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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-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, encourage our partners to join us, as we make the Philippine roads safe. Together, let us save lives.
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 30 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, 2,066 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 (MMARAS) 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. 2017-911;

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 D. GALVANTE
Assistant Secretary
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.

³ Data for Road Incident Visualization Evaluation and Reporting System (DRIVERS). May be viewed from https://roadSafety.gov.ph/#/

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

M A N D A T E  A N D  F U N C T I O N S

- A. Inspection and Registration of Motor Vehicles
- B. Issuance of License and Permits
- C. Enforcement of Land Transportation Laws, Rules and Regulations
- D. Adjudication of Traffic Cases and
- E. Collection of Revenues for the Government
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


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 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.
VII. PROCEDURE

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

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 PPAFs.

The Committee shall submit a Quarterly Progress Report to the Assistant Secretary.
PILLAR I: QUALIFIED DRIVERS
**COMPONENT 1:**

1. Issuance of a Memorandum Circular (MC) on Revised Guidelines and Procedures on the issuance of SP and DL
2. Issuance of MC on Rules and Regulations on Accreditation of Driving Schools
3. Seminar for violators
   - 3a. Update the re-orientation course module
4. Conduct of Simultaneous Regional Cluster Public Consultations on the requirements on driver’s education for driving schools and transport groups

**Output:**
- Targeted to be signed by AECG by November
- By November
- Ongoing
- Commence public consultation by 4th Quarter of 2019

**Responsible Person/Office:**
- Traffic Safety Division (TSD)
- TSD and Technical Working Group (TWG)
- TSD
- Regional Clusters North Luzon South Luzon NCR, 4-A, 4-B Visayas-Hilo Mindanao-Davao TWG

**COMPONENT 2:**

- Automate the process
- Conducted public consultations

**Output:**
- Within the year

**Responsible Person/Office:**
- Management Information Division (MID)

**COMPONENT 3:**

- Continuation of Mandatory Road Safety Education

**Output:**
- Skilled drivers

**Responsible Person/Office:**
- Regional Offices TSD

**COMPONENT 4:**

- Strengthening accreditation and monitoring of accredited driving schools

**Output:**
- Accredited driving schools and instructors

**Responsible Person/Office:**
- TSD

**COMPONENT 5:**

- Capability-building of LTO driving skills raters (DSRs)
  - 1. Training for DSRs
  - 2. Set appropriate qualifications for DSRs, i.e. National Certificate (NC)

**Output:**
- Trained DSRs

**Responsible Person/Office:**
- Regional Offices (RO) Admin Division (AD)

**COMPONENT 6:**

- Capacity-building for Transportation District Officers (TDO)
  - 1. Convene the TDOs for the RSAP

**Output:**
- Synchronized Implementation of RSAP nationwide

**Responsible Person/Office:**
- LTO Central Office (LTO CO)
PILLAR II: ROADWORTHY MOTOR VEHICLES
<table>
<thead>
<tr>
<th>Components</th>
<th>Activities</th>
<th>Output</th>
<th>Timeline</th>
<th>Responsible Person/Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPONENT 1: Automation of motor vehicle registration process</td>
<td>Accreditation of private motor vehicle inspection centers (PMVICs) using automated process</td>
<td>Automated inspection centers</td>
<td>Ongoing</td>
<td>LTO - DOTr</td>
</tr>
<tr>
<td>COMPONENT 2: Implementation of education and awareness campaigns</td>
<td>Advocate for a regular MV service maintenance</td>
<td>Campaigns, notices, posting of tarpaulin and social media campaign on preventive maintenance</td>
<td>Continuing IECs</td>
<td>LTO CO and RO</td>
</tr>
<tr>
<td></td>
<td>Continuing campaign on registration of MVs - Come up with a program to adapt in every region, i.e. in Radyo ng Bayan</td>
<td>- Barangay or Community Outreach program - Quad-media IECs - Focused IECs</td>
<td>Continuing</td>
<td>LTO CO and RO and District Offices (DO)</td>
</tr>
<tr>
<td></td>
<td>LTO Employees</td>
<td>Pool of well-trained inspectors who will effectively implement policies/standards</td>
<td>4th Quarter 2019</td>
<td>Regional Directors TSD AD Human Resource Enforcement Unit</td>
</tr>
<tr>
<td>COMPONENT 3: Capability-building for inspectors</td>
<td>Set appropriate qualifications for inspectors, i.e. National Certificate (NC) or Certificate of Competency or equivalent educational course</td>
<td>Revised Qualification Standards for MV Inspectors</td>
<td>By 2nd Quarter 2020</td>
<td>Regional Directors ADMIN, Human Resource and Department Enforcement Unit</td>
</tr>
<tr>
<td>COMPONENT 4: Re-registration of MVs which have been inactive for more than 10 years</td>
<td>1. Issuance of policy on retiring MVs 2. Campaign/Ads to encourage inactive MV owners to register 3. Re-registration</td>
<td>1. Policy 2. IECs 3. Implementation</td>
<td>Ongoing</td>
<td>Operations Division (Ops) TSD</td>
</tr>
<tr>
<td>COMPONENT 5: Development of road crash investigation capacity</td>
<td>Road crash investigator training for LTO employees</td>
<td>Well-trained technical road crash investigators</td>
<td>1st Quarter 2020</td>
<td>TSD/Ops</td>
</tr>
<tr>
<td></td>
<td>Develop training facility/laboratory for road crash investigation</td>
<td>Training facility</td>
<td>1st Quarter 2020</td>
<td>TSD</td>
</tr>
<tr>
<td></td>
<td>Policy regulating unauthorized changes in motor vehicles</td>
<td>Memorandum Circular on MV Modification</td>
<td>For implementation during the 4th Quarter of 2019</td>
<td>Ops</td>
</tr>
<tr>
<td>COMPONENT 6: Formulation of policies</td>
<td>Policy to address the influx of Electric Motor Vehicles</td>
<td>Policy on Safer Electric Motor Vehicles</td>
<td>By 4th Quarter of 2019</td>
<td>Ops</td>
</tr>
</tbody>
</table>
PILLAR III: TRAFFIC DISCIPLINE
### Components

**COMPONENT 1:** Formulation of road crash data collection system

- Operationalize the use of DRIVERS as a unified and primary tool for data collection

**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

**COMPONENT 3:** Delegation/delineation of authority on adjudication

- Administrative Order on delegation or delineation of authority on adjudication

**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.

**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.

### Activities

**COMPONENT 1:**
- Operationalize the use of DRIVERS as a unified and primary tool for data collection

**COMPONENT 2:**
1. Review JAO 2014-01
2. Prepare internal rules and procedures of the Traffic Adjudication Service

**COMPONENT 3:**
- Administrative Order on delegation or delineation of authority on adjudication

**COMPONENT 4:**
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.

**COMPONENT 5:**
- Conduct of seminars on formulation of drug-free workplace policy, including mandatory random drug testing for drivers.

### Output

**COMPONENT 1:** Data on road crash

**COMPONENT 2:** Updated JAO

**COMPONENT 3:** Signed AO

**COMPONENT 4:** Decrease in road crash incidents

**COMPONENT 5:** Drug-free workplace policies

### Timeline

**COMPONENT 1:** 4th Quarter 2019

**COMPONENT 2:**
1. Updated JAO - 1st Quarter 2020
2. 2020 TAS Rules and Procedures - 1st Quarter 2020

**COMPONENT 3:** Last quarter of 2019

**COMPONENT 4:** Continuing

**COMPONENT 5:**
1. Drug-free workplace policies - 1st half 2020

### Responsible Person/Office

**COMPONENT 1:** LTO CO and RO

**COMPONENT 2:** TWG, TAS

**COMPONENT 3:** LTO CD

**COMPONENT 4:** Law Enforcement Service (LES)

**COMPONENT 5:** RO
PILLAR IV: COMMUNITY RELATIONS
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
- Coordinate and conduct Road Safety Drill with the Disaster Risk Reduction Team of LGUs
- Membership in RDC, RPOC, RLEC, and other special bodies

COMPONENT 2: Assist in the Creation of Road Safety Long Term
- Continue and expand regional initiatives to institutionalize road safety in the educational system, i.e. STRUT, PERS, NOR-East integration of road safety in the K-12 curriculum, etc.
- Engage student councils in all schools and universities, Sangguniang Kabataan, community out-of-school youth (OSY) organizations, Project CARS
- Creation of UN-WHO initiated Youth for Road Safety (YoURS) Philippines

COMPONENT 3: Institutionalization of road safety in the educational system
- Creation of a promotional sub-committee of the Regional Road Safety Council
- Membership in RDC, RPOC, RLEC, and other special bodies
- Long Term 2019- onwards
- ROs in coordination with respective LGUs

COMPONENT 4: Creation of road advocacy groups among the youth
- Continue and expand regional initiatives to institutionalize road safety in the educational system, i.e. STRUT, PERS, NOR-East integration of road safety in the K-12 curriculum, etc.
- Engage student councils in all schools and universities, Sangguniang Kabataan, community out-of-school youth (OSY) organizations, Project CARS
- Creation of UN-WHO initiated Youth for Road Safety (YoURS) Philippines

Activities
- Unified traffic management component
- Conduct of Road Safety Drill in schools, government offices,
- Membership
- Creation of Road Safety Councils - Creation of a Regional Road Safety Council (RRDC), a sub-committee of the Regional Development Council
- Continue and expand regional initiatives to institutionalize road safety in the educational system, i.e. STRUT, PERS, NOR-East integration of road safety in the K-12 curriculum, etc.
- Engage student councils in all schools and universities, Sangguniang Kabataan, community out-of-school youth (OSY) organizations, Project CARS
- Creation of UN-WHO initiated Youth for Road Safety (YoURS) Philippines

Timeline
- September onwards
- 4th Quarter 2019
- 1st half 2020
- Long Term 2019- onwards
- Ongoing
- September 2019- onwards
- September 2019- onwards
- September 2019- onwards

Responsible Person/Office
- RO
- RO
- RO
- ROs in coordination with respective LGUs
- Regional Offices in coordination with DepEd

Output
- Road safety curriculum, modules, and collaterals
- Formal linkages with student councils, Sangguniang Kabataan and OSY
- Project CARS
- Youth

LTO Road Safety Action Plan
### COMPONENT 5: Formation, strengthening and enhancement of linkages/partnerships with the different national agencies/private sectors

<table>
<thead>
<tr>
<th>Activities</th>
<th>Output</th>
<th>Timeline</th>
<th>Responsible Person/Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 Daawg Ulgins, Bayang Magiting Program for parents-teachers and community.</td>
<td>LTO-DILG Guidelines on the Selection and Awarding of Seal of Excellence on Road Safety.</td>
<td>November 2019</td>
<td>LTO CO, RO in collaboration with partners.</td>
</tr>
<tr>
<td>Drivers/Tricycle Operators and Drivers Association (TODA) linkages</td>
<td>Module on Road Safety Tips for parents and teachers</td>
<td>4th Quarter 2019</td>
<td>LTO CO and RO in collaboration with DepEd.</td>
</tr>
<tr>
<td>Establishment of Barangay Road Safety Advocate groups</td>
<td>Established Barangay Road Safety Advocate groups</td>
<td>4th Quarter 2019</td>
<td>LTO CO and RO in collaboration with TODAs.</td>
</tr>
<tr>
<td>Establishment of the LTO Interactive Road Safety Center</td>
<td>Road Safety Center linked via computer terminals to different schools nationwide</td>
<td>3rd Quarter 2020</td>
<td>LTO Central Office MISD.</td>
</tr>
</tbody>
</table>

### Time Line
- 4th Quarter of 2019
- 3rd Quarter 2019
- 4th Quarter 2019
- November 2019

### Responsible Person/Office
- LTO CO, RO in collaboration with partners.
- LTO CO and RO in collaboration with DepEd.
- LTO CO and RO in collaboration with TODAs.
- LTO Central Office MISD.

### PILLAR V: LEGISLATIVE INITIATIVES
**Components**

1. **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

2. **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

3. **COMPONENT 3:** Establishment of a National Road Safety Council
   - Draft by-laws/document creating the Council
   - By-laws
   - Working Plan
   - TBD
   - LTO TWG

4. **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

5. **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

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**Activities**

- Draft National Road Safety Component
- Proposed National Road Safety Component
- Draft proposed Land Transportation and Traffic Act
- Draft of Land Transportation and Traffic Act
- Draft by-laws/document creating the Council
- By-laws
- Working Plan
- Make representations in Congress
- Approved budget for LTO Road Safety Advocacy initiatives
- Prepare draft for submission to Congress
- Draft proposal

**Output**

- Proposed National Road Safety Component
- Draft of Land Transportation and Traffic Act
- By-laws
- Working Plan
- Approved budget for LTO Road Safety Advocacy initiatives
- Draft proposal

**Timeline**

- Commence drafting by 1st Quarter 2020
- August – Dec 2019
- TBD
- September – December 2019
- 1st Quarter 2020

**Responsibility Person/Office**

- LTO CO and RO in collaboration with DOTr and partner agencies
- LTO TWGs
- LTO TWG
- LTO
- LTO TWG

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**LTO Road Safety Action Plan**

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“**A journey of a thousand miles begins with a single step.”**

- Lao Tzu