

Lao People's Democratic Republic

Road Safety Profile

Population (2023)

7.6 Million

Below 18 years old

36%

Above 60 years old

7%

GDP, PPP (2022)

70.7 Billion USD

Lower middle income

Every 7 hours, someone dies in a road crash in Lao People's Democratic Republic

Road crash fatalities (2019)

1,281 deaths

Annual average growth rate

2000-2015 **2.3%**

2015-2019 **5.7%**

Road crash is the top 11th cause of death in Lao People's Democratic Republic

Road crash fatality rates by different sources

WHO (2019)

17.9 per 100,000 population

GBD (2019)

15.2 per 100,000 population

Country official statistics (2022)

12.6 per 100,000 population

Share of road crash fatalities by gender

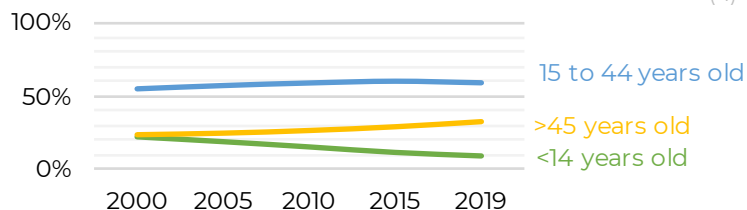
Male

73%

Female

27%

Share of road crash fatalities by age



Sources

(1) UN Population Database (2022)

(2) World Bank (2022)

(3) World Health Organization (2021)

(4) Global Burden of Disease (2019)

(5) World Bank Road Safety Opportunities and Challenges (2019)

(1) Share of road crash fatalities by mode (3)

■ Motorized 2/3W ■ Pedestrian ■ Cyclist ■ LDV ■ Others

(2) 0% 20% 40% 60% 80% 100%

Cost of road crash fatalities and serious injuries (2016) (5)

(3) **871 Million USD**

As a share of GDP

6%

Health expenditure

2%

(in comparison)

Road infrastructure availability (2023) (7)

8.4 kilometers per thousand population

Road infrastructure density (2023)

276 meters per sqkm

Motorways, share () Paved road ratio (2020) (8)

(4) **n.d.**

22%

Share of road infrastructure with 3-star or better safety rating for each road user category (9)

(3) Vehicle occupant

Motorcyclist

n.d.

n.d.

(4) Pedestrian

Bicyclist

n.d.

n.d.

iRAP assessed road length

n.d.

(3) Motorization rate, total vehicles (2023) (7)

341 vehicles per thousand population

2-wheelers

258 per thousand population

(4) LDV

67 per thousand population

Buses

1 per thousand population

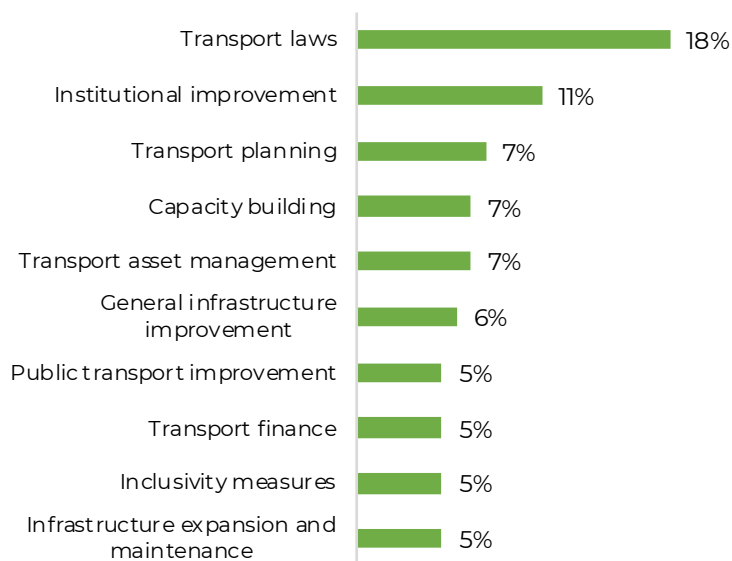
Developed with the support of:



The Asian Transport Outlook (ATO) project collects, collates, and organizes data from publicly available official, as well as reputable and peer-reviewed secondary sources, which may contain incomplete or inconsistent data. It is important to note that the ATO does not generate data. Moreover, while the ATO carries out quality control and assurance of whether the data are truthfully reflected in the ATO, the ATO does not make any warranties or representations as to the appropriateness, quality, accuracy, or completeness of the data in the ATO databases, and in the knowledge products that are produced from such. Users are encouraged to scrutinize, verify, interpret, and judge the data before utilizing them.

Policy documents with coverage on road safety	Number of road safety measures
2021-2030 National Road Safety Strategy and 8th Five-Year National Socio-Economic Development Plan	39
9TH FIVE-YEAR NATIONAL SOCIOECONOMIC DEVELOPMENT PLAN	12
Lao PDR GCF Country Programme	11
Technology Needs Assessment Report Climate Change Adaptation	5
Other policy documents	3
	16

Top 10 road safety-related policy measures by typology, share in total



Road safety target

Reduce the rate of deaths and serious injuries to 70% in 2035

2021-2030 National Road Safety Strategy and 2021-2025 Action Plan

Other relevant targets

At least 25% reduction of drivers using excessive speed by 2030

2021-2030 National Road Safety Strategy and 2021-2025 Action Plan

At least 95% of car drivers use seat belts properly =by 2030

2021-2030 National Road Safety Strategy and 2021-2025 Action Plan

At least 95% of motorcyclists wear helmets properly by 2030

2021-2030 National Road Safety Strategy and 2021-2025 Action Plan

Rehabilitate 2,800 km of land transport infrastructure

9th Five-Year Socioeconomic Development Plan (2021-2025)

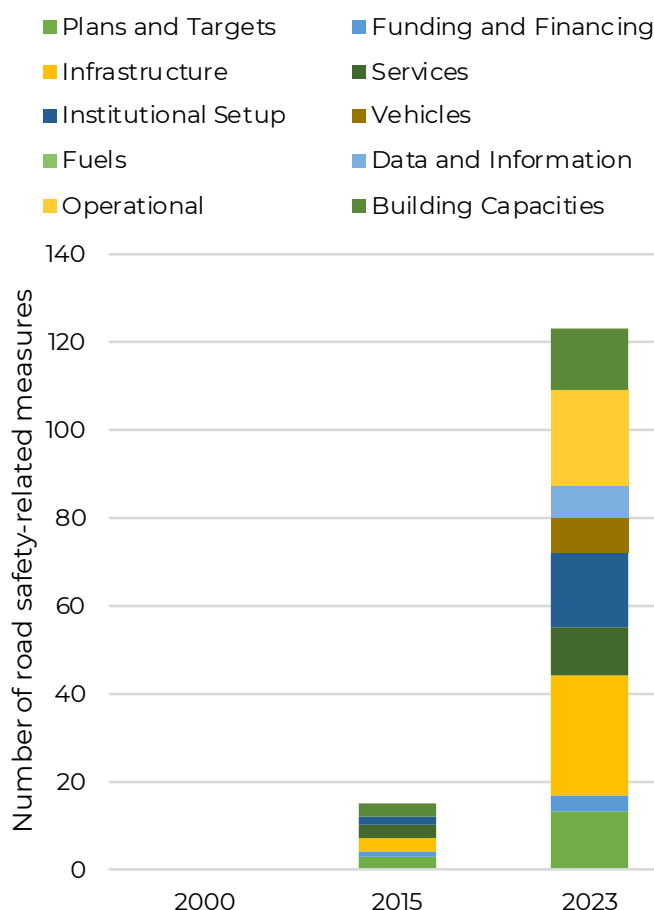
87.5% of new vehicles must meet UN safety standards at least 7 out of 8 priorities by 2025

2021-2030 National Road Safety Strategy and 2021-2025 Action Plan

75% of major roads with safety rating of three stars or higher by 2025

2021-2030 National Road Safety Strategy and 2021-2025 Action Plan

Cumulative number of road safety-related policy measures by toolbox



Developed with the support of:



The Asian Transport Outlook (ATO) project collects, collates, and organizes data from publicly available official, as well as reputable and peer-reviewed secondary sources, which may contain incomplete or inconsistent data. It is important to note that the ATO does not generate data. Moreover, while the ATO carries out quality control and assurance of whether the data are truthfully reflected in the ATO, the ATO does not make any warranties or representations as to the appropriateness, quality, accuracy, or completeness of the data in the ATO databases, and in the knowledge products that are produced from such. Users are encouraged to scrutinize, verify, interpret, and judge the data before utilizing them.