



# FIJI DECADE OF ACTION FOR ROAD SAFETY

## 2011-2020

### NATIONAL ACTION PLAN



**Government of the Republic of the Fiji Islands**

# **FIJI**

## **DECADE OF ACTION FOR ROAD SAFETY (2011-2020)**

# **NATIONAL ACTION PLAN**

**SAFE Roads ...**

**SAFE Drivers ...**

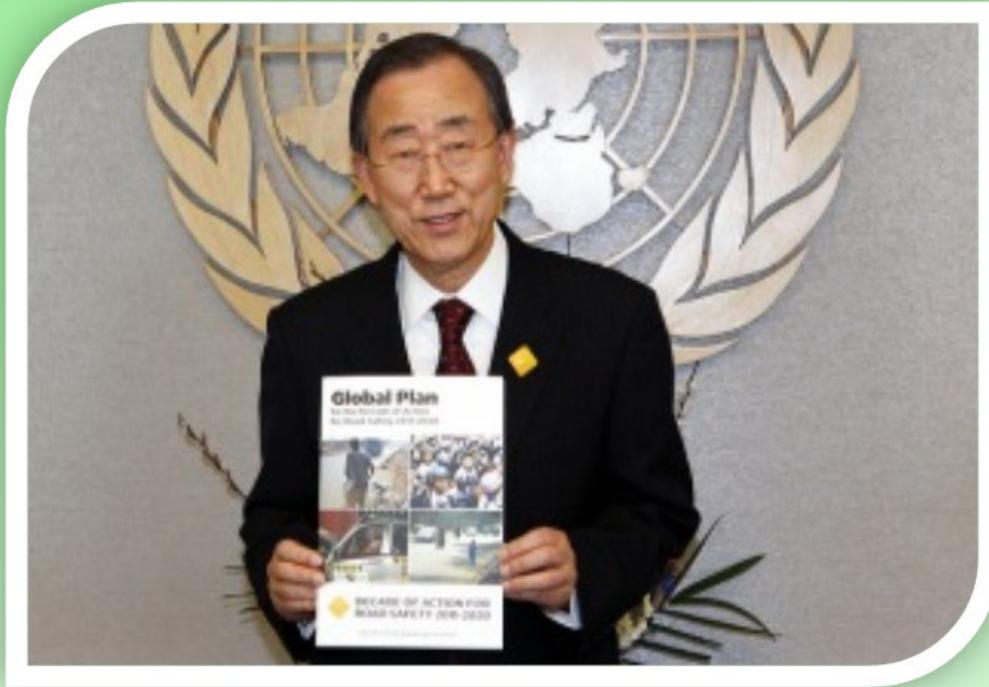
**SAFE Vehicles ...**

**- SAFE Fiji !!**

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## Message from



### Mr. Ban Ki-Moon UNITED NATIONS SECRETARY-GENERAL

*"I call on Member States, international agencies, civil society organizations, businesses and community leaders to ensure that the Decade leads to real improvements. As a step in this direction, governments should release their national plans for the Decade when it is launched globally on 11 May 2011. Millions of lives can be saved if we work together for real action on every highway and every street in every community."*



# Message from



**Hon. Commodore Josia Voreqe Bainimarama CF(MIL), OSt J, MSD, jssc, psc.  
THE PRIME MINISTER OF THE REPUBLIC OF THE FIJI ISLANDS**

*Each year nearly 1.3 million people die and a further 50 million are injured in the world due to traffic accidents. Of the 50 million injured many remain disabled for life. In Fiji, about 50 persons are killed and 2,500 injured annually. Most of those who lose their lives are young productive people. Road traffic accidents cost the Fiji economy about 30-40million dollars annually. The situation is alarming and it is expected to worsen if action is not taken now by the relevant authorities and the public at large.*

*Given this international concern, The United Nations General Assembly, in March 2010, through resolution 64/255 proclaimed a Decade of Action for Road Safety 2011—2020 with a goal of stabilizing and then reducing road traffic fatalities to an acceptable level.*

*My Government considers this declaration timely and decided to join other members of the Assembly to prepare and execute national plans to improve road safety in Fiji. These action plans prepared by Government Agencies and Statutory bodies responsible for road safety in Fiji, are contained in this publication.*

*While my Government will be funding these action plans through the annual budgets, I request International Donor Agencies, Governments and the Private Sector in Fiji to assist us in the implementation of this national and global initiative.*

***“Together we can save Lives”***



# Message from



**Hon. Timoci Lesi Natuva CM, MSD, (SS), ACDS(F), psc.  
MINISTER OF WORKS, TRANSPORT & PUBLIC UTILITIES**

*In Fiji on average, one person dies every week due to traffic accidents. The number of casualties are much more. These are tragedies which throw many families into despair and poverty.*

*Road traffic accidents can be reduced. Experience elsewhere suggests that by incorporating road safety features into land-use and urban planning; designing safer roads; ensuring safer vehicles; effective speed management; enforcing laws requiring the use of seatbelts, helmets and child restraints; setting and enforcing blood alcohol limits; and improving post-crash care for victims of road crashes, this can be achieved.*

*Based on the UN declaration of a Decade of Action for Road Safety 2011—2020, a steering committee was established in my Ministry consisting of representatives of a number of Government Departments and NGO's.*

*This committee has drawn up a National Plan for implementation during the Decade. These plans focus on the various aspects of road safety mentioned above with each stakeholder taking responsibility for implementing plans relevant to them.*

*The target set for Fiji is to reduce the annual fatalities from the current about 8 per 10,000 vehicles to 4 per 10,000 vehicles by the year 2020, and the reduction in accident numbers by 5% annually.*

*Funding for the National Plans will be sourced from the annual budgets. However, I invite International Donor Agencies, Governments and the Private Sector in Fiji to partner us in reducing road accidents.*



# PREAMBLE

## BACKGROUND

Statistics on road traffic accidents are alarming:-

- 1.3 million people are killed annually and the number is forecast to rise to 1.9million by 2020.
- Road crashes kill more people than known diseases such as Malaria.
- It is the No. 1 cause of death of young people around the world.
- Injuries place immense burdens on hospitals and health systems with the economic cost to developing countries being about \$100billion per year.

In view of this alarming situation, the Government of the Russian Federation hosted the first Global Conference on Road Safety in November 2009. This was opened by President Dmitry Medvedev. The participants who were representatives in the field of health, transport, education and police invited the United Nations General Assembly to declare a Decade of Action for Road Safety 2011—2020.

The United Nations General Assembly adopted resolution No. 64/255 in March 2010. This resolution called upon member states to implement road safety activities in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour, road safety education and post accident care during the decade 2011—2020.

## PREPARATION OF NATIONAL ACTION PLANS

Subsequent to the passing of the resolution, the United Nations Commission for Global Road Safety wrote to the Hon. Minister of Works, Transport & Public Utilities requesting the Government of Fiji to take part in the Decade of Action for Road Safety 2011—2020.

The Hon. Minister instructed the setting up of a Steering Committee of relevant stakeholders to prepare National Plans for the Decade. The stakeholders are Police, Land Transport Authority, Ministry of Health, Ministry of Education, National Fire Authority, Department of National Roads and St. Johns Ambulance. The committee was coordinated by the Minister of Works, Transport & Public Utilities.

The Committee met on a number of occasions and has developed National Action Plans to be implemented over the period 2011—2020.

The Action Plans have been developed to focus on seven(7) Key Pillars or Strategic Focus Areas (SFA's). They are:-

- (i) SAFER ROADS
- (ii) SAFER DRIVERS
- (iii) SAFER VEHICLES
- (iv) ROAD SAFETY EDUCATION
- (v) POST ACCIDENT CARE
- (vi) ACCIDENT DATA & RESEARCH
- (vii) TRAFFIC LAW ENFORCEMENT

For each of these Seven Key Pillars or SFA's there are relevant stakeholders that are responsible for their effective implementation.

No.	Key Pillars or SFA's	Relevant Stakeholders
1	SAFER ROADS	Department of National Roads
2	SAFER DRIVERS	Land Transport Authority (LTA)
3	SAFER VEHICLES	LTA
4	ROAD SAFETY EDUCATION	LTA & Ministry of Education
5	POST ACCIDENT CARE	NFA, St. Johns Ambulance, Ministry of Health
6	ACCIDENT DATA & RESEARCH	Police
7	TRAFFIC LAW ENFORCEMENT	Police & LTA

## FUNDING

The funding required for the implementation of the Action Plan by the various stakeholders shall be provided by the Government and donors. In this respect the Asian Development Bank (ADB), the World Bank and UNDP are key donors from whom funding will be sought to implement this global initiative in Fiji. It is also intended to seek the assistance of the private sector organizations in Fiji such as the insurance companies, trucking companies, bus companies etc. Detailed costings are yet to be carried out but the estimated total cost to fully implement the Action Plans for the Decade in this country is estimated to be about F\$30 Million over the ten year period and by seven stakeholders.

## IMPLEMENTATION OF ACTION PLANS AND MONITORING

The Action Plans shall be implemented by relevant stakeholders. This should be undertaken with the active participation of all the stakeholders and the Fiji community. All procurement will be carried out as per the Government regulations.

For the plans to be successful, monitoring of the implementation is essential. An office or unit within the Government must be given this task. Appropriate mechanisms must be put in place for the effective monitoring and for any corrective action to be taken during the implementation period.



# STAKEHOLDER RESPONSIBILITY

No.	KEY PILLARS OR SFA'S	RELEVANT STAKEHOLDERS
1	SAFER ROADS	Department of National Roads
		Aimed at preventing and reducing accidents on existing and newly developed roads via engineering and traffic management measures.
2	SAFER DRIVERS	Land Transport Authority
		Aimed at improving driver knowledge, awareness and proficiency through efficient driver training, testing, defensive and advanced driver courses.
3	SAFER VEHICLES	Land Transport Authority
		Aimed at improving the road worthiness of vehicles through regular mandatory inspections and frequent on road inspections.
4	ROAD SAFETY EDUCATION	Land Transport Authority & Ministry of Education
		Aimed at developing a new and more safety conscious generation of road users through the introduction of road safety education in schools and raising the general level of road safety awareness of the public as a whole via education and publicity campaigns.
5	POST ACCIDENT CARE	Ministry of Health, National Fire Authority & St John Association of Fiji
		Aimed at providing on the spot first aid and paramedic care to victims of traffic accidents at the scene of the accident, on the way to the hospital and at the Hospital/Health Centers. Correct treatment in the first few hours following an accident can be critical in saving lives.
6	ACCIDENT DATA & RESEARCH	Police
		Aimed at providing an accurate accident database. The accident database is the foundation for all subsequent accident initiatives. It provides essential data to the police and LTA for enforcement purposes, to DNR for their accident prevention and reduction program, and to LTA for their education and publicity programs.
7	TRAFFIC LAW ENFORCEMENT	Police & Land Transport Authority
		Aimed to change the behaviour of all road users to ensure compliance with traffic regulations.



# STRATEGIC FOCUS AREAS

## [SFA's]

### Strategic Focus Area 1

# SAFER ROADS

This focus area deals with the need to improve those aspects of the road design, construction and management process which are strongly related to aspects of road safety in terms of accident prevention and reduction.

#### **Objective**

The adoption of safety-promoting design, construction, rehabilitation and upgrading procedures in road network should be regarded as a basic prerequisite to tackle the road safety problem in Fiji. Ever greater emphasis moreover shall be placed on the safety of the large proportion of particularly vulnerable road users and provision of appropriate facilities to improve their safety.

#### **Present & Future**

This program will include the implementation of appropriate safety design standards, safety conscious planning and safety upgrading at potentially dangerous locations along existing roads.

Accident reduction measures in turn will be targeted to establish an effective and accurate accident data location system, removal of black spots as well as route action plans and mass actions plans at locations which are known to be potentially dangerous. Activities in the field of traffic management were introduced in order to improve circulation and safety in most smaller towns.



The Traffic And Road Safety Unit (TARSU) of DNR supports and monitors the implementation of all traffic and road safety activities on new roads.



Priority shall remain on the upgrading of road marking and delineation of the whole paved network of national roads and the on-going accident reduction activities, particularly where they address the needs of vulnerable road users in urban and rural locations.

Road safety audits on all new road construction projects will also be a function of TARSU.

#### **SFA 1 in Action**

An urgent activity with a high accident prevention potential is the implementation of a comprehensive road signing, line marking and delineation programme along the whole network of major paved roads.

Signs and markings fulfill important functions of warning, regulation and guidance for road users. The signs and markings need to be visible under all conditions. The implementation of route actions plans, mass action plans and village treatments or area wide schemes will help reduce the accident fatality value.

Traffic management activities will concentrate on the following:

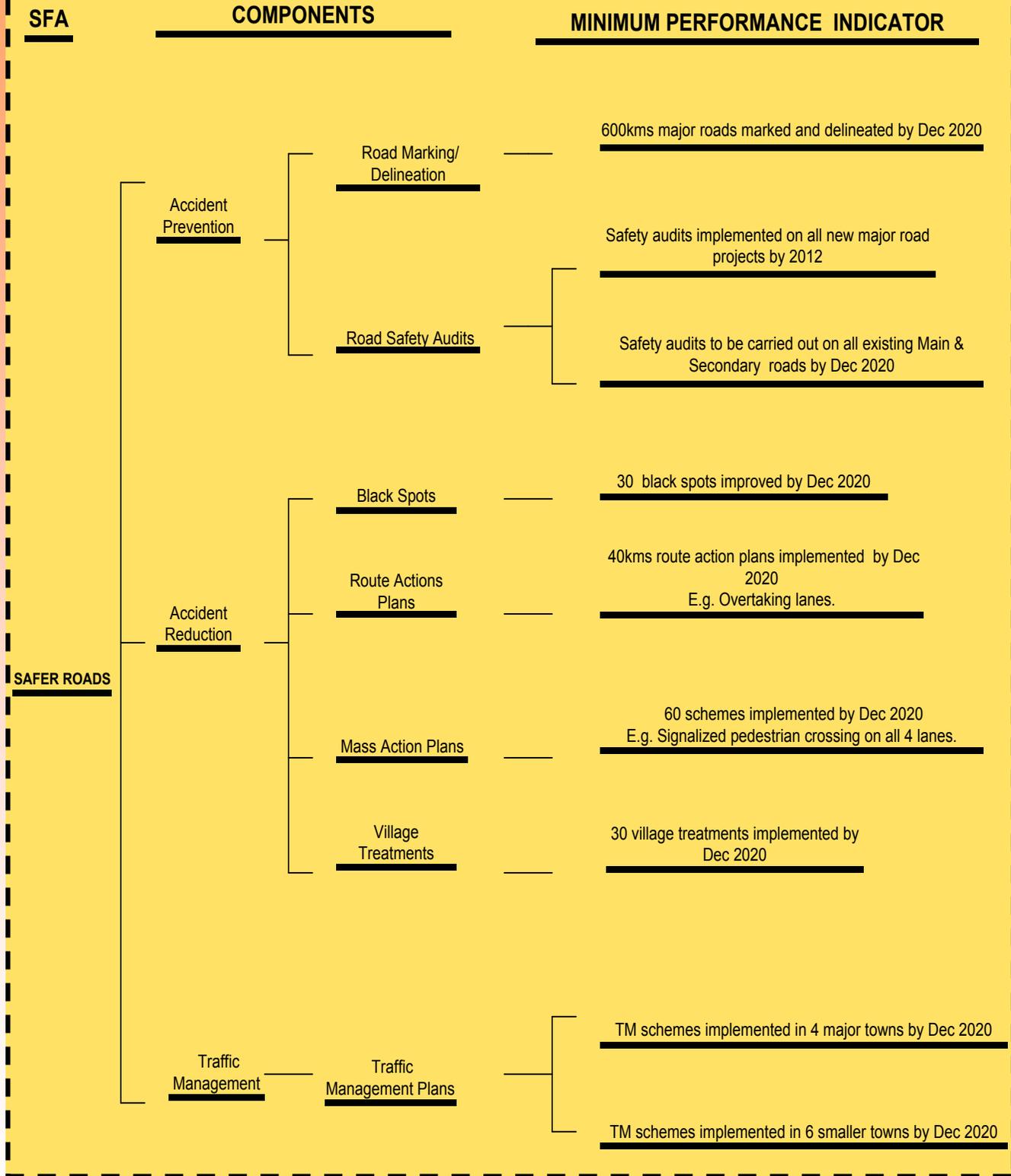
- traffic management plans to improve traffic circulation and safety on urban roads.
- traffic management plans to improve pedestrian safety.

These plans will be developed by TARSU in consultation with city and town councils and implemented by the municipalities.

As mentioned earlier, the availability of an effective local accident data system allows for a systematic evaluation of accident reduction measures. It is important to review not only the successes but also the failures in order to learn from experience and to improve the cost effectiveness of future investment programmes.



**FIGURE 1: SAFER ROADS (SFA 1)**



# Strategic Focus Area 2

## Safer Drivers

This strategic focus area deals with driver training and testing and emphasizes the responsibility held by drivers of motor vehicles.

### Objective

Drivers in Fiji still exhibit poor and unsafe driving behaviour. All drivers need to appreciate

- the driver's relationship with other road users.
- that they should comply with traffic rules and regulations.
- the use of defensive driving techniques.



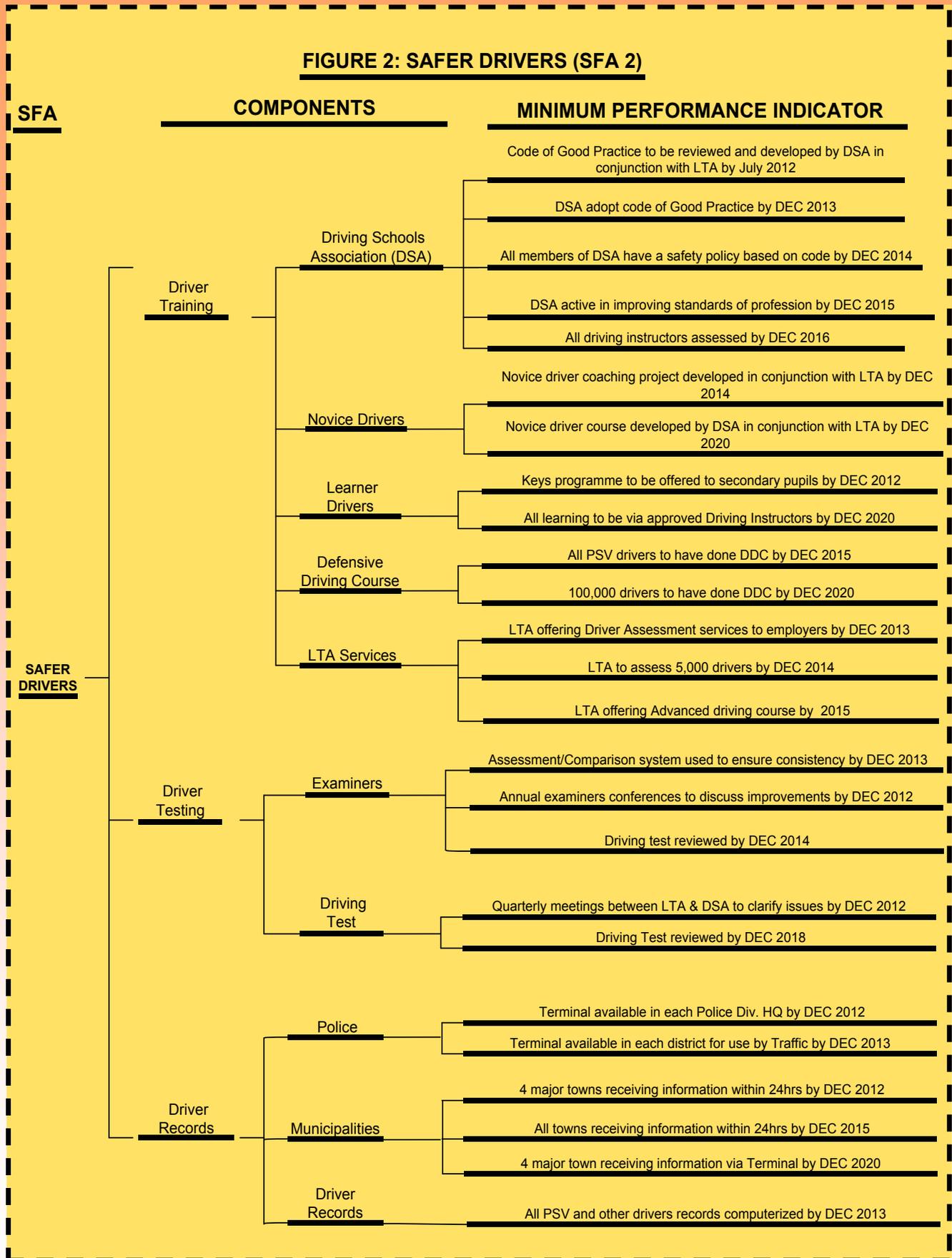
### SFA 2 in Action

The above objectives will be achieved by a number of strategies:-

- Regulating Driver School Association (DSA) to develop a Code of Practice and assessment of all driving instructors.
- LTA will assist DSA to develop a novice driver course.
- Ensure that by 2020 driver training will be by LTA approved instructors only.
- LTA will make it compulsory for all P5V drivers to complete the Defensive Driving Course (DDC) conducted by LTA. Other drivers will also be encouraged to complete the course.
- Co-ordination between LTA, Police and DSA will be improved.
- Driver records will be made available to the Police and Municipalities by installing linked terminals. This will assist in the checking of records at a number of locations and apprehending errant drivers.



**FIGURE 2: SAFER DRIVERS (SFA 2)**



# Strategic Focus Area 3

## Safer Vehicles

This focus area deals with the need for effective control of vehicle design, construction, operation and maintenance standards and the means by which these will be assured in order to reduce the effect of poor vehicle conditions on road users and road infrastructure.

### Objective

The vehicle fleet in Fiji on an average, is relatively old. There is a risk of older and defective vehicles being a contributory factor to accidents. The objective is to ensure safer, regularly inspected vehicles are in the traffic stream.



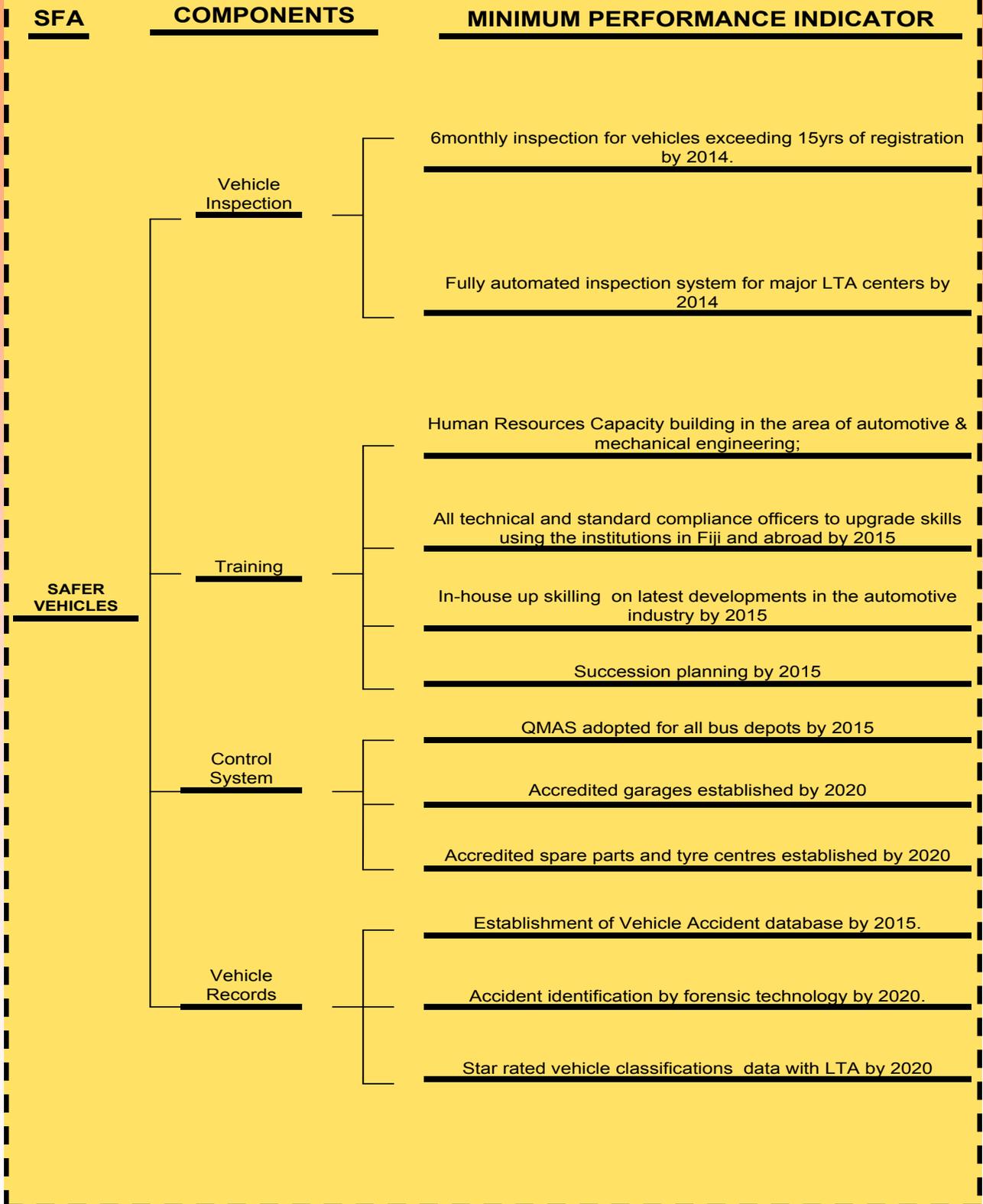
### SFA 3 in Action

The plans to ensure the above consists of :-

- Restricting import of older vehicles which do not have safety features. With this in view the government has restricted import of older vehicles by law. Currently only 8 Years or newer vehicles can be imported to Fiji.
- Since the older vehicles are still in traffic it is intended to introduce 6monthly inspections of vehicles over 15years old.
- To improve the inspection regime it is proposed to establish an automated vehicle inspection system within LTA and in addition accredit private garages to carry out inspections.
- To ensure that only genuine and correct spare parts are used, LTA will establish accredited spare parts and tyre centers.
- Emphasis also will be placed on human resources development by building up technical knowledge in automotive engineering by in house and overseas training.



**FIGURE 3: SAFER VEHICLES (SFA 3)**



# Strategic Focus Area 4

## Road Safety Education

This strategic focus area deals with road safety education in Primary, Secondary and Tertiary institutions.

### Objective

Children below 15 years represent a high proportion of the road accident victims. They are the most vulnerable road users especially as pedestrians. Therefore it is considered essential to introduce road safety education in Primary, Secondary and Tertiary institutions. This is expected to spread road safety culture among the population.



The Ministry of Education has developed curricula for primary school education and primary school teachers have been trained in necessary skills to conduct awareness raising activities in this field.

The safety education activity must now be extended to secondary and tertiary education, to ensure that children and young adults are educated by adequately skilled teachers and based on appropriate materials reflecting the growth in traffic volumes and increasing complexity of the road safety situation.

Older children in secondary schools can be offered discounted driving lessons to introduce them to safer driving techniques.

### SFA 4 in Action

The plans consist of :-

- Developing a teachers guide and support materials and distribution to primary and secondary school students.
- Training of teachers in Primary and Secondary schools and providing them with starter packs.
- Police and LTA visits to schools and educating teachers and students.
- Including road safety in tertiary and teacher training courses. This is expected to produce future professionals with road safety awareness.
- Implementing safety measures in schools such as school crossing, slap bands etc.

### Present & Future

Road safety education and public awareness in conjunction with traffic engineering and enforcement is a major factor which supports the goal of creating a positive road safety environment. Substantial positive results have been achieved during recent years.



**FIGURE 4: ROAD SAFETY EDUCATION  
(SFA 4)**

<b>SFA</b>	<b>COMPONENTS</b>	<b>MINIMUM PERFORMANCE INDICATOR</b>	
<b>ROAD SAFETY EDUCATION</b>	<b>PRE-SCHOOLS</b>	<b>RS MATERIALS</b>	Development/printing Teachers guide by DEC 2011
			Development/printing support materials by DEC 2012
			Materials in use in all pre-schools by DEC 2012
		<b>TEACHERS</b>	All new Pre-school teachers trained by DEC 2012
			All existing Pre-school teachers trained by DEC 2013
			Training modules in all teachers training and in service training courses by DEC 2014
	<b>PRIMARY SCHOOLS</b>	<b>PRIMARY SCHOOL CURRICULUM</b>	Teachers Road Safe guide reprinted by DEC 2012
			Support materials distributed by DEC 2013
			Starter pack to every new teacher by DEC 2012
		<b>TEACHERS</b>	Starter packs to all existing teachers by 2014
			3 MOE teachers seconded as LTA Road Safety Officer by DEC 2015
		<b>SCHOOL VISITS</b>	Police school teams trained by LTA and using LTA materials by DEC 2015
	Police visits active in presentation of road safety in schools by DEC 2016		
	<b>SECONDARY SCHOOLS</b>	<b>SECONDARY SCHOOL CURRICULUM</b>	LTA providing effective support to all primary schools by DEC 2020
			Road Safety Curriculum developed by JUL 2016
			Road Safety Curriculum into every school by DEC 2017
			Road Safety Teachers Guide in all schools by DEC 2018
		<b>TEACHERS</b>	All new secondary school teachers receive starter packs by DEC 2018
Starter packs with all teachers by DEC 2019			
<b>TERTIARY TRAINING</b>	<b>SAFE DRIVERS TRAINING</b>	Discounted safe drivers course available to students by DEC 2020	
	<b>ENGINEER / TECHNICAL TRAINING</b>	Safety conscious Planning and Design modules by JUN 2019	
		Modules in all relevant technical and Engineer courses by DEC 2020	
	<b>TEACHER TRAINING COLLEGES</b>	Road Safety included in all teacher training courses by DEC 2018	
Road Safety inputs into all relevant in service course by DEC 2019			



# Strategic Focus Area 5

## Post Accident Care

This strategic focus area deals with post accident care at the site of the scene of the accident and at the hospitals/health centers.

Post accident care is provided by St. Johns Ambulance, National Fire Authority at the scene and the Health Dept. when victims are moved to hospitals/health centers.

### Objectives

Road Accidents have over the years claimed numerous lives and injured many more. This has not only an impact on individual families but also on business and ultimately on the economy.

Whilst it is the duty of every road user to take precautions and use the roads wisely, vigilant and responsive actions when such unfortunate circumstances prevail is also important.

Road accident deaths should be avoided and the consequences of injury outcomes should be minimized by providing timely and effective first aid and medical care to the victims.

### SFA 5 in Action

#### St. Johns Ambulance

Presently St. Johns Ambulance centers are located only at Sigatoka and Suva. This coverage is considered inadequate.

The plan consists of :-

- Procurement of 20 ambulances fully equipped over 10 years and extending the area of coverage.
- Training personnel to man and operate the above.
- Provide First Aid training for communities living along major highways, government sponsored drivers, selected PSV drivers, Police and LTA staff.
- Procure and provide to health centers along major highways Medical Trauma Response kits.



#### National Fire Authority (NFA)

National Fire Authority has the equipment and trained personnel to deal with accidents where victims are trapped in vehicles.

At present the capability exists only in Suva, Nausori and Valelevu areas.

The plan proposes :-

- To extend this capability to another 11 areas namely Navua, Deuba, Sigatoka, Ba, Rakiraki, Korovou, Nadi, Lautoka, Savusavu, Labasa & Taveuni.
- Procurement of additional RAR Kits.
- Procurement of additional communication and data entry equipments.
- Reduction in response time from 10 minutes to 5 minutes.

#### Health Department (Min. of Health)

Health department deals with accident victims when they are taken to Health Centers or Hospitals.

The plan is to improve accident and emergency management at all levels of health care service delivery.



**FIGURE 5: POST ACCIDENT CARE (SFA 5)**

SFA	COMPONENTS	MINIMUM PERFORMANCE INDICATOR
POST ACCIDENT CARE	PRE-HOSPITAL CARE	Provision of 20 fully equipped ambulances by 2020. (SJA)
		Replacement of 6 ambulances with fully equipped new ambulances (SJA)
		Provision of 80 specialized Medical Trauma Response Kits to health centres along main highways by 2020. (SJA)
		Training of 80 St. John's Personnel in Pre-Hospital Care by 2020. (SJA)
		Provision of road side First Aid Kits and Training for 90 communities, 300 government endorsed drivers, 360 PSV drivers, 230 Police and LTA staff by 2020. (SJA)
		Extend Ambulance (RAR) services to 11 other stations by 2020. (NFA)
		Provide RAR Equipment to 11 other stations by 2020. (NFA)
		Training of all staff on use of RAR equipment by 2020. (NFA)
		Reduce response time of ambulances from 10minutes to 5minutes by 2020. (NFA)
		Improve co-ordination with all Agencies engaged in Post Accident Care by 2013. (NFA)
	Provide equipment to record data at all stations by 2020. (NFA)	
	Improve setting for Accident and Emergency (A&E) Unit Management by 2014. (Health Dept)	
	HOSPITAL CARE	Improve A&E Management at all levels of Health Care Service Delivery by 2015. (Health Dept)
		Improve public awareness on Accident & Emergency. (Health Dept)
		Improve Accident & Emergency Surveillance. (Health Dept)



# Strategic Focus Area 6

## Accident Data & Research

This strategic focus area deals with collection, storage and utilization of accident data by stakeholders for various purposes.

### Objectives

The objective is to collect accurate data and utilize it by Police and other agencies for educating, awareness, enforcement and implementation of relevant strategies for accident prevention and reduction.

### SFA 6 in Action

Traffic Accident data plays an important role in the planning and implementation of road safety activities. Presently, accident data is collected by Police in purposely designed forms and sent to the Police Accident Traffic Research Unit (PATRU) at Police Head Quarters for input into the Data base using the MAAP program.

This accident analysis program was provided to stakeholders by Transport Research Organization in the United Kingdom as part of the Fiji Road Upgrading Project II.

The statistics provided by the Fiji Police are used by various stakeholders and traffic enforcement agencies in planning road engineering designs and development of Road Safety Programs to create a safer road environment for all users. It is also a valuable source of information for scholars and researchers undertaking studies in road safety and traffic management.

The plan proposes :-

- Upgrading MAAP Program.
- Procuring additional equipment for storage and entry at more Police Stations.
- Training of staff to accomplish the above.
- Up-skill staff for analysis of data for use in manpower/ fleet deployment to strengthen traffic enforcement initiative.
- Assist in publishing of annual accident reports which assists in increasing road safety awareness.



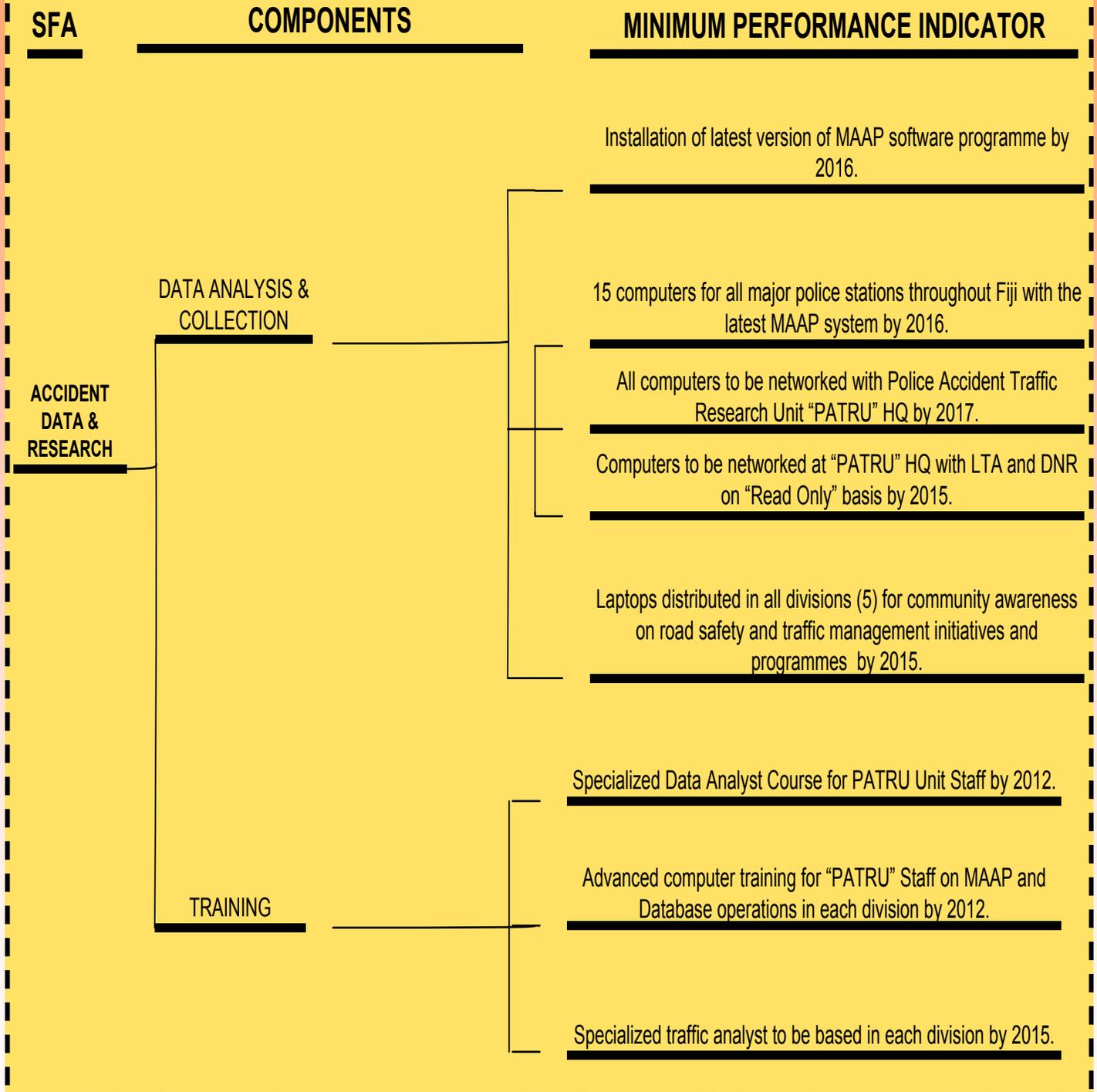
**Data Entry of Road Accident Reports  
at the Police HQ Traffic Section**



**Blackspot Location at Sovi Bay**



**FIGURE 6: ACCIDENT DATA & RESEARCH  
(SFA 6)**



# Strategic Focus Area 7

## Traffic Law Enforcement

This strategic focus area deals with enforcement of traffic laws by both Police and the Land Transport Authority.

### Objective

Traffic law enforcement should focus on preventing road accidents through the identification of enforcement priorities based on accident analysis. This can best be achieved by having a well-trained and efficient organization that is adequately equipped with modern vehicles and enforcement equipment.

A substantial safety benefit can be achieved if road users could be deterred from committing traffic offences. Enforcement should therefore serve as a deterrent for drivers inclined to commit offences. Consistent deterrent strategies by highly visible Police and LTA is considered very effective.

### Key Enforcement areas for Police & LTA are as follows:

- ◆ **Speed**
- ◆ **Drink Driving**
- ◆ **Seat Belt Use**
- ◆ **Driver and Pedestrian Behaviour**
- ◆ **Overloading**
- ◆ **Vehicle Condition**
- ◆ **Vehicle Construction and Dimensions**



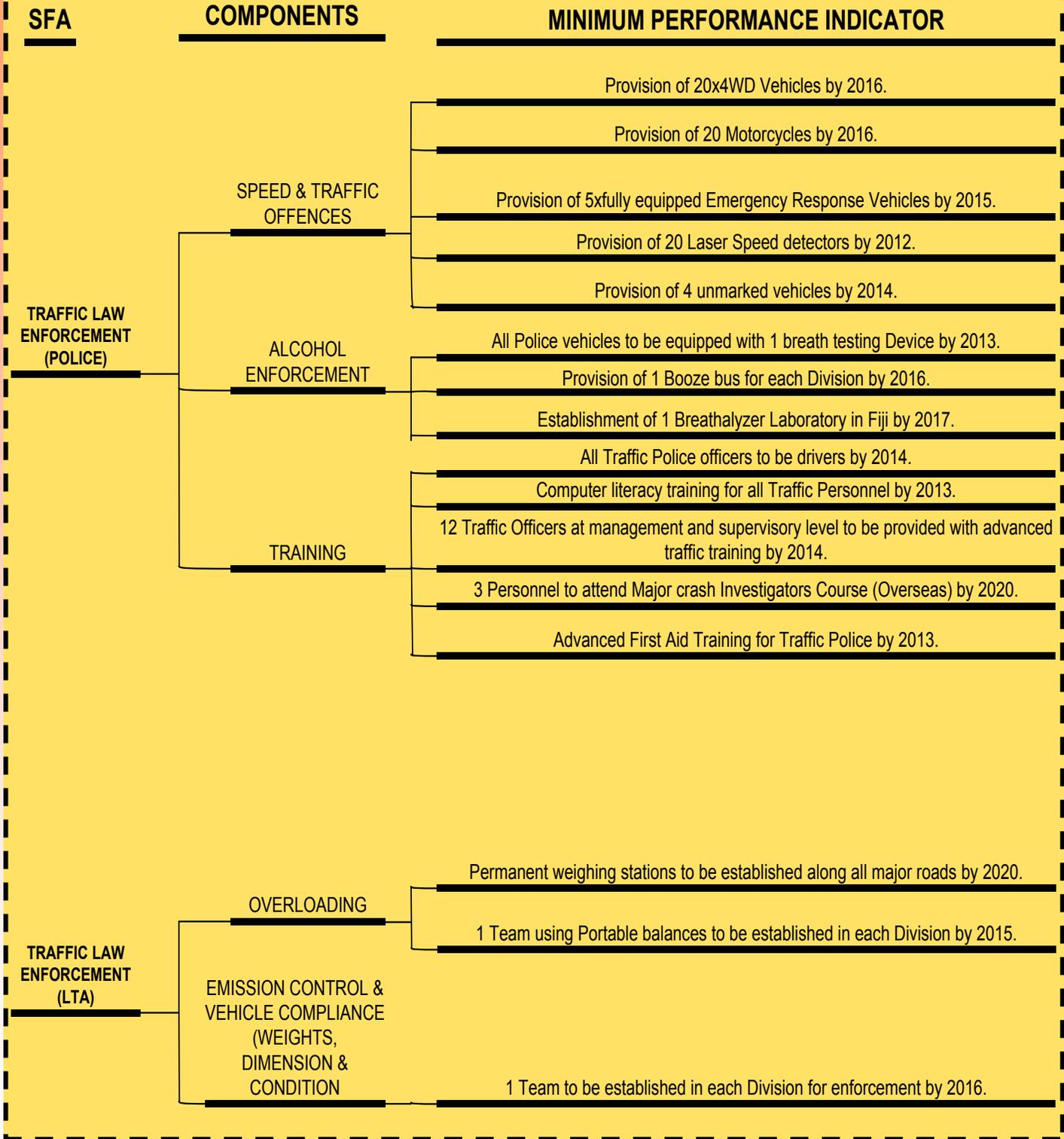
### SFA 7 in Action

The plan proposes:-

- **Procurement of additional 4WD vehicles, motor cycles and laser speed detectors for speed enforcement along highways.**
- **Procurement of booze buses and breathalyzer laboratory to assist in alcohol limit enforcement.**
- **Procurement of Dragger Alcotest testing devices to be installed in most Police vehicles.**
- **Local and overseas training for Police & LTA Staff.**
- **Increased enforcement by LTA on vehicle conditions, overloading and weights and dimensions.**



**FIGURE 7: TRAFFIC LAW ENFORCEMENT  
(SFA 7)**



# CONCLUSION

**The National Action Plans contained in this publication provides the road map for the implementation of Road Safety measures in Fiji during the decade 2011—2020. The implementation will be based on the three E's; Engineering, Education and Enforcement. Hence, the active participation of all stakeholders and the Fiji community will be required.**

**The Government has agreed to provide some funding for their implementation in the annual budgets. Any additional funds required need to be sourced from International Donors, the NGO's and the private sector.**

**The National Action Plan is only useful as a management tool if the plan is monitored. It is proposed that the monitoring is carried out by a Steering Committee of broad based stakeholders. The Steering Committee is chaired by the Ministry of Works, Transport & Public Utilities and involve other stakeholders including public sector agencies, NGO's, donors & the private sector.**

**In Fiji, road fatalities increased during the 1980's and in 1991 it was 108. Since then, with the implementation of Fiji Road Safety Action Plans 1 & 2, the fatalities have been reduced drastically to between 50 and 60. It is hoped that this initiative of "Decade of Action for Road Safety" will further reduce the fatalities to 30 and make Fiji a safer place for all road users.**

**SAFE Roads, SAFE Drivers, SAFE Vehicles — SAFE Fiji.**



# *Dedication*

*This Action Plan is being dedicated to all those who have lost their precious lives through road traffic accidents on Fiji's roads and to the families who endure the tragic loss of their loved ones.*

*Let not any more lives be lost in such an untimely and tragic manner.*



# STOP, LOOK & LISTEN



**Always look both ways and exercise caution when crossing at a cross walk or intersection.**

**STOP.**  
**LOOK.**  
**LISTEN.**

**It is important to not just look at the cars stopped at the intersection but any approaching vehicles.**





# SAFE Roads...SAFE Drivers...SAFE Vehicles – SAFE FIJI



MINISTRY  
*Of* Health

*Shaping Fiji's Health*



Ministry of Defence,  
National Security & Immigration



Ministry of Works,  
Transport & Public Utilities



**St John**

**BUCKLE UP...  
IT COULD SAVE YOUR LIFE**

A MESSAGE FROM THE LAND TRANSPORT AUTHORITY.