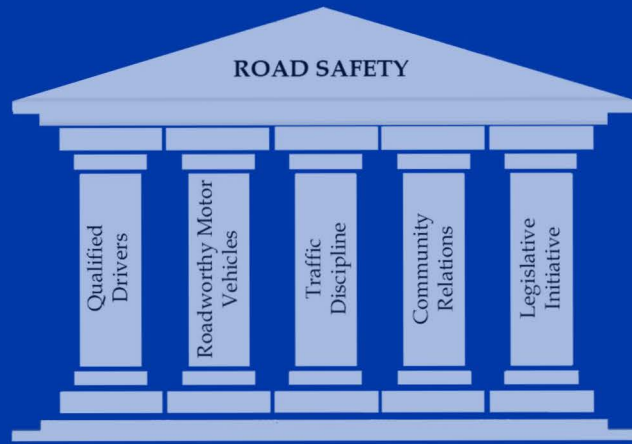




Road Safety Action Plan



Land Transportation Office
East Avenue, Diliman Quezon City
Philippines 1100

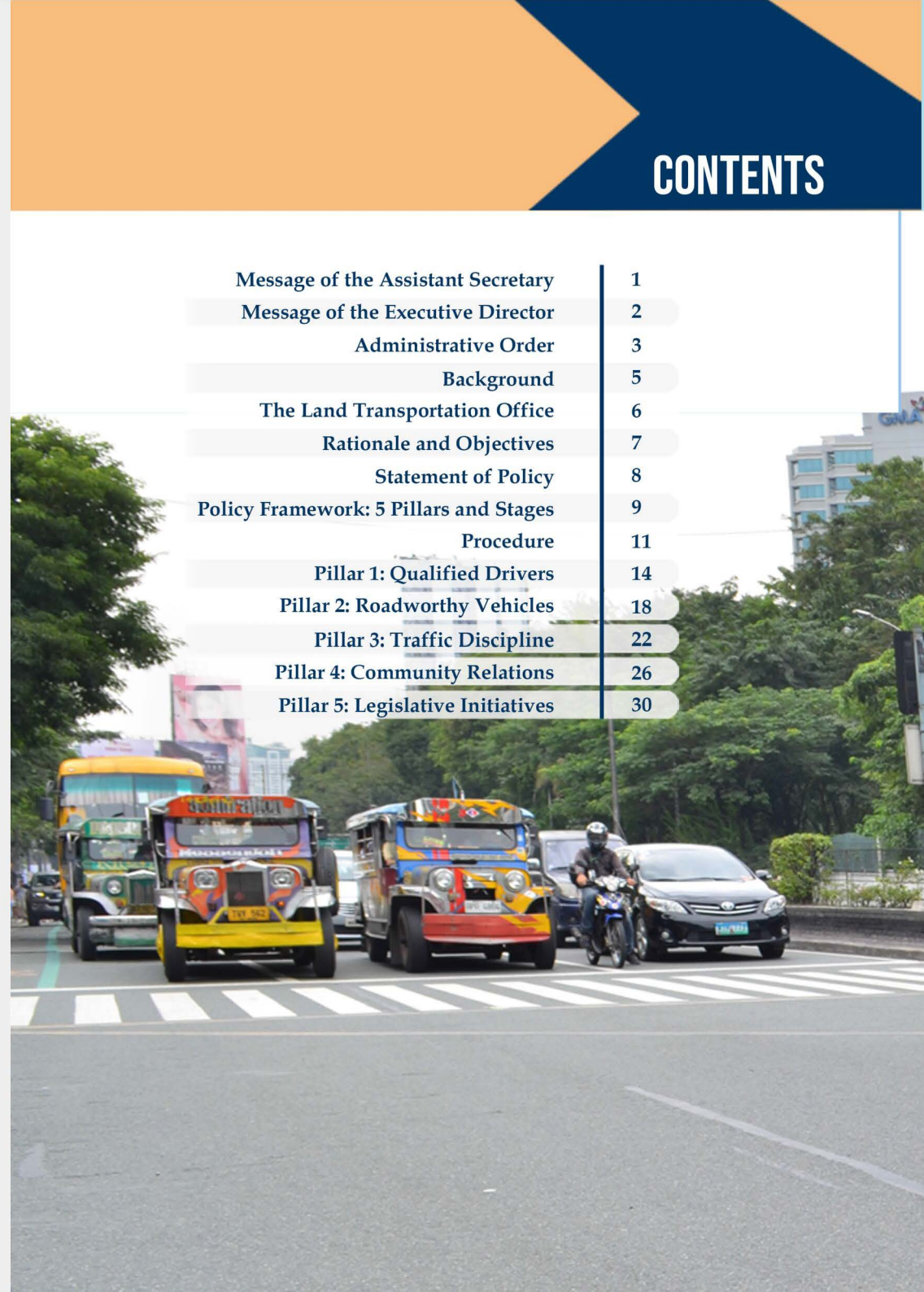
LAND TRANSPORTATION OFFICE

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Message from the Assistant Secretary



The need for mobility and access to transport, as well as the aggressive sales campaign of motor vehicle manufacturers have resulted in the rapid motorization in the country. With more vehicles on the roads, more people become vulnerable to road crashes.

Statistics show that there is a yearly increase in the number of road crash deaths and injuries.

With the frequency of road crash reports in the quad-media, people tend to see these as normal, a part of everyday life. The impact of road crash does not enter the awareness of people, other than the victims.

It is a paradox that sporadic epidemics have been given due attention, while the more pervasive and lethal road crash issue has long been lying at the sidelines.

The reality is, a road crash not only affects the individual, but his family, the community and the country as well. The socio-economic cost of road crashes is estimated to be in billions of pesos a year.

Thus, under the leadership of President Rodrigo Roa Duterte, and through the guidance of Department of Transportation Secretary Arthur P. Tugade, the LTO came up with its own framework to reduce, if not totally eliminate road crashes.

The LTO Road Safety Action Plan (RSAP) intends to mainstream road safety in the LTO. This document provides a comprehensive and integrated policy and plan that will address the five (5) LTO Mandate-related Pillars of Road Safety: Qualified Drivers; Road Worthy Vehicles; Traffic Discipline; Community Relations; and Legislative initiatives.

We, at the LTO, are therefore pleased to present to you the LTO Road Safety Action Plan, as we commit to make the country's road safe.


EDGAR C. GALVANTE

”
The reality is, a road crash not only affects the individual, but his family, the community and the country as well. The socio-economic cost of road crashes is estimated to be in billions of pesos a year.
”

Message from the Executive Director

The Land Transportation Office is pleased to present its Road Safety Action Plan (RSAP)—a proactive, comprehensive and inclusive plan that aims to help achieve the Philippine-declared vision of zero deaths on the road, with the interim target to reduce road crash death rate by twenty (20) percent by 2022.

The LTO-RSAP organizes, integrates, and mainstreams all road safety initiatives of the Agency, aligned with established international and Philippine approaches.

The RSAP formalizes the framework, identifies the components, initiatives, the timelines and focal persons/offices for each initiative. It encourages commitment to action, as well as accountability from the concerned offices of the Agency. It serves as a tool for all LTO Offices in the conduct of road safety initiatives.

We, at the LTO, are positive that this RSAP will be a game changer for the country's road safety initiatives since the Plan is focused and directed.

We believe it will require, and encourage a paradigm shift—from an individual-based or “kanya-kanya” effort, to convergence, the result of which are synchronized road safety endeavors that will benefit every road user.

We, at the LTO, encourage our partners to join us, as we make the Philippine roads safe.

Together, let us save lives.

“
We believe it will require, and encourage a paradigm shift—from an individual-based or “kanya-kanya” effort, to convergence, the result of which are synchronized road safety endeavors that will benefit every road user.
”


ATTY. ROMEO G. VERA CRUZ





REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
LAND TRANSPORTATION OFFICE
East Avenue, Quezon City
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ADMINISTRATIVE ORDER No. 2019- 038

TO : All Officials and Employees

SUBJECT : Land Transportation Office Road Safety Action Plan

DATE : 11 November 2019

WHEREAS, the 2018 World Health Organization (WHO) Global Report on Road Crash estimated that 1.35 million road traffic deaths occur every year, with injuries at 20 to 50 million, thus, making road traffic injury the 8th leading cause of death worldwide;

WHEREAS, the same Report pointed to road crash as the leading cause of death for children and young adults between 5 to 29 in the Philippines;

WHEREAS, the United Nations Economic and Social Commission for the Asia and the Pacific (ESCAP) appraises that road crashes kill more than 730,000 people a year in the Asia-Pacific region, with one person killed in a road crash every 40 seconds, equivalent to losing 2,000 lives a day;

WHEREAS, statistics from the Data for Road Incident Visualization Evaluation and Reporting System (DRIVERS) reveal that from January to December 2018, there were 3, 050 reported cases of road traffic incidents, with 614 cases involving fatalities, 2686 cases involving injuries, and 320 cases with damage to property;

WHEREAS, in Metro Manila alone, records from the Metropolitan Manila Development Authority's (MMDA's) *Metro Manila Accident Reporting and Analysis System (MMRAS)* showed a consistent upward trend in road crash incidents in Metro Manila;

WHEREAS, the Department of Transportation (DOTr) is currently implementing the Public Utility Vehicle Modernization Program (PUVMP) to improve the quality of service and to improve road safety, by virtue of Department Order (D.O.) No. 2017-011;

WHEREAS, the Land Transportation Office (LTO), as the government entity mandated to issue driver's licenses, register motor vehicles; as well as to enforce land transport and traffic laws, rules and regulations, has the power to institute plans, programs, activities and projects that would enhance road safety;

WHEREFORE, with all the above premises considered, the undersigned hereby issues the attached "Road Safety Action Plan" which forms an integral part of this Administrative Order.

Quezon City, Philippines.

Signed this 11th day of November 2019.

EDGAR C. GALVANTE
Assistant Secretary



ROAD SAFETY ACTION PLAN

I. BACKGROUND

The World Health Organization (WHO) 2018 Global Report on Road Crash estimates 1.35 million road traffic deaths every year. Injuries due to road crashes were at 20-50 million, making road traffic injury the 8th leading cause of death worldwide. It is the primary cause of death for children ages 5-14, and young adults between 15-29. Fifty-four (54) percent of deaths include motorcyclists (28%), pedestrian (23%), and cyclists (3%). The Report estimates that death occurs on the road every 24 seconds.¹

In the Philippines, it is the leading cause of death for children and young adults between ages 5-29. Sixty-five percent (65%) of road crashes are due to driver error.

The United Nations Economic and Social Commission for the Asia and the Pacific (ESCAP) appraises that road crashes kill more than 730,000 people a year in the Asia-Pacific region. One person is killed in a road crash every 40 seconds, equivalent to losing 2,000 lives a day.²

Statistics from the Data for Road Incident Visualization Evaluation and Reporting System (DRIVERS) reveal that from January to December 2018, there were 3,050 reported cases of road traffic incidents, with 614 cases involving fatalities, 2,686 cases involving injuries, and 320 cases with damage to property.³

In Metro Manila alone, records from the Metropolitan Manila Development Authority's (MMDA's) Metro Manila Accident Reporting and Analysis System (MMRAS) showed a consistent upward trend in road crash incidents in Metro Manila.⁴

In 2005, when MMRAS was initiated, the number of cases of road crash was recorded at 65,111.

The report showed that in 2018, there were 116,906 road crash incidents, with 383 fatal injuries, 17,891 non-fatal injuries, and 98,632 cases of damage to property. The report reveals that there was an average of 320 cases per day. Most of these cases involved the age range between 18-34 (7,322 cases) and 35-51 (4,080). Human error account for 94% of road crash incidents.

- 1 World Health Organization. Global Status report on road safety 2018. (Geneva, 2018). Retrieved from: https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/
- 2 United Nations Economic and Social Commission for the Asia and the Pacific (ESCAP). Strengthening regional efforts to improve road safety. (74th Session, Bangkok, 2018). Available from: https://www.unescap.org/commission/74/document/E74_9E.pdf.
- 3 Data for Road Incident Visualization Evaluation and Reporting System (DRIVERS). May be viewed from <https://roadsafety.gov.ph/#/>
- 4 Metropolitan Manila Development Authority. MMDA-TEC MMRAS Annual Report 2018. (Philippines, 2018) Retrieved from <http://www.mmda.gov.ph/images/Home/FOI/MMRAS/MMRAS-Annual-Report-2018.pdf>

II. THE LAND TRANSPORTATION OFFICE

The Land Transportation Office (LTO) is a Sectoral Office of the Department of Transportation (DOTr), formerly known as Department of Transportation and Communications (DOTC), pursuant to Executive Order No. 125 and 125-A as amended.

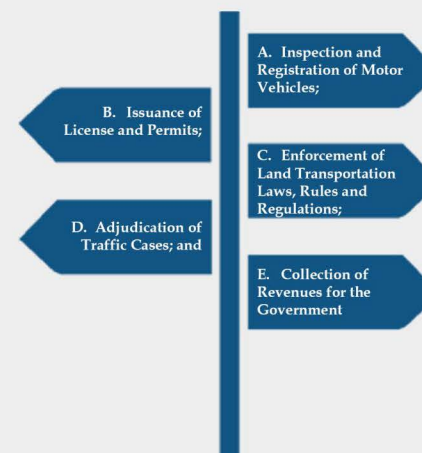
VISION

A frontline government agency showcasing fast and efficient public service for a progressive land transport sector

MISSION

To rationalize land transportation services and facilities and to effectively implement the various transportation laws, rules and regulations

MANDATE AND FUNCTIONS



III. RATIONALE

With the staggering number of deaths and injuries due to road crashes, it is imperative that effort be made to put the road safety issue in the national agenda to reduce, if not totally eradicate, its negative impact on the people and the economy.

When the administration of President Rodrigo Roa Duterte took the helm of leadership, the Department of Transportation (DOTr) conceptualized and is currently implementing the Public Utility Vehicle Modernization Program (PUVMP), by virtue of Department Order (D.O.) No. 2017-011. The PUVMP is a multi-agency initiative which aims to develop and promote high-quality, safe and environmentally-sustainable public transportation systems. All PUV road safety initiatives must be guided by the provisions of DO 2017-011.

To complement this initiative, and to fulfill its mandate and functions, the LTO has been putting in place road safety initiatives at the national and regional level.

On 02 August 2019, the LTO conducted a Road Safety Seminar Workshop to create a Road Safety Action Plan that will organize, integrate, and mainstream all road safety initiatives of the Agency, aligned with established international and Philippine approaches.

IV. OBJECTIVES

1. Provide a policy to mainstream road safety and address the issue nationwide, in line with the LTO mandate;
2. Institutionalize a nationwide LTO Road Safety Action Plan by identifying specific, measurable, attainable, realistic and time-bound action items, consistent with the Five Pillars of Road Safety identified by the Agency; and
3. Provide guidelines on the implementation and monitoring of the LTO Road Safety Action Plan.

V. STATEMENT OF POLICY

The LTO hereby resolves to create a road safety-inclusive and responsive environment by mainstreaming and integrating safety in all its plans, programs, activities and projects for all its Offices through the agency-identified Five (5) Pillars of Road Safety.



VI. POLICY FRAMEWORK: FIVE PILLARS OF ROAD SAFETY

Consistent with international and local road safety policies, framework and standards, the LTO developed its own road safety framework based on its mandate

- 
- A. Qualified Drivers** - Individuals with sufficient driving skills, and knowledge on road safety and proper road courtesy, whose eligibility is determined by passing the LTO-conducted theoretical and practical examinations. Developing qualified drivers is an important pillar in the LTO road safety advocacy since human factor is the major cause of road crashes;
 - B. Roadworthy Vehicles** - Motor vehicles and its relevant parts are compliant with national standards and international vehicle safety conventions. Ensuring roadworthiness of vehicles decreases the likelihood of failure in vehicle functioning, thus reduces the risk of a road crash;
 - C. Traffic Discipline** - It is the conformity/compliance to road traffic laws, rules, regulations and/or a code of behavior. Traffic discipline paves the way for order, organization and the unhampered traffic flow;
 - D. Community Relations** - Mutually beneficial relationship with communities in which an organization operates. Road crashes do not discriminate the victims. Thus, road safety is everybody's responsibility. To ensure safety, the LTO must solicit the support of everyone in the community; and
 - E. Legislative Initiative** - The right of competent persons and institutions to introduce for the consideration of a legislative body, or propose to enact a new law, an amendment to or a repeal of existing legislation.
- While there are many land transport and traffic laws, rules, and regulations, much is to yet to be desired on specific enabling laws that directly address road safety. Further, with the changing times, obsolete or laws that are no longer responsive and relevant must either be amended or completely repealed.

To thrive, the road safety advocacy must stand by the 5 Pillars, as identified.

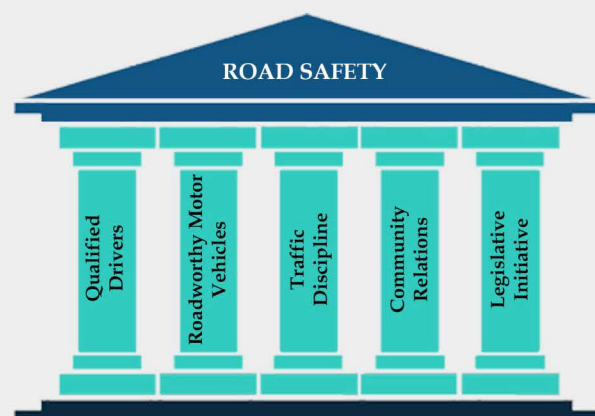
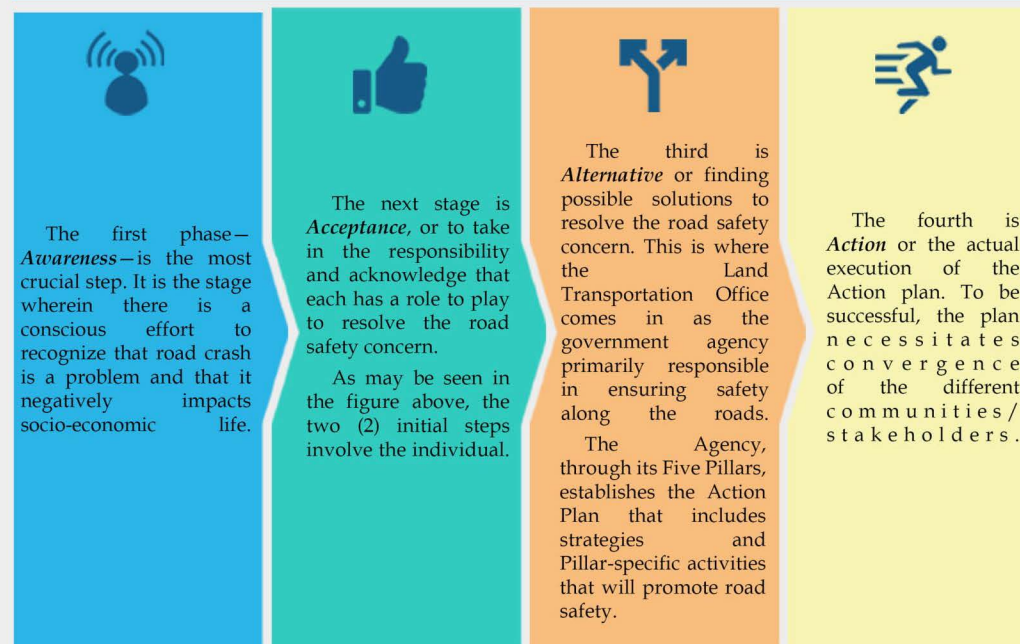


Figure 1: LTO Pillars of Road Safety



Figure 2: Stages in addressing Road Safety

The LTO realizes that there are four (4) stages in the process of resolving the road safety concern.



VII. PROCEDURE

A

The Road Safety Committee shall be composed of the following:



CHAMPION:

Assistant Secretary



COMMITTEE CHAIRPERSON:

Executive Director



MEMBERS:

All Regional Directors



SECRETARIAT

Operations Division

Administrative Division

B

It shall exercise oversight and monitor the progress in the implementation of the Road Safety Action Plan, and submit recommendations to the Assistant Secretary.

However, Committee meetings may be held as deemed necessary by the Head of the Committee to facilitate the planning and execution of the PPAPs.

C

The Committee shall submit a Quarterly Progress Report to the Assistant Secretary.

ACTION PLAN



PILLAR I: QUALIFIED DRIVERS

Components	Activities	Output	Timeline	Reponsible Person/Office
 COMPONENT 1: Strict implementation of Rule III, Section 8 of the IRR on Republic Act (RA) 10930	 1. Issuance of a Memorandum Circular (MC) on Revised Guidelines and Procedures on the issuance of SP and DL	 Signed MC	 Targeted to be signed by AECG by November	 Traffic Safety Division (TSD)
	2. Issuance of MC on Rules and Regulations on Accreditation of Driving Schools	Signed MC	By November	TSD and Technical Working Group (TWG)
	3. Seminar for violators 3.a. Update the re-orientation course module	Updated reorientation Module	Ongoing	TSD
	4. Conduct of Simultaneous Regional Cluster Public Consultations on the requirements on driver's education for driving schools and transport groups	Conducted public consultations	Commence public consultation by 4th Quarter of 2019	Regional Clusters North Luzon South Luzon NCR, 4-A, 4-B Visayas-Iloilo Mindanao-Davao TWG
COMPONENT 2: Automation of driver's license process	Automate the process	Automated driver's license process	Within the year	Management Information Division (MID)

Components	Activities	Output	Timeline	Reponsible Person/Office
 COMPONENT 3: Continuation of Mandatory Road Safety Education	 Sustain the trainings being implemented by the Regions	 Skilled drivers	 Ongoing	 Regional Offices TSD
	Transport Companies and TODAs will be required to conduct continuing driver education. LTO will conduct the training	Skilled drivers	Ongoing	Regional Offices TSD
COMPONENT 4: Strengthening accreditation and monitoring of accredited driving schools	Accreditation of driving schools and instructors	Accredited driving schools and instructors	1st Quarter 2020	TSD
COMPONENT 5: Capability-building of LTO driving skills raters (DSRs)	1. Training for DSRs	Trained DSRs	2nd Quarter 2020 -do-	TSD Regional Offices (RO) Admin Division (AD)
	2. Set appropriate qualifications for DSRs, i.e. National Certificate (NC)	Revised Qualification Standards for DSRs		
COMPONENT 6: Capacity-building for Transportation District Officers (TDO)	1. Convene the TDOs for the RSAP	Synchronized implementation of RSAP nationwide	4th Quarter 2019	LTO Central Office (LTO CO)



PILLAR II: ROADWORTHY MOTOR VEHICLES

Components	Activities	Output	Timeline	Reponsible Person/Office
 COMPONENT 1: Automation of motor vehicle registration process	 Accreditation of private motor vehicle inspection centers (PMVICs) using automated process	 Automated inspection centers	 Ongoing	 LTO - DOTr
COMPONENT 2: Implementation of education and awareness campaigns	Advocate for a regular MV service maintenance	Campaigns, notices, posting of tarpaulin and social media campaign on preventive maintenance	Continuing IECs	LTO CO and RO
	Continuing campaign on registration of MVs --Come up with a program to adapt in every region, i.e. in Radyo ng Bayan	- Barangay or Community Outreach program - Quad-media IECs - Focused IECs	Continuing	LTO CO RO and District Offices (DO)
	LTO Employees Continuing Training and Education of MV Inspectors	Pool of well-trained inspectors who will effectively implement policies/ standards	4th Quarter 2019	Regional Directors TSD AD Human Resource Enforcement Unit

Components	Activities	Output	Timeline	Reponsible Person/Office
 COMPONENT 3: Capability-building for inspectors	 Set appropriate qualifications for inspectors, i.e. National Certificate (NC) or Certificate of Competency or equivalent educational course	 Revised Qualification Standards for MV Inspectors	 By 2nd Quarter 2020	 Regional Directors ADMIN, Human Resource and Department Enforcement Unit
COMPONENT 4: Re-registration of MVs which have been inactive for more than 10 years	1. Issuance of policy on retiring MVs 2. Campaign/Ads to encourage inactive MV owners to register 3. Re-registration	1. Policy 2. IECs 3. Implementation	4th Quarter 2019 Ongoing Ongoing	Operations Division (Ops) TSD Ops
COMPONENT 5: Development of road crash investigation capacity	Road crash investigator training for LTO employees	Well-trained technical road crash investigators	1st Quarter 2020	TSD/Ops
	Develop training facility/laboratory for road crash investigation	Training facility	1st Quarter 2020	TSD
COMPONENT 6: Formulation of policies	Policy regulating unauthorized changes in motor vehicles	Memorandum Circular on MV Modification	For implementation during the 4th Quarter of 2019	Ops Legal officers
	Policy to address the influx of Electric Motor Vehicle	Policy on Safer Electric Motor Vehicles	By 4th Quarter of 2019	Ops



PILLAR III: TRAFFIC DISCIPLINE

Components	Activities	Output	Timeline	Reponsible Person/Office
 COMPONENT 1: Formulation of road crash data collection system	 Operationalize the use of DRIVERS as a unified and primary tool for data collection	 Data on road crash	 4th Quarter 2019	 LTO CO and RO
COMPONENT 2: Enabling of intervention programs for RA 10930/Driver's Enhancement Program on Traffic Discipline	1. Review JAO 2014-01 2. Prepare internal rules and procedures of the Traffic Adjudication Service	Updated JAO 2020 TAS Rules and Procedures	1st Quarter 2020 1st Quarter 2020	TWG TAS
COMPONENT 3: Delegation/delineation of authority on adjudication	Administrative Order on delegation or delineation of authority on adjudication	Signed AO	Last quarter of 2019	LTO CO
COMPONENT 4: Sustaining or intensification of enforcement for specific laws, i.e. ADDA, ADDDA, Helmet Law, Children onboard MCs, Seatbelt Law, etc.	1. Intensify and sustain the enforcement of the Special Laws. 2. Installation of RFID readers and CCTVs 3. Use of enforcement gadgets i.e. electronic verifiers, dashcams/bodycams, speed guns, breath analyser kits, etc.	Decrease in road crash incidents	Continuing	Law Enforcement Service (LES)

Components	Activities	Output	Timeline	Reponsible Person/Office
	 4. Implement e-TOP system 5. Establish interconnectivity with LGUs/MMDA regarding traffic violations 6. Conduct inspection as part of Oplans during nationwide Celebrations/event 7. Provide award/recognition to outstanding law enforcement officers of LTO and deputized LEOs	 Decrease in road crash incidents	 Continuing	 LES
COMPONENT 5: Promotion of a drug-free workplace policy in the land transport sector	Conduct of seminars on formulation of drug-free workplace policy, including mandatory random drug testing for drivers.	Drug-free workplace policies	1st half 2020	RO



PILLAR IV: COMMUNITY RELATIONS

Components	Activities	Output	Timeline	Responsible Person/Office
 COMPONENT 1: Promotion of partnership/ convergence with LGUs/ RDCs/RLEC/ RPOC and local special bodies	 Push for the creation of a comprehensive and unified traffic management component and plan, i.e. IACT	 Unified traffic management component	 September onwards	 RO
	Coordinate and conduct Road Safety Drill with the Disaster Risk Reduction Team of LGUs	Conduct of Road Safety Drill in schools, government offices, LGUs	4th Quarter 2019	RO
	Membership in RDC, RPOC, RLEC and other special bodies	Membership	1st half 2020	RO
COMPONENT 2: Creation of road safety committees at the provincial/city/ municipal level	Assist in the enactment of local ordinance creating road safety committees and promotion of local road safety ordinance	Creation of Road Safety Councils - Creation of a Regional Road Safety Council (RRDC), a sub-committee of the Regional Development Council	Long Term 2019- onwards	ROs in coordination with respective LGUs

Components	Activities	Output	Timeline	Responsible Person/Office
 COMPONENT 3: Institutionalization of road safety in the educational system	 Continue and expand regional initiatives to institutionalize road safety in the educational system, i.e. STRUT, PERS, NCR-East integration of road safety in the K-12 curriculum, etc.	 Road safety curriculum, modules and collaterals	 Ongoing	 Regional Offices in coordination with DepEd
COMPONENT 4: Creation of road advocacy groups among the youth	Engage student councils in all schools and universities, Sangguniang Kabataan, community out-of-school youth (OSY) organizations,	Formal linkages with student councils, Sangguniang Kabataan and OSY	September 2019 - onwards	ROs
	Create Advocates for Road Safety or Project CARS	Project CARS	September 2019 - onwards	Youth Sector
	Creation of UN-WHO initiated Youth for Road Safety (YoURS) Philippines	YoURS Phi created	September 2019 - onwards	Youth

Components	Activities	Output	Timeline	Responsible Person/Office
 COMPONENT 5: Formation, strengthening and enhancement of linkages/ partnerships with the different national agencies/ private sectors	 Selection and awarding of Seal of Excellence on Road Safety for LGUs (LGUs who have demonstrated best practices in road safety) i.e. Selyo ng Daang Ligas, Bayang Magiting Program for parents-teachers -community	 LTO-DILG Guidelines on the Selection and Awarding of Seal of Excellence on Road Safety Module on Road Safety Tips for parents and teachers	 November 2019 4th Quarter of 2019	 LTO CO, RO in collaboration with partners LTO CO and RO in collaboration with DepEd
	Drivers/Tricycle Operators and Drivers Association (TODA) linkages	Establish the "TODA Rescue on Road Safety: Tsuper ng Buhay ko Project"	4th Quarter 2019	LTO CO and RO in collaboration with TODAs
	Establishment of Barangay Road Safety Advocate groups	Established Barangay Road Safety Advocate groups	4th Quarter 2019	ROs and DOs
	Establishment of the LTO Interactive Road Safety Center	Road Safety Center linked via computer terminals to different schools nationwide	3rd Quarter 2020	LTO Central Office MID

PILLAR V: LEGISLATIVE INITIATIVES

Components	Activities	Output	Timeline	Responsible Person/Office
 COMPONENT 1: Work for the enactment of a national road safety component	 Draft National Road Safety Component	 Proposed National Road Safety Component	 Commence drafting by 1st Quarter 2020	 LTO CO and RO in collaboration with DOTr and partner agencies
COMPONENT 2: Work for the enactment of a new Land Transportation and Traffic Act	Draft proposed Land Transportation and Traffic Act	Draft of Land Transportation and Traffic Act	August – Dec 2019	LTO TWGs
COMPONENT 3: Establishment of a National Road Safety Council	Draft by-laws/document creating the Council Identify plans, programs, activities and projects	By-laws Working Plan	TBD TBD	LTO TWG LTO TWG
COMPONENT 4: Ensure sufficient funding for road safety initiatives/programs of LTO	Make representations in Congress	Approved budget for LTO Road Safety Advocacy initiatives	September -December 2019	LTO Road Safety Committee
COMPONENT 5: Work for the enactment of road safety programs to be included in the school curriculum	Prepare draft for submission to Congress	Draft proposal	1st Quarter 2020	LTO TWG

Road Safety Advocacy Technical Working Group



“A journey of a thousand miles
begins with a single step.”
- Lao Tzu