Leste is taken to be $100,000, the 76 fatalities in 2012 cost the country $7,600,000.

If a cost per casualty crash (serious and slight injuries) of $10,000 is used, the road toll increases by another $17,640,000 for the 1764 casualties in 2012. The total cost of fatalities and injuries on the roads of Timor Leste could (based on this simple costing) thus be costing Timor Leste some $25,240,000 annually.

Investing about 10% of this loss each year would seem to be a reasonable starting point for a government to invest in a program to address this substantial national health problem. For this reason, the budget recommended for the first NRSAP is two and a half million dollars per annum.
4 A NATIONAL ROAD SAFETY ACTION PLAN FOR TIMOR LESTE

4.1 WHAT IS A NATIONAL ROAD SAFETY ACTION PLAN?

The World Health Organisation Report on Road Traffic Injury Prevention (2004) calls for a systems approach to road safety that examines the component parts of the system (infrastructure, road user, road and vehicle) when developing strategies for crash prevention. The report makes six universal recommendations:

- Identify a lead agency in government to guide the national road safety effort.
- Assess the problems policies and institutional settings relating to road traffic injuries and the capacity for road crash injury prevention.
- Prepare a national road safety action plan.
- Allocate human and financial resources to address the problem.
- Implement specific actions to reduce crashes and to minimise injuries and their consequences. Evaluate the impact of these actions.
- Support the development of national capacity and international co-operation.

A road safety action plan is a blueprint for a country to follow in its road safety actions. It is the underpinning document that provides a 5 year “roadmap” of activities and which sets goals and objectives for each agency to achieve in that time period. A good road safety action plan has clear objectives, stated deadlines and measurable targets.

Overall however, it is not the Action Plan that determines success in road safety. It is the co-operation, co-ordination and communication between all responsible agencies that a practical road safety action plan engenders that is the crucial ingredient. To this end it is vital that the members of the National Road Safety Council be encouraged to work closely as a team, regardless of their host organisation. Such teamwork will ensure that any difficulties that arise in the opening years of road safety in Timor Leste can be readily overcome.
4.2 DEVELOPMENT OF A NATIONAL ROAD SAFETY ACTION PLAN

Activities undertaken as part of a road safety action plan can be split into three phases. Each phase is dependent on the stage of road safety (often related to the stage of motorisation) that the country is in. For example it is important not to develop an action plan that is overly ambitious for a country and which contains proposed activities for which the country is not yet suited. An action plan should suit the stage of development in the country.

“First phase” road safety activities are typical in a country where there is little safety awareness, and where crash data may or may not be regularly collected. Not much is known about crash trends or road users at risk, and there is unlikely to be a main organisation with road safety responsibilities. There is usually little interest by government in this topic, often due to an absence of national crash data or due to a serious underreporting of the same. There may only be a few individuals (often medical personnel) who are interested and who promote the problem in public forums. There will be few, if any, traffic engineers working in the country and virtually no one working specifically on road safety issues.

For “second phase” activities in road safety an interim road safety working group will be coordinating activities and obtaining periodic sponsorship for road safety initiatives, publicity campaigns and materials. The government will have received technical assistance to review road safety activities and to organise a national road safety seminar. Individual Ministries with road safety responsibilities will be starting to address the problem and beginning to take actions which will improve safety. Where possible, some funds will have been incorporated into project loans for implementation of road safety initiatives as part of any downstream action plan. The Government will be aware of the cost of road crashes to the economy and will be interested in implementing an Action Plan to tackle the problem. Some academics in universities, some medical practitioners and some parts of the media will show interest in road safety and express eagerness to see it improved.

In the “third phase” of road safety activities, the government may have received some technical assistance as part of implementation of its Road Safety Action Plan. An improved crash data system will be in place with suitably trained local staff operating it. Analyses of hazardous locations and characteristics of road user groups most at risk may be being conducted regularly. A National Road Safety Council with several sub committees (providing policy guidance and some financial support to safety committees in municipalities and provinces) will be well established. Road engineers and highway authorities will be skilled in basic hazardous location improvement work and undertaking improvement programs on national and provincial roads. Efforts will be underway via the National Road Safety Council sub-committees to improve driver tests and vehicle inspections, develop children’s’ traffic education programs and develop legislation. There may well be a core of interested professionals specialised in various aspects of safety and keen to tackle the problem.

Timor Leste is clearly a country that is in Phase One of road safety activities. It should aim to move progressively into Phase Two and then Phase Three over the next decade. To do this it needs to take actions according to its present status and position.
4.2.1 Objectives of the draft Road Safety Action Plan

The following main objectives are considered to be the most important for the first draft Road Safety Action Plan for Timor Leste based on the round of meetings held during this Scoping Study. They follow the five pillars of road safety:

- **Road safety management - Establish a formal National Road Safety Council (NRSC) with representatives from key Ministries and NGO’s.** The NRSC will be the peak agency for road safety in Timor Leste and will drive the activities required from the National Road safety Action Plan.

- **Road safety management - Raise awareness amongst decision makers in the country that road safety is a growing and urgent problem.** Experience in developed countries has shown that the key to successfully improving a particular health issue is to generate the requisite level of political commitment. This level of commitment should be based upon a reasonable in-country evaluation of the current and projected burden of the health issue in comparison to the burden of other health issues. The resources allocated by a government to address different health issues should be commensurate with their relative importance in terms of threatening the performance of the national economy. This requires definition of the scale and characteristics of the problem, the bringing together of key parties who may be able to contribute towards solving the problem, and convincing those responsible for resource allocation that sufficient funds should be made available to tackle road safety issues.

- **Safer roads - Introduce programs to produce safer roads** – in particular the road safety audit process, an accident blackspot program and a program of infrastructure initiatives to assist vulnerable road users in Dili.

- **Safer road users - An improved driver/rider licencing system** - to improve the knowledge and safety awareness of the users who wish to be licenced to use the road system.

- **Safer road users – Public awareness campaigns** - to increase public awareness of the risks on the roads and of good road safety practice on the roads

- **Safer road users - Enhanced Police enforcement of drink driving/riding, of speeding, of helmet wearing and of seat belt wearing.** These are considered to be the leading cause of crashes and/or the major contributors to more serious injuries and they are all identifiable and enforceable by Police.

- **Safer vehicles - An improved system of roadworthiness checks for public transport vehicles – buses, trucks and taxis**

- **Post-crash care - Improved post–trauma care.** Capacity building within the health and hospital system will help to get victims more quickly to hospitals in better equipped ambulances for more effective trauma care, successful treatment and rehabilitation.

With these objectives in mind, this scoping report has drafted a National Road Safety Action Plan for Timor Leste.
4.3 PROPOSED ROAD SAFETY ACTION PLAN FOR TIMOR LESTE

Timor Leste is clearly a country that is in the “first phase” of road safety. The ad hoc approaches to road safety in the past should be invigorated, targeted and focused through a 5 year action plan that can take road safety in Timor Leste well into the future.

The first five years should focus on establishing institutional arrangements that provide achievable and workable arrangements for road safety in Timor Leste. In particular the first five year Action Plan should see the creation and consolidation of a National Road Safety Council within the Directorate of Land Transport to drive and implement the Action Plan. Towards the latter part of the five year period there should be a review of present activities and shortcomings in road safety.

4.3.1 The five pillars of road safety

The first national road safety action plan for Timor Leste has been drafted in line with common practice in other emerging countries, and in line with the UN/WHO Decade of Action in Road Safety Action Plan. These aim to achieve improved road safety within a system of five pillars of road safety:

- Road safety management (institutional arrangements)
- Infrastructure (safer roads)
- Safe vehicles
- Road user behaviour (safer road users)
- Post-crash care

In the road safety management pillar (Pillar 1) there should be multi-sectorial partnerships, the designation of lead agencies, support from reliable crash data collection, research facilities to determine national plans and targets, followed by monitoring and evaluation.

In the infrastructure pillar (Pillar 2) there is to be improved attention to the inclusion of road safety engineering in all road designs (via the audit process) and the introduction of a program of blackspot investigation and treatment. The safety of the road network is to be enhanced especially for the most vulnerable groups – pedestrians, bicyclists and motorcyclists.
In Pillar 3 (safer vehicles) there will be increased attention to a system of regular roadworthy checks, especially of public service vehicles (buses, taxis and trucks) that carry large numbers of people.

In Pillar 4 (safer road users) there will be sustained enforcement of the Road Rules and sustained public awareness campaigns. Two major efforts will be required to raise compliance with Rules that reduce the impact of key risk factors. The first will be directed at enhancing Traffic Police enforcement of the Road Rules through capacity building within the Traffic Police Unit and through the provision of equipment to assist the police in these activities. The second is to increase public awareness of good safety practises on the roads, in particular discouraging drink driving and speeding while encouraging seat belt wearing and helmet wearing.

In Pillar 5 (improved post-crash care) attention will be paid to supporting the Ministry of Health in its efforts to increase the responsiveness of the health system to respond to road crash emergencies and to improve the level of trauma care in the main hospitals and health centres around the country.

The first National Road Safety Action Plan has been drafted to provide a road map for the key agencies in Timor Leste in a co-ordinated program of activities that collectively will make a positive difference within each of these five pillars. With adequate resources and determined local efforts, the Action Plan will guide local professionals towards improved road safety management (institutional arrangements), and will lead to safer roads, safer vehicles, safer (more aware) road users and a higher level of post-crash care.

4.3.2 The goal of the first Road Safety Action Plan

The recommended goal (or the “guiding light”) for the National Road Safety Council in the first Road Safety Action Plan is to achieve a stabilisation and then a reduction in the number of fatal and serious injury crashes in Timor Leste. By 2018 the number of fatalities and serious injuries on the roads of Timor Leste are to be at or below the reported figures for Year 2012.

This goal is both achievable and able to be monitored via the improved crash data base recommended as one of the key outputs of the Action Plan.

It will be achieved by:

- Establishing a National Road Safety Council of senior staff from each key Ministry and NGO to function as the lead agency for road safety in Timor Leste.
- Raising the awareness amongst decision makers in the country that road safety is a growing and urgent problem.
- Resourcing the NRSC adequately with financial and human resources.
- Strengthening the institutional arrangements and capacity for implementation of road safety activities.
- Improving the quality of crash data collection.
- Encouraging increased funding to road safety and making better use of existing resources. This is to include ensuring a road safety component is added within each road infrastructure project.

A particular problem for developing countries entering a high growth phase of motorisation (as Timor Leste appears to be entering) is that road crashes and deaths will increase broadly in line with the numbers of vehicles and vehicle usage. Very rapid increases in vehicles will therefore likely result in increased deaths. This makes it very difficult to establish politically acceptable targets. In such circumstances, it is not possible to say that road deaths will drop by x% within five years as the
numbers of deaths will almost certainly increase over that period (because of the rapid increases in motorisation). It may thus be better to talk in terms of “lives saved” by each countermeasure. Thus one can legitimately say “Y” lives were saved as a result of particular interventions (even though the actual number of road deaths may have increased).

4.3.3 Resources Required and Time Scale for Completion

This Scoping Study recommends a five year National Road Safety Action Plan for Timor Leste that will implement the most urgent improvements needed to strengthen the key institutions and agencies in road safety while building political willingness to resource this work into the future.

Key inputs include:

- External specialist road safety advisory inputs of an estimated 35-40 months are recommended to assist the NRSC to implement this Action Plan. In addition to the technical inputs, financial support also has to be made for the actual cost of the individual interventions implemented as part of the Action Plan. Some of this should be financed by the government itself while other parts might be financed through aid funded loans.

- An agreed and guaranteed annual budget to resource the NRSC and its activities in the NRSAP. There needs to be a willingness by the government to invest in road safety so that, in the longer term, economic and social losses will be reduced. In time it may be possible to allocate a fixed proportion of annual GDP towards the reduction of road crashes. Japan, for example, used to devote about 0.6% of its annual GDP towards the improvement of road safety in the knowledge that road crashes were costing the economy around 1.3% of annual GDP. It was prepared to invest the equivalent of about half of its estimated annual losses in efforts to try to improve safety. In Timor Leste, where crash cost is presently unknown and where casualties are underreported, a more approximate budget is needed at this early stage. The draft Action Plan has made an estimate of the cost of crashes to the Timor Leste community in 2012 of some $25 million. This report has calculated that 10% ($2,500,000) of this amount is a reasonable and responsible annual investment by the Government of the Democratic Republic of Timor Leste to reduce the overall cost of road trauma to the citizens of Timor Leste.

Key outputs include:

- The National Road Safety Council (NRSC). It is necessary that representatives of the most important organisations that have road safety responsibilities meet periodically to discuss and coordinate their activities. It is equally as important that such a coordinating Council has available to it adequate funding and technical resources to allow decisions to be implemented. This is best done by establishing a National Road Safety Council with its own secretariat and funding.

- Demonstration Projects. It is one thing to talk about safer roads but it is another thing to provide them. Opportunities should be taken to implement “demonstration” projects to provide training to individuals involved in the key agencies and to establish procedures and practices conducive to the improvement of road safety in the country. In the field of road engineering it is appropriate and desirable to improve a number of hazardous locations each year, and to use these opportunities to train relevant staff in carrying out such investigations, development of countermeasures and implementation of improvements. Development of the road safety audit process should involve developing safety audit
guidelines for use on proposed new road schemes in Timor Leste and their application on two or three schemes by local traffic engineers (under supervision of a road safety specialist) to gain practical experience.

- Capacity building. This can be done through training and awareness inputs from international consultants in Timor Leste, and from study tours by Timor Leste professionals to overseas locations renowned for their expertise. Apart from the opportunities to participate in training via the “demonstration” projects, a small multidisciplinary group of up to four mid/senior individuals (drawn from the government stakeholder agencies) should make an overseas trip/study tour to visit a country that has demonstrated particular success in tackling road safety problems. By visiting such countries, discussing safety issues and practices with counterpart experts, seeing the facilities and observing activities being undertaken, it will indicate to what can be accomplished in their home country. Study tours for Traffic Police, engineers, DLT officers and hospital trauma care doctors have been recommended in the draft Action Plan.

- Development of a second Five Year Program. Apart from implementation of the first Road Safety Action Plan (which includes institutional strengthening activities by specialist safety advisers/consultants), it will be necessary to develop a five year road safety program to follow up the Action Plan being implemented. The first five year program seeks to consolidate and improve road safety activities in each of the sectors affecting road safety. It identifies priorities and gives indicative costs required for each activity.
5. **RECOMMENDATIONS**

This scoping study recommends that:

- This draft Road Safety Action Plan is circulated to key stakeholders.
- Those stakeholders are invited to provide comments on the draft NRSAP to the ADB (Dili office) within an agreed period (suggested to be one month).
- The endorsement in principle of the Government of the Democratic Republic of Timor Leste is sought for this draft NRSAP prior to its public launch.
- A second stakeholders meeting be held in Dili at which time this draft Action Plan is to be launched. This will provide a media opportunity that may become the first of many steps towards raising public awareness of this health problem in Timor Leste.
- The date of the initial meeting of the National Road Safety Council is set for three months after endorsement of the NRSAP by the government.
- Secretarial staff be appointed to serve the Council at the earliest possible date.
- An international consultant is engaged to assist and support the Council in its early meetings.
6. DOCUMENTS AND REFERENCES USED IN THIS SCOPING STUDY

- Policia National, Transito - Rekapitulasun Estatistica - Acidente Viacao Iha Territorio Timor Leste – Tinan 2011
- Policia National, Transito - Rekapitulasun Estatistica - Acidente Viacao Iha Territorio Timor Leste – Tinan 2012
ATTACHMENT ONE - TASKS UNDERTAKEN TO DEVELOP THIS SCOPING REPORT

The Terms of Reference for this task required the Consultant to investigate the following:

i) In consultation with the Highway Engineer, review candidate sub project roads and make recommendations for prevention of accidents through engineering and traffic management measures (both project specific and in the context of a road safety action plan).

A report has been prepared that has recommended that close attention be paid to:

- Provision for pedestrians – near schools and bus stops especially
- Traffic calming to manage speeds in towns and villages
- Roadside hazard management

(ii) From the perspective of engineering and traffic management, recommend measures needed for adoption in a road safety action plan for urban areas and Dili in particular.

The following road safety engineering initiatives have been recommended:

- Renew all intersection traffic signals in Dili, incorporating pedestrian facilities plus dropped pram crossings and line marking.
- Install pedestrian operated signals (POS) at selected mid-block locations.
- Ensure satisfactory maintenance of these facilities.
- Install pedestrian refuges at selected locations on sufficiently wide, two way roads.
- Undertake a program of line marking throughout Dili.

(iii) Analyse current practice for ensuring driver competence and recommend measures improvement of driver knowledge, awareness and proficiency through efficient and effective driver training and other means.

From discussions with senior officers of various agencies it appears that the present licence testing system in Timor Leste does not adequately test for entry into the road system. A one day workshop is held, followed by a practical test. There is no separate test for taxi drivers, for bus drivers or for truck drivers. The driver testers are people who have risen through the ranks of the MoT&C; they do not have any specific training. There are no simulators or dual control vehicles for testers to use; it is considered that the on-road test needs improvement.

Comments were made that some people obtain their licence without first undergoing a test. If this is the case, this is one of the first matters to be addressed and overcome by the Directorate of Land Transport.

(iv) Analyse current practice for ensuring vehicle road worthiness and recommend measures for improvement.

It was reported that the MoT&C is placing emphasis on upgrading the vehicle registration system. It was not made clear why this is taking place in preference to (say) an upgrade of the driver licencing system. It may be related to the relative amount of income that each one provides to the government.

Based on observations of the roadworthiness of vehicles and the road user behaviours in Timor Leste it is considered that there is scope to improve the system of road worthiness. However it is also believed that this is not one of the highest priorities in road safety for this country at this time. Vehicle defects typically contribute to only a few per cent of the serious crashes in any country.
Undertaking regular roadworthiness tests has been shown to reduce vehicle failures. However such regular tests are expensive to carry out and as vehicle failures are not a major contributor to crashes such a system invariably becomes one with a low benefit cost ratio. The present system of roadworthy testing (annually for cars and twice yearly for taxis, buses and trucks) is considered to be adequate for now. Once a significant improvement can be shown in the driver/rider testing system in Timor Leste additional resources may then be justifiable for an improved vehicle registration and roadworthy assessment system.

(v) Review current and past road safety public awareness campaigns and recommend measures for improved methodology to develop a more aware generation of road users through support for road safety education in schools and other means.

There were no road safety awareness campaigns underway at the time of this scoping study. In discussions it was revealed that the Red Cross has worked with its Youth Club to increase motorcyclist awareness of the need to wear helmets and the need to take special care while riding.

The Directorate of Land Transport and the National Traffic Police have held some localised public awareness campaigns teaching the public to understand the meaning of road signs.

It has not been possible to witness any of these campaigns. The quality and effectiveness of these is therefore not able to be reported. It is suspected that they represent the efforts of determined and enthusiastic people. It is possible that these campaigns will provide some practical experience to guide the National Road Safety Council when it commences the next round of public awareness campaigns. It is recommended that an experienced road safety consultant with experience in raising public awareness about road safety in emerging countries be engaged to guide and assist the Council in this task.

(vi) Review the effectiveness of current enforcement regimes and recommend measures to change the behaviour of all road users to improve compliance with traffic regulations, improve training and equipment for personnel involved in enforcement and other means.

There is little visible Police enforcement of the Road Rules in Timor Leste. They are most visible when they provide a traffic control presence at times of peak traffic in Dili. There is a stated need for capacity building within the Traffic Police, including an increased level of understanding of the Road Rules. Traffic Police are part of the National Police Force and members regularly move between Units. This often means that the Traffic Police Unit has many officers from other Units, all inexperienced in traffic matters. This often leaves the Traffic Unit short of experienced officers.

This scoping study has found an absence of consistent enforcement of the road rules in Timor Leste. A set of Road Rules dated 2003 (Highway Code Decree Law 6/2003 dated 3rd April 2003) exists. It appears to be a comprehensive document. However, there is no evidence that this set of Road Rules is being enforced. Even well designed legislation has no effect if not properly enforced.

Several comments were made during meetings to the effect that “Timor Leste is good at making rules but poor at enforcing them”. It appears that this applies in road safety also.

The Traffic Police are under equipped and reportedly have no equipment with which to enforce drunk driving or speeding. As these two offences are considered to be at the heart of the present road safety problem in Timor Leste (albeit with little clear data to support this belief) this is a serious shortcoming in Police enforcement capability.
(vii) **Review current practice for the collection and analysis of road accident data and recommend measures needed to provide a sound accident database as a foundation for subsequent road safety initiatives.**

There is a consensus amongst those interviewed that there is good reporting of fatal crashes in Timor Leste. However, there is a similar consensus that there is likely a high degree of underreporting of injury crashes. The Traffic Police say that they are satisfied that all crashes are reported to them but the relative numbers of fatal to serious to slight injury crashes is not in accordance with typical ratios in other countries. There is a general rule of thumb that there are 10 slight crashes for every serious crash and 10 serious crashes for every fatal crash. The present crash data for Timor Leste does not meet this general rule. In 2012 in Timor Leste there were 383 reported serious injuries to 76 fatalities – a ratio of just 5 to 1. This suggests that underreporting may be an issue.

In some Eastern European nations there are 20 injuries to each fatality. In Britain there are 80 injuries to each fatality. This large difference may reflect differences in injury definition but it more likely indicates a significant underreporting of injury crashes in the eastern European nations. In Timor Leste this problem seems more akin to the figures from Eastern Europe, which adds weight to the concern about crash underreporting.

The crash data that is obtained appears to be used for prosecuting the offender rather than being analysed to show trends in crashes. During this scoping study, two annual crash data summary reports were sighted. They show crashes by severity by district and by month for 2011 and for 2012. However, there is no attempt to disaggregate the crashes by road user, by time of day, by licence type or by any other factor that could begin to show trends that in turn could be addressed in a road safety action plan. This data shows the national problem but does little to point out areas for action.

There is therefore a need to review the current crash data form and how the Traffic Police use it. Capacity building amongst the Police in the attendance at crash sites and in the gathering of crash data is needed. There is a need to introduce a computerised database into which all crash data is deposited and from which analysis of crash trends can be undertaken annually.

(viii) **To support development of clear and systematic responsibilities for all aspects of road safety, review current institutional arrangements and responsibilities, and recommend measures for improvement.**

The current institutional arrangements for road safety in Timor Leste are not clear although various agencies look towards the Traffic Police and the Directorate of Land Transport for leadership. As reported elsewhere in this summary of the scoping study neither agency has the capacity or the equipment to undertake the tasks that are required at this point in the countries development. Road safety invariably suffers from not having a clear lead agency; a practical issue in many emerging countries.

If road safety is to gather support and to become more effective there is a need for a lead agency to be identified and to be resourced for this responsibility. In Timor Leste this agency should be the Directorate of Land Transport in the Ministry of Transport and Communications.

In addition, the division of responsibilities between the DRB&FC (for constructing roads) and the DLT (for traffic control and traffic management) appears to lead to some road infrastructure safety issues at present. Timor Leste is a small country with a shortage of skilled road or traffic engineers.
Continuing such a division of responsibilities may hold back the provision and maintenance of safe road infrastructure across Timor Leste, and it warrants a review.

(ix) Conduct a workshop with key stakeholders to (i) discuss the findings and recommendations of the PPTA, and (ii) identify capacity, willingness and roles of key stakeholders to participate in implementation of a national road safety action plan.

An initial workshop was held in Dili on Monday 11th February 2013. Attended by more than 30 people the workshop supported the development of a draft national road safety action plan. Attendees expressed interest and support for a follow up workshop once the draft plan has been developed. This is now being developed in close co-operation and with kind assistance from the World Health Organisation in Dili. The WHO is organising a one day seminar in Dili on 10th April 2013 to launch its 2012 Global Road Safety Statistics report. The ADB will release its draft Road Safety Action Plan (see Attachment Two - following) during that seminar.
### DRAFT ROAD SAFETY ACTION PLAN FOR TIMOR LESTE

<table>
<thead>
<tr>
<th>GOAL</th>
<th>OBJECTIVES</th>
<th>MAJOR ACTIVITIES</th>
<th>TASKS</th>
<th>LEAD AGENCY</th>
<th>OTHER AGENCIES</th>
<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road safety management (Institutional improvements)</td>
<td>Establish a multi-disciplinary National Road Safety Council within the lead agency for road safety</td>
<td>Tasks defined and NRSC charter written</td>
<td>Seek comments and inputs nationwide. Hold stakeholder workshop.</td>
<td>DLT</td>
<td>Police RB&amp;FC Education Health</td>
<td>Terms of Reference for NRSC written and endorsed</td>
<td>HIGH</td>
<td>---</td>
<td>Year 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Employ suitable staff and obtain suitable office space</td>
<td>Staff appointments Office fit-out</td>
<td>DLT</td>
<td>Police RB&amp;FC Education Health</td>
<td>Staff appointed Office space obtained Work commenced</td>
<td>HIGH</td>
<td>$275,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Funds guaranteed by government for first 5 years – averaging $2.5 million pa in that time</td>
<td>Ministerial discussions</td>
<td>GDRTL</td>
<td>Transport</td>
<td>Funds allocated</td>
<td>HIGH</td>
<td>---</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Regular meetings of NRSC to implement and monitor activities within this RSAP</td>
<td>Meet as necessary. Document resolutions. Follow up with actions</td>
<td>DLT</td>
<td>NRSC</td>
<td>Number of meetings per annum</td>
<td>HIGH</td>
<td>---</td>
<td>Years 1-5</td>
</tr>
<tr>
<td>Implementation of first road safety action plan</td>
<td>National RS Action Plan adopted by Government</td>
<td>Multi ministry inputs via the NRSC</td>
<td>GDRTL</td>
<td>NRSC</td>
<td>NRSC endorsed by government</td>
<td>HIGH</td>
<td>---</td>
<td>Year 1</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Realistic long term crash reduction goals agreed by GDRTL</td>
<td>Multi ministry inputs via the NRSC</td>
<td>GDRTL</td>
<td>NRSC</td>
<td>Goals endorsed by government</td>
<td>HIGH</td>
<td>---</td>
<td>Year 1</td>
</tr>
<tr>
<td>Raise awareness amongst decision makers in the country that road safety is a national health issue</td>
<td>Raise awareness amongst decision makers in the country that road safety is a national health issue</td>
<td>Maintain close communication with Ministers and provide on-going information about the road safety situation</td>
<td>Regular reporting of NRSC minutes and achievements to Ministers of stakeholder ministries</td>
<td>NRSC</td>
<td>Ministers</td>
<td>Continued support from GDRTL</td>
<td>HIGH</td>
<td>---</td>
<td>Years 1-5</td>
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<tr>
<td></td>
<td></td>
<td>Hold an annual national Road Safety Conference</td>
<td>High profile venue and media coverage</td>
<td>NRSC</td>
<td>Stakeholder ministries</td>
<td>Successful conferences held annually</td>
<td>MEDIUM</td>
<td>$15,000</td>
<td>Years 2-5</td>
</tr>
<tr>
<td>GOAL</td>
<td>OBJECTIVES</td>
<td>MAJOR ACTIVITIES</td>
<td>TASKS</td>
<td>LEAD AGENCY</td>
<td>OTHER AGENCIES</td>
<td>KEY PROGRESS INDICATORS</td>
<td>PRIORITY</td>
<td>$ BUDGET PER YEAR</td>
<td>TIME</td>
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<td></td>
<td>Prepare the second 5 year National Road Safety Action Plan</td>
<td>Carry out a review of road safety activities in Timor Leste to quantify the scale, nature and characteristics of the problem and identify weaknesses (in terms of road safety) in the sectors and organisations related to road safety.</td>
<td>Engage international consultant to provide TA to assist the NRSC in this task</td>
<td>NRSC</td>
<td>Stakeholder ministries</td>
<td>A second 5 year Action Plan drafted and endorsed by government in time for a seamless transition from Plan 1 to Plan 2</td>
<td>HIGH</td>
<td>$10,000</td>
<td>Year 4</td>
</tr>
</tbody>
</table>

**ANNUAL BUDGET FOR PILLAR 1**

<table>
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<th>OBJECTIVES</th>
<th>MAJOR ACTIVITIES</th>
<th>TASKS</th>
<th>LEAD AGENCY</th>
<th>OTHER AGENCIES</th>
<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RB&amp;FC</td>
<td>Traffic Police</td>
<td>Consultant engaged and positive interaction with RB&amp;FC engineers. 2 months per annum</td>
<td>HIGH</td>
<td>$60,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RB&amp;FC</td>
<td>Traffic Police</td>
<td>Training course successfully held and evaluated</td>
<td>HIGH</td>
<td>$20,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RB&amp;FC</td>
<td>Traffic Police</td>
<td>Successful study tours (14 days duration) held annually</td>
<td>MEDIUM</td>
<td>$20,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RB&amp;FC</td>
<td>Traffic Police</td>
<td>Blackspot treatments implemented successfully</td>
<td>MEDIUM</td>
<td>$400,000</td>
<td>Years 1-5</td>
</tr>
</tbody>
</table>

Safer Roads

Introduce a sustainable crash investigation (blackspot) program

Provide funding for the treatment of at least six blackspots each year.

Investigate, develop countermeasures, design, implement
<table>
<thead>
<tr>
<th>GOAL</th>
<th>OBJECTIVES</th>
<th>MAJOR ACTIVITIES</th>
<th>TASKS</th>
<th>LEAD AGENCY</th>
<th>OTHER AGENCIES</th>
<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Introduce the road safety audit process into the design process for road projects in Timor Leste</td>
<td>Capacity building for RB&amp;FC engineers to enhance their ability to support this program.</td>
<td>Engage international consultant to provide TA to assist the RB&amp;FC</td>
<td>RB&amp;FC</td>
<td>Consultant engaged and positive interaction with RB&amp;FC engineers. One month per annum</td>
<td>HIGH</td>
<td>$30,000</td>
<td>Years 1-5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Adopt a road safety audit manual and develop an RSA policy for use in Timor Leste</td>
<td>Engage international consultant to provide TA to assist the RB&amp;FC</td>
<td>RB&amp;FC</td>
<td>Consultant engaged; RSA manual and policy established within RB&amp;FC</td>
<td>MEDIUM</td>
<td>$20,000</td>
<td>Years 1-5</td>
<td></td>
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<tr>
<td></td>
<td>- Implement the RSA process in Timor Leste</td>
<td>Engage international consultant to provide TA to assist the RB&amp;FC in this task</td>
<td>RB&amp;FC</td>
<td>Consultant engaged; positive introduction of the audit process. One month per annum</td>
<td>MEDIUM</td>
<td>$30,000</td>
<td>Years 1-5</td>
<td></td>
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<tr>
<td></td>
<td>- Implement a program of urban road safety improvements in Dili, with specific attention to the needs of vulnerable road users</td>
<td>Provide funding for treatment of at least two urban road safety initiatives annually</td>
<td>Improvements to footpaths or signals or crossings near schools</td>
<td>RB&amp;FC</td>
<td>Education</td>
<td>Two projects successfully implemented each year</td>
<td>MEDIUM</td>
<td>$400,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td>- Improve the level of road safety at road work sites</td>
<td>Capacity building for RB&amp;FC engineers to enhance their ability to support this program.</td>
<td>Preparation of a Field Guide to be used by supervisors and contractors at road work sites. Provision to RB&amp;FC of bollards and signs for use at road work sites. Field training for engineers and supervisors, as well as contractor staff.</td>
<td>RB&amp;FC</td>
<td>Contractors</td>
<td>Field Guide published and distributed. Audits of works sites show positive improvements</td>
<td>MEDIUM</td>
<td>$20,000</td>
<td>Year 2</td>
</tr>
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**ANNUAL BUDGET FOR PILLAR 2** | $1,000,000 |
<table>
<thead>
<tr>
<th>GOAL</th>
<th>OBJECTIVES</th>
<th>MAJOR ACTIVITIES</th>
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<th>LEAD AGENCY</th>
<th>OTHER AGENCIES</th>
<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safer road users</td>
<td>Improved driver licence system based on best practice from similar sized nations</td>
<td>Review the present system and implement required changes that rely on a more detailed approach to pre-licence education of candidates, more rigorous on-road testing of candidates, more focus on safety rather than vehicle control, and a tiered system that requires more testing for drivers of commercial vehicles and public transport vehicles.</td>
<td>Engage international Consultant to assist with local training and mentoring</td>
<td>DLT</td>
<td>Police Education</td>
<td>Consultant engaged and positive interaction with DLT officers One month per annum</td>
<td>HIGH</td>
<td>$30,000</td>
<td>Years 1-3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>An annual study tour by up to 4 senior DLT officers to meet counterparts in an Australia state agency to study driver testing and licencing</td>
<td>DLT</td>
<td></td>
<td>Successful study tours (14 days duration) held annually</td>
<td>MEDIUM</td>
<td>$30,000</td>
<td>Years 2-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduce a separate licence test for bus drivers</td>
<td>DLT</td>
<td></td>
<td>Improved bus driving licence test implemented</td>
<td>MEDIUM</td>
<td>$50,000</td>
<td>Year 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Introduce a separate licence test for truck drivers</td>
<td>DLT</td>
<td></td>
<td>Improved truck driving licence test implemented</td>
<td>MEDIUM</td>
<td>$50,000</td>
<td>Year 4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>More focused and targeted law enforcement directed at four key areas – drink driving, speeding, helmet wearing and seat belt usage</td>
<td>Capacity building for Traffic Police to enhance their ability to enforce the road rules of Timor Leste.</td>
<td>Engage international Consultant to assist with local training and mentoring of Police</td>
<td>Traffic Police</td>
<td></td>
<td>International consultant engaged to provide TA for Police training/mentoring</td>
<td>HIGH</td>
<td>$30,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Annual study tour by 4 senior Traffic Police to counterparts in an Australia state Police Force for discussions and to study drink drive enforcement &amp; speed enforcement.</td>
<td>Traffic Police</td>
<td></td>
<td>Successful study tours (14 days duration) held annually</td>
<td>MEDIUM</td>
<td>$30,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td>GOAL</td>
<td>OBJECTIVES</td>
<td>MAJOR ACTIVITIES</td>
<td>TASKS</td>
<td>LEAD AGENCY</td>
<td>OTHER AGENCIES</td>
<td>KEY PROGRESS INDICATORS</td>
<td>PRIORITY</td>
<td>$ BUDGET PER YEAR</td>
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<td></td>
<td>Increased effective enforcement of drink driving.</td>
<td>Purchase equipment to allow Police to enforce drink driving and drink riding</td>
<td>Numbers of drivers/riders charged with drink driving/riding</td>
<td></td>
<td></td>
<td>HIGH $250,000</td>
<td>Years 1-5</td>
<td></td>
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<tr>
<td></td>
<td>Increased effective enforcement of speeding</td>
<td>Purchase equipment to allow Police to enforce speeding</td>
<td>Number of people charged with speeding</td>
<td></td>
<td></td>
<td>MEDIUM $250,000</td>
<td>Years 1-5</td>
<td></td>
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<tr>
<td></td>
<td>Increased effective enforcement of helmet wearing</td>
<td>Highly visible presence on the roads during enforcement</td>
<td>Helmet wearing rates in Dili and in rural areas – determined by annual wearing counts.</td>
<td></td>
<td></td>
<td>HIGH $5000</td>
<td>Years 1-5</td>
<td></td>
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<tr>
<td></td>
<td>Increased effective enforcement of seat belt wearing</td>
<td>Enforce seat belt wearing every time a car is stopped for any offence. Undertake a highly visible presence on the roads each three months during seat belt enforcement</td>
<td>Traffic Police Seat belt wearing rates in Dili and in rural areas – determined by annual wearing counts.</td>
<td></td>
<td></td>
<td>HIGH $5000</td>
<td>Years 1-5</td>
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<tr>
<td></td>
<td>Start an on-going campaign to raise public awareness of road safety.</td>
<td>Posters placed on billboards, newspaper advertisements, TV coverage of major activities</td>
<td>Number of people aware of the dangers of drink driving. Numbers of people aware of other dangers of using the roads</td>
<td>NRSC</td>
<td>Police Education Media</td>
<td>HIGH $150,000</td>
<td>Years 1-5</td>
<td></td>
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<td></td>
<td>Prepare short 30 second advertisements on drink driving, speeding and pedestrian safety in Timor Leste</td>
<td>Engage experienced DVD company to produce advertisements. Promote on local TV, in schools, during all driver/reader licencing workshops</td>
<td>Timely preparation of advertisements. Public recognition of the advertisements and their meanings.</td>
<td>NRSC</td>
<td>Police Education Media</td>
<td>HIGH $40,000</td>
<td>Year 1</td>
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**ANNUAL BUDGET FOR PILLAR 3**

$920,000
## DRAFT ROAD SAFETY ACTION PLAN FOR TIMOR LESTE

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<thead>
<tr>
<th>GOAL</th>
<th>OBJECTIVES</th>
<th>MAJOR ACTIVITIES</th>
<th>TASKS</th>
<th>LEAD AGENCY</th>
<th>OTHER AGENCIES</th>
<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safer vehicles</td>
<td>Enhance the roadworthiness of public transport vehicles</td>
<td>Introduce more targeted and effective roadworthy checks for buses, taxis and passenger carrying trucks</td>
<td>Engage international Consultant to assist with local training and mentoring</td>
<td>DLT</td>
<td>Consultant engaged and positive interaction with DLT officers One month per annum</td>
<td>MEDIUM</td>
<td>$50,000</td>
<td>Years 1-5</td>
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<td></td>
<td></td>
<td></td>
<td>An annual study tour by up to 4 senior DLT officers to an Australia state agency to study vehicle roadworthy testing</td>
<td>DLT</td>
<td>Successful study tours (14 days duration) held annually</td>
<td>MEDIUM</td>
<td>$30,000</td>
<td>Years 1-5</td>
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### ANNUAL BUDGET FOR PILLAR 4

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<th>MAJOR ACTIVITIES</th>
<th>TASKS</th>
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<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
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## Post-crash care

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<th>OBJECTIVES</th>
<th>MAJOR ACTIVITIES</th>
<th>TASKS</th>
<th>LEAD AGENCY</th>
<th>OTHER AGENCIES</th>
<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Increase the responsiveness of the health system to respond to road crash emergencies</td>
<td>High level advocacy to establish and fund a focal trauma unit</td>
<td>Improved communications between emergency services, medical practitioners, and the public</td>
<td>Health</td>
<td>Traffic Police Media</td>
<td>An established and efficiently working trauma unit showing positive lifesaving results.</td>
<td>MEDIUM</td>
<td>$50,000</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A review of ambulance equipment and ensure it is suitable for this task</td>
<td>Undertake a review.</td>
<td>Health</td>
<td></td>
<td>Reduced numbers of people dying due to delays in receiving health care.</td>
<td>HIGH</td>
<td>$50,000</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Promote public awareness of what to do immediately after a collision</td>
<td>Establish/maintain an emergency hotline number, and advertise it extensively</td>
<td>Police</td>
<td>Health Media</td>
<td>Numbers of people who can readily repeat the correct emergency number to use.</td>
<td>MEDIUM</td>
<td>---</td>
<td>Years 1-5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Raise the level of trauma care in main hospitals and health centres.</td>
<td>Capacity building amongst health professionals</td>
<td>Health</td>
<td></td>
<td>Numbers of trauma specialists available in Timor Leste</td>
<td>MEDIUM</td>
<td>$100,000</td>
<td>Years 1-5</td>
</tr>
</tbody>
</table>

### ANNUAL BUDGET FOR PILLAR 5

<table>
<thead>
<tr>
<th>MAJOR ACTIVITIES</th>
<th>TASKS</th>
<th>LEAD AGENCY</th>
<th>OTHER AGENCIES</th>
<th>KEY PROGRESS INDICATORS</th>
<th>PRIORITY</th>
<th>$ BUDGET PER YEAR</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>200,000</td>
<td></td>
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</tbody>
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